

EIGHTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners,

FOR THE

YEAR ENDING JUNE 30, 1885.

STATE OF IOWA.

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PRINTED BY ORDER OF THE GOVERNOR.

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1885.

## COMMISSIONERS' REPORT.

STATE OF IOWA,  
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, November, 30, 1885.

To HON. BUREN R. SHERMAN, *Governor of Iowa:*

As required by law, we have the honor to submit herewith the eighth annual report of the Board of Railroad Commissioners, showing the capital stock, debt, general traffic, earnings, operating expenses, and condition of the railroads doing business in Iowa for the year ending June 30, A. D. 1885; also a statement of the complaints brought before us for adjudication, with decisions of the Board in full, together with the returns of the several companies to this office, and tabular statements made therefrom.

To the end that there may be as far as possible a full and complete showing of the doings of the Board, and a view given of the whole transportation question, we also submit a statement of the detail and routine work done during the year, an abstract of the decisions of the Supreme Court of the State upon questions affecting railroads and their relations to the citizens of the State, and general remarks of the Commissioners upon the several subjects coming before them for consideration.

No change has taken place in the organization of the Board since the date of our last report. Mr. L. S. Coffin has been reappointed for the term of three years.

We append the following statement of business done during the year:

|  |       |
|--|-------|
| Number of letters received during the year ending December 1, 1885.....      | 2,681 |
| Number of letters written during the year ending December 1, 1885.....       | 3,073 |
| Number of packages sent by mail during the year ending December 1, 1885..... | 1,535 |

## EIGHTH ANNUAL REPORT OF THE

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|--|-------|
| Number of packages sent by express during the year ending December 1, 1885.....  | 563   |
| Number of complaints adjusted during the year ending December 1, 1885.....   | 82    |
| Number of complaints pending and unadjusted for the year ending December 1, 1885.....  | 2     |
| Number of cases in which railroad companies have failed to comply with the recommendations of the Board during the year ending December 1, 1885.....                               | None. |
| Number of orders of the Board affecting public right which have not been complied with, and which have been certified to the Attorney-General during the preceding year, 1884..... | 2     |

## CAPITAL STOCK.

The total number of miles of railroad in operation in Iowa reported by the companies to this Board is seven thousand four hundred seventy eight and forty-three one hundredths miles. The report of the capital stock and debt is based on the entire lines of the roads which run into other States; these lines are twenty-one thousand seven hundred ninety-one and thirty-eight one hundredths miles. The Commissioners estimate the proportion of the stock of these roads that represents the lines in Iowa, added to the stock of the roads entirely in Iowa to be, broad gauge \$133,484.621 or \$18,604.46 per mile; the narrow-gauge roads \$1,267,575, or \$7,826.58 per mile. Why this should fall short of the former report we are unable to ascertain; possibly it may have occurred through the absorption of its leased lines by the Chicago & Northwestern.

The total number of stockholders living in the State is returned as five hundred forty nine; the total amount of stock owned by persons living in the State is \$7,956,650. The narrow-gauge roads owned by the Chicago, Milwaukee & St. Paul and the Wabash, St. Louis & Pacific railways are not reported separately and are included in the estimates of the broad gauge lines; this mileage is not large and does not materially change the conditions.

## DEBT.

The total debt of the roads in Iowa as reported by the companies and apportioned by the estimate of the Commissioners is, broad gauge \$137,282,526.72 or \$19,133.80 per mile; of this amount \$133,203,562.02 is funded debt, \$4,078,964.70 is unfunded or floating debt.

Narrow-gauge roads \$1,119,200.80 is funded debt, \$86,373.42 floating debt.

## STOCK AND DEBT.

The stock and debt of the roads in Iowa as reported amounts to \$273,240,296.94 or \$37,738.26 per mile, this does not include the stock and debt of the Des Moines, Osceola & Southern and the Fort Madison & Northwestern roads; both these roads are in the hands of receivers and the Commissioners were compelled to make up these tables without any report from either, after having exhausted all their resources to compel a compliance with the law.

The following table shows the amount of stock and debt per mile of each company as the returns were made to this office.

## STOCK AND DEBT.

| RAILROADS.                                  | Stock per mile. | Debt per mile. | Stock and debt per mile. |
|---|-----------------|----------------|--------------------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 6,847.00     | \$ 15,174.93   | \$ 22,021.97             |
| Central Iowa.....                           | 19,988.67       | 17,098.46      | 37,087.15                |
| Chicago, Burlington & Quincy.....           | 16,458.71       | 15,316.73      | 31,775.44                |
| Chicago, Burlington & Kansas City.....      | 44,198.89       | 4,611.12       | 48,810.02                |
| Kansas City, St. Jo & Council Bluffs.....   | 18,055.18       | 17,922.42      | 35,977.69                |
| St. Louis, Keokuk & Northwestern.....       | 21,026.80       | 20,134.90      | 41,161.70                |
| Chicago, Iowa & Dakota.....                 | 11,391.89       | 12,339.62      | 23,660.37                |
| Chicago, Milwaukee & St. Paul.....          | 9,878.00        | 20,830.00      | 30,718.00                |
| Chicago & Northwestern.....                 | 19,493.69       | 24,685.40      | 44,159.09                |
| Chicago, Rock Island & Pacific.....         | 87,457.59       | 18,300.30      | 55,757.90                |
| Keokuk & Des Moines.....                    | 25,383.00       | 16,923.00      | 42,307.00                |
| Chicago, St. Paul, Minneapolis & Omaha..... | 27,420.86       | 17,990.57      | 45,411.52                |
| Crooked Creek.....                          | 8,411.76        | 275.54         | 8,687.30                 |
| Des Moines & Ft. Dodge.....                 | 36,766.20       | 22,955.81      | 59,531.88                |
| Dubuque & Dakota.....                       | 9,039.00        | 11,760.01      | 20,799.01                |
| Humeston & Shenandoah.....                  | 35,773.07       | 23,852.06      | 59,630.13                |
| Illinois Central.....                       |                 |                |                          |
| Cedar Falls & Minnesota.....                | 20,991.00       | 18,748.35      | 39,739.35                |
| Dubuque & Sioux City.....                   | 35,039.90       | 6,173.79       | 41,211.98                |
| Iowa Falls & Sioux City.....                | 25,042.19       | 15,985.56      | 41,027.76                |
| Iowa Northern.....                          | 15,000.00       | 8,333.33       | 23,333.33                |
| Minneapolis & St. Louis.....                | 27,366.00       | 23,950.55      | 51,543.54                |
| Ottumwa & Kirkville.....                    | 45,004.50       | 37,700.41      | 82,704.91                |
| Prairie du Chien & McGregor.....            | 50,000.00       |                | 50,000.00                |
| Sioux City & Pacific.....                   | 19,255.26       | 49,542.84      | 68,798.10                |
| Wabash, St. Louis & Pacific.....            | 15,086.66       | 24,152.78      | 39,289.44                |
| NARROW GAUGE ROADS.                         |                 |                |                          |
| Burlington & Northwestern.....              | 4,047.20        | 5,942.09       | 9,685.18                 |
| Burlington & Western.....                   | 12,118.81       | 8,127.28       | 21,990.20                |
| St. Louis, Des Moines & Northern.....       | 17,061.09       | 8,836.89       | 25,897.98                |
| Cedar Rapids & Marion Street Railway.....   | 5,454.54        | 3,397.94       | 9,397.94                 |

The following table shows the added mileage and the increase of capital stock during the year for all roads. The increase of mileage in the State of Iowa is 228.92; the increase of mileage on all roads in the systems is 636.06; the increase of stock on all roads reported is \$10,187,988.59 or \$16,017.32 per mile.

| RAILROADS.                                  | MILES. | AMOUNT OF INCREASE. |
|---|--------|---------------------|
| Burlington, Cedar Rapids & Northern.....    | 202.77 |                     |
| Central Iowa.....                           | 2.45   | \$ 400.00           |
| Chicago, Burlington & Quincy.....           | 110.53 | 4,510,380.00        |
| Chicago, Burlington & Kansas City.....      | 28.80  |                     |
| Chicago, Iowa & Dakota.....                 | 26.50  | 300,000.00          |
| Chicago, Milwaukee & St. Paul.....          | 3.96   |                     |
| *Chicago & Northwestern.....                | 608.96 | 13,192,500.00       |
| Chicago, St. Paul, Minneapolis & Omaha..... | 6.11   | 3,456,500.00        |
| Minneapolis & St. Louis.....                | 1.50   | 11,500.00           |
| Wabash, St. Louis & Pacific.....            |        | 2,220,100.00        |
| Wisconsin, Iowa & Nebraska.....             | 114.60 |                     |
| NARROW GAUGE ROADS.                         |        |                     |
| Burlington & Northwestern.....              |        | 13,708.51           |
| Burlington & Western.....                   |        | 856,800.00          |
| Cedar Rapids & Marion.....                  | 1.00   |                     |

\*The Chicago & Northwestern Railway has increased its mileage by the purchase of the leased lines in Iowa 544.21 miles, and \$14,494,000 of stock belonging to the leased lines is not reported this year. We presume that it has been absorbed in the capital and debt of this road.

## INCREASED MILEAGE AND INCREASE AND DECREASE OF INDEBTEDNESS.

| RAILROADS.                               | MILES.   | INCREASE.        | DECREASE.    |
|--|----------|------------------|--------------|
| Burlington, Cedar Rapids & Northern....  | 276.79   | \$ 3,515,875.62  | \$ .....     |
| Central Iowa.....                        | 245.00   | 286,788.05       | .....        |
| Chicago, Burlington & Quincy.....        | 110.53   | .....            | .....        |
| Chicago, Burlington & Kansas City.....   | 28.80    | 394,088.01       | .....        |
| Chicago, Milwaukee & St. Paul.....       | 3.96     | 3,597,000.00     | .....        |
| Chicago & Northwestern.....              | 608.96   | 3,905,775.83     | .....        |
| Chicago, Rock Island & Pacific.....      |          | 3,000,000.00     | .....        |
| Chicago, St. Paul, Minneapolis & Omaha.. | 6.11     | 163,000.00       | .....        |
| Crooked Creek.....                       |          |                  | 5,430.00     |
| Des Moines & Ft. Dodge.....              |          |                  | 32,100.00    |
| Dubuque & Dakota.....                    |          | 37,406.88        | .....        |
| Cedar Falls & Minnesota.....             |          | 40,000.00        | .....        |
| Iowa Falls & Sioux City.....             |          |                  | 5,597.50     |
| Iowa Northern.....                       |          |                  | 10,021.62    |
| Ottumwa & Kirkville.....                 |          |                  | 24,344.53    |
| Sioux City & Pacific.....                |          | 677,940.47       | .....        |
| Wabash, St. L. & Pacific.....            |          | 174,210.00       | .....        |
| NARROW GAUGE ROADS.                      |          |                  |              |
| Burlington & Northwestern.....           |          | 10,364.80        | .....        |
| Burlington & Western.....                |          | 574,599.97       | .....        |
| St. Louis, Des Moines & Northern.....    |          | 17,444.00        | .....        |
| Cedar Rapids & Marion Street Railway...  |          | 2,556.66         | .....        |
| Total.....                               | 1,280.14 | \$ 16,397,350.24 | \$ 47,493.65 |

The increased mileage reported is 1,280.14; the increased indebtedness is \$16,397,350.24, from which deduct the decreased indebtedness, \$47,493.65, and we have a net increase of \$16,349,856.59, or \$12,771.93 per mile.

## COMPARATIVE TABLE OF STOCK AND DEBT FOR THE YEARS 1880, 1882, 1884 AND 1885.

|            | 1880.             | 1882.             | 1884.             | 1885.             |
|------------|-------------------|-------------------|-------------------|-------------------|
| Stock..... | \$ 264,482,954.21 | \$ 345,918,605.27 | \$ 390,586,766.44 | \$ 400,699,755.08 |
| Debt.....  | 228,551,426.04    | 386,228,328.01    | 440,214,133.65    | 457,081,163.31    |
| Total..... | \$ 493,034,380.25 | \$ 732,146,933.28 | \$ 830,800,900.00 | \$ 857,780,918.34 |

In 1878, \$343,849,402.06 represented 8,367 miles of road, which was the entire mileage of the roads reporting to this board; in 1880, \$493,034,380.25 represented 12,219.36 miles; in 1882, \$732,146,933.28 represented 18,548.69 miles; in 1884, \$830,800,900.00 represented 21,154.32 miles; in 1885, \$857,780,918.34 represents 21,790.38 miles. This gives an increase of the system of which the Iowa roads are a

part from a mileage of 8,367 to 21,790 miles, and of the capital from \$343,849,402.06 to \$857,780,918.34 in a period of seven years. This simple statement gives a better idea than anything we could say of the growth and development of the States and Territories for which these roads are the carriers. The increased mileage in Iowa is from 4,157 in 1878 to 7,478 in 1885, or an increase of 3,321 miles in seven years. The capital and debt reported for Iowa in 1878 amounted to \$153,601,784.47; in 1885, \$273,240,296.94, an increase of 3,321 miles in the seven years, and of stock and debt of \$120,638,512.47, or of stock and debt of \$37,738.26 per mile.

## COST OF ROADS.

The following table represents as near as the Commissioners are able to ascertain, the cost of the roads reporting; this is not given as by any means accurate, but is probably as close an approximation as will ever be made, owing to the various methods by which the present owners acquired these railroad properties.

## COST OF ROADS.

| RAILROADS.                                 | Proportion for Iowa. | Cost of road and equipment. |
|--|----------------------|-----------------------------|
| Burlington, Cedar Rapids & Northern.....   | \$ 19,107,689.25     | \$ 22,682,361.32            |
| Central Iowa.....                          | 15,905,009.78        | 19,340,933.68               |
| Chicago, Burlington & Quincy.....          | 30,654,720.96        | 137,734,258.63              |
| Chicago, Burlington & Kansas City.....     | 5,727,709.20         | 8,842,846.66                |
| Kansas City, St. Jo & Council Bluffs.....  | 2,239,830.53         | 12,443,502.95               |
| St. Louis, Keokuk & Northwestern.....      | 1,436,113.84         | 7,066,721.77                |
| Chicago, Iowa & Dakota.....                | 341,711.89           | 341,711.89                  |
| Chicago, Milwaukee & St. Paul.....         | 44,193,771.30        | 150,379,982.74              |
| Chicago & Northwestern.....                | 47,052,707.31        | 162,562,815.04              |
| Chicago, Rock Island & Pacific.....        | 40,442,385.65        | 59,727,838.42               |
| Chicago, St. Paul, Minneapolis & Omaha.... | 3,067,251.77         | 51,120,862.79               |
| Crooked Creek.....                         | 72,215.00            | 72,215.00                   |
| Des Moines & Ft. Dodge.....                | 8,492,066.95         | 8,492,066.95                |
| Dubuque & Dakota.....                      | 1,268,077.06         | 1,268,077.06                |
| Humeston & Shenandoah.....                 | 2,689,381.47         | 2,689,381.47                |
| Illinois Central.....                      |                      |                             |
| Cedar Falls & Minnesota.....               | 3,173,500.00         | 3,173,500.00                |
| Dubuque & Sioux City.....                  | 5,621,112.71         | 5,621,112.71                |
| Iowa Falls & Sioux City.....               | 7,585,000.00         | 7,585,000.00                |
| Iowa Northern.....                         | 150,000.00           | 150,000.00                  |
| Minneapolis & St. Louis.....               | 7,159,547.13         | 18,101,977.73               |
| Ottumwa & Kirksville.....                  | 315,256.80           | 315,256.80                  |
| Sioux City & Pacific.....                  | 4,118,576.11         | 5,497,917.80                |
| Wabash, St. Louis & Pacific.....           | 13,011,837.12        | 118,195,590.05              |
| NARROW GAUGE ROADS.                        |                      |                             |
| Burlington & Northwestern.....             | 400,152.57           | 400,152.57                  |
| Burlington & Western.....                  | 1,431,535.91         | 1,431,535.91                |
| St. Louis, Des Moines & Northern.....      | 1,025,750.00         | 1,025,750.00                |
| Cedar Rapids & Marion Street Railway.....  | 101,625.68           | 101,625.68                  |
| Total.....                                 | \$ 266,784,535.99    | \$ 806,365,013.62           |

## GROSS EARNINGS.

The entire earnings for the roads in Iowa are reported:

|  |                  |
|--|------------------|
| Passengers, mail and express.....  | \$ 9,891,100.13  |
| Freight and miscellaneous.....   | 26,142,837.32    |
| Total earnings for the year ending June 30, 1885.....                      | \$ 36,123,587.45 |
| Total earnings for the year ending June 30, 1884.....                      | 35,735,271.85    |
| Increase over previous year, or for Iowa an increase of 1.07 per cent..... | \$ 388,315.60    |

The passenger are 27.6 per cent of the entire earnings. The increase of earnings over the previous year on all lines was \$1,121,-

681.09; the decrease, \$4,730,840.63, or a net decrease of \$3,609,159.54, or 3 58-100 per cent. We think there is an error in the Sioux City & Pacific report, which shows earnings of \$841,002.91 less than last year; the former report must have included the earnings of the Nebraska extensions, the present report evidently does not; this is one of the difficulties the Commissioners meet with in their efforts to get accurate statistics.

## MAILS.

The returns do not give full data for the amount received for the transportation of mails in the State. From data furnished we estimate it at \$969,246.13. This will be reduced by whatever is paid for receiving and delivering them.

Table showing the increase and decrease of earnings of the entire lines for the year 1885 compared with 1884 :

| RAILROADS.                                  | Increase.       | Decrease.       |
|---|-----------------|-----------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 124,221.79   |                 |
| Central Iowa.....                           |                 | \$ 144,886.96   |
| Chicago, Burlington & Quincy.....           | 279,320.47      |                 |
| Chicago, Burlington & Kansas City.....      | 4,839.68        |                 |
| Kansas City, St. Jo & Council Bluffs.....   |                 | 302,726.34      |
| St. Louis, Keokuk & Northwestern.....       | 41,090.57       |                 |
| Chicago, Iowa & Dakota.....                 | 24,414.55       |                 |
| Chicago, Milwaukee & St. Paul.....          | 257,689.36      |                 |
| Chicago & Northwestern.....                 |                 | 1,300,416.99    |
| Chicago, Rock Island & Pacific.....         |                 | 500,957.45      |
| Chicago, St. Paul, Minneapolis & Omaha..... |                 | 254,191.21      |
| Crooked Creek.....                          | 2,250.56        |                 |
| Des Moines & Fort Dodge.....                | 5,770.74        |                 |
| Dubuque & Dakota.....                       |                 | 7,560.60        |
| Humeston & Shenandoah.....                  | 24,240.84       |                 |
| Illinois Central.....                       |                 | 234,451.65      |
| Iowa Northern.....                          |                 | 2,617.30        |
| Minneapolis & St. Louis.....                | 111,161.61      |                 |
| Ottumwa & Kirksville.....                   |                 | 331.05          |
| Sioux City & Pacific.....                   |                 | 841,002.91      |
| Wabash, St. Louis & Pacific.....            |                 | 1,128,756.47    |
| Wisconsin, Iowa & Nebraska.....             | 214,695.36      |                 |
| NARROW GAUGE ROADS.                         |                 |                 |
| Burlington & Northwestern.....              | 4,669.95        |                 |
| Burlington & Western.....                   | 8,962.59        |                 |
| Des Moines, Osceola & Southern.....         | 12,252.26       |                 |
| St. Louis, Des Moines & Northern.....       |                 | 12,941.70       |
| Cedar Rapids & Marion.....                  | 4,675.90        |                 |
| Total.....                                  | \$ 1,121,681.09 | \$ 4,730,840.63 |

## EARNINGS PER TRAIN MILE AND PER MILE OF ROAD.

| RAILROADS.                                  | Earnings, passenger net train mile. | Freight per train mile. | Total per train mile. | Per mile of road. |
|---|-------------------------------------|-------------------------|-----------------------|-------------------|
| Burlington, Cedar Rapids & Northern.....    | .8612                               | 1.21                    | 1.0928                | \$ 3,297.17       |
| Central Iowa.....                           | .779                                | 1.246                   | 1.04                  | 2,638.99          |
| Chicago, Burlington & Quincy.....           | 1.38                                | 1.47                    | 1.46                  | 8,161.70          |
| Chicago, Burlington & Kansas City.....      | .671                                | .576                    | .793                  | 1,157.00          |
| Kansas City, St. Jo & Council Bluffs.....   | 1.112                               | 1.73                    | 1.08                  | 5,524.19          |
| St. Louis, Keokuk & Northwestern.....       | .999                                | 1.449                   | 1.093                 | 3,173.07          |
| Chicago, Iowa & Dakota.....                 | .289                                | .9263                   | 1.1245                | 936.71            |
| Chicago, Milwaukee & St. Paul.....          | 1.112                               | 1.70                    | 1.48                  | 4,926.23          |
| Chicago & Northwestern.....                 | 1.0872                              | 1.4073                  | .836                  | 6,079.41          |
| Chicago, Rock Island & Pacific.....         | 1.35                                | 1.43                    | 1.40                  | 8,250.17          |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1.032                               | 1.057                   | 1.057                 | 4,263.80          |
| Crooked Creek.....                          | 1.000                               | 1.00                    | 1.25                  | 1,378.80          |
| Des Moines & Fort Dodge.....                | .65                                 | 1.72                    | 1.16                  | 2,561.44          |
| Dubuque & Dakota.....                       |                                     |                         |                       | 1,009.56          |
| Humeston & Shenandoah.....                  | .51                                 | 1.36                    | 1.00                  | 3,007.23          |
| Illinois Central.....                       | 1.10                                | 1.46                    | 1.32                  | 4,088.23          |
| Iowa Northern.....                          |                                     |                         |                       | 3,394.97          |
| Minneapolis & St. Louis.....                | .9514                               | 1.520                   | 1.242                 | 4,786.85          |
| Ottumwa & Kirksville.....                   |                                     |                         | 1.368                 | 8,045.72          |
| Prairie du Chien & McGregor.....            |                                     |                         |                       | 31,562.50         |
| Sioux City & Pacific.....                   | 2.008                               | 3.230                   | 2.5444                | 4,684.88          |
| Wabash, St. Louis & Pacific.....            | .90                                 | 1.22                    | 1.11                  | 4,656.84          |
| Wisconsin, Iowa & Nebraska.....             |                                     |                         |                       | 1,866.91          |
| NARROW GAUGE ROADS.                         |                                     |                         |                       |                   |
| Burlington & Northwestern.....              |                                     | 1.226                   | 1.226                 | 770.27            |
| Burlington & Western.....                   | .236                                | .4844                   | .369                  | 457.59            |
| St. Louis, Des Moines & Northern.....       |                                     |                         |                       | 1,046.17          |
| Cedar Rapids & Marion Street Railway.....   |                                     |                         |                       | 2,863.26          |

COMPARATIVE TABLE OF EARNINGS PER TRAIN MILE FOR THE YEARS  
1885, 1884, 1883, 1882 AND 1880.

| RAILROADS.                                  | 1885.  | 1884.  | 1883.  | 1882.  | 1880.  |
|---|--------|--------|--------|--------|--------|
| Burlington, Cedar Rapids & Northern.....    | 1.0928 | 1.212  | 1.127  | 1.249  | 1.64   |
| Central Iowa.....                           | 1.04   | 1.176  | 1.291  | 1.539  | 1.618  |
| Chicago, Burlington & Quincy.....           | 1.46   | 1.51   | 1.56   | 1.48   | 1.498  |
| Chicago, Burlington & Kansas City.....      | .793   | .879   |        |        |        |
| Kansas City, St. Jo & Council Bluffs.....   | 1.080  | 1.780  | 1.70   | 1.66   | 1.90   |
| St. Louis, Keokuk & Northwestern.....       | 1.093  | 1.198  |        |        |        |
| Chicago, Iowa & Dakota.....                 | 1.1245 |        |        |        |        |
| Chicago, Milwaukee & St. Paul.....          | 1.48   | 1.57   | 1.59   | 1.61   | 1.63   |
| Chicago & Northwestern.....                 | .8360  | 1.5167 | 1.6112 | 1.9456 | 1.65   |
| Chicago, Rock Island & Pacific.....         | 1.40   | 1.50   | 1.55   | 1.69   | 1.54   |
| Chicago, Minneapolis, St. Paul & Omaha..... | 1.057  | 1.489  | 1.61   | 1.5815 | 1.27   |
| Crooked Creek.....                          | 1.25   | 1.01   |        | 1.0540 |        |
| Des Moines & Ft. Dodge.....                 | 1.16   | 1.26   | 1.39   | 2.086  | 1.9830 |
| Dubuque & Dakota.....                       |        |        |        | 1.57   |        |
| Humeston & Shenandoah.....                  | 1.00   | .95    | .93    |        |        |
| Illinois Central.....                       | 1.32   | 1.45   | 1.41   | 1.54   | 1.45   |
| Iowa Northern.....                          | 1.2420 | 2.8096 |        |        |        |
| Minneapolis & St. Louis.....                | 1.368  | 1.358  | 1.207  | 1.266  | 1.60   |
| Ottumwa & Kirkville.....                    |        |        | 2.530  |        |        |
| Sioux City & Pacific.....                   | 2.5444 | 2.140  | 1.961  | 1.6023 | 1.69   |
| Wabash, St. Louis & Pacific.....            | 1.11   | 1.1832 | 1.198  | 1.218  | .97    |
| <b>NARROW GAUGE ROADS.</b>                  |        |        |        |        |        |
| Burlington & Northwestern.....              | 1.226  | .8522  | .867   | .7604  | 1.43   |
| Burlington & Western.....                   | .369   | .3308  | .346   |        |        |
| St. Louis, Des Moines & Northern.....       |        | 1.0480 |        |        |        |

## OPERATING EXPENSES CLASSIFIED.

This table gives the operating expenses of the entire lines of roads except the Chicago, Burlington & Quincy and the Illinois Central roads, which gives their earnings for their Iowa lines only.

| RAILROADS.                     | AMOUNTS.         | Per cent. |
|--------------------------------|------------------|-----------|
| Maintenance of way.....        | \$ 14,505,296.85 | 21.97     |
| Motive power and cars.....     | 10,195,407.43    | 15.59     |
| Conducting transportation..... | 82,371,084.31    | 49.08     |
| General expenses.....          | 8,854,413.97     | 13.41     |
|                                | \$ 66,026,202.56 | 100.      |

## CLASSIFICATION OF EXPENSES IN DETAIL.

| CLASSIFICATION.                                | Amount.          | Per cent. |
|--|------------------|-----------|
| Repairs of road bed and track.....             | \$ 7,719,576.51  | 11.69     |
| Renewal of rails.....                          | 1,557,044.00     | 2.36      |
| Renewal of ties.....                           | 1,839,056.18     | 2.79      |
| Repairs of bridges and culverts.....           | 1,782,141.61     | 2.70      |
| Repairs of fences and road crossings.....      | 418,379.26       | 0.63      |
| Repairs of buildings.....                      | 1,191,216.22     | 1.80      |
| Repairs of locomotives.....                    | 4,197,056.98     | 6.38      |
| Repairs of passenger cars.....                 | 1,736,890.36     | 2.65      |
| Repairs of freight cars.....                   | 4,358,680.81     | 6.60      |
| Fuel for locomotives.....                      | 7,390,687.43     | 11.19     |
| Water supply.....                              | 457,246.55       | 0.69      |
| Oil and waste.....                             | 695,392.44       | 1.05      |
| Locomotive service.....                        | 6,720,067.95     | 10.18     |
| Passenger train service.....                   | 1,177,363.30     | 1.78      |
| Passenger train supplies.....                  | 292,608.15       | 0.44      |
| Mileage of passenger cars (debit balance)..... | 271,994.34       | 0.42      |
| Freight train service.....                     | 3,504,611.48     | 5.31      |
| Freight train supplies.....                    | 187,690.37       | 0.28      |
| Mileage of freight cars (debit balance).....   | 708,959.32       | 1.06      |
| Telegraph expenses.....                        | 1,183,892.90     | 1.79      |
| Loss and damage to freight and baggage.....    | 180,751.22       | 0.27      |
| Damage to property and cattle.....             | 259,544.40       | 0.40      |
| Personal injuries.....                         | 538,512.27       | 0.81      |
| Agents and station service.....                | 8,077,718.71     | 12.25     |
| Station supplies.....                          | 753,286.37       | 1.12      |
| General superintendence.....                   | 2,256,357.20     | 3.42      |
| Legal expenses.....                            | 164,980.33       | 0.25      |
| Stationery and printing.....                   | 567,390.86       | 0.86      |
| Outside agencies and advertising.....          | 1,648,943.06     | 2.49      |
| Miscellaneous and contingencies.....           | 1,015,685.38     | 1.54      |
| Total taxes paid.....                          | 2,829,458.92     | 4.28      |
|  | \$ 66,026,202.56 | 100.      |

## OPERATING EXPENSES COMPARED WITH EARNINGS.

| RAILROADS.                           | Earnings per train mile. | Operating expenses per train mile. | Difference. | Percentage of expenses to earnings. | Percentage of net earnings to capital stock and debt. | Percentage of net earnings to cost of road and equipment. |
|--------------------------------------|--------------------------|------------------------------------|-------------|-------------------------------------|---|---|
| Burlington, Cedar Rapids & Northern  | 1.0928                   | .7551                              | .3347       | 69.35                               | 4.44  | 4.23  |
| Central Iowa                         | 1.0400                   | .8294                              | .2106       | 73.66                               | 1.91  | 1.84  |
| Chicago, Burlington & Quincy         | 1.4600                   | .4921                              | .9679       | 61.20                               | 12.12   | 6.59  |
| Chicago, Burlington & Kansas City    | .7930                    | .7930                              |             | 98.20                               | 0.00  | 0.00  |
| Kansas City, St. Jo & Council Bluffs | 1.08                     | 1.08                               |             | 71.40                               | 4.58  | 4.23  |
| St. Louis, Keokuk & Northwestern     | 1.093                    | 1.093                              |             | 88.40                               | 0.91  | 0.91  |
| Chicago, Iowa & Dakota               | 1.1245                   | 1.0375                             | .0870       | 92.28                               | 0.31  | 0.31  |
| Chicago, Milwaukee & St. Paul        | 1.48                     | .91                                | .57         | 60.47                               | 6.34  | 6.22  |
| Chicago & Northwestern               | 1.436                    | .836                               | .60         | 58.57                               | 5.70  | 5.95  |
| Chicago, Rock Island & Pacific       | 1.40                     | .87                                | .53         | 58.03                               | 8.68  | 9.08  |
| Chicago, St. Paul, Minneapolis & O.  | 1.057                    | .756                               | .301        | 66.66                               | 4.  | 5.21  |
| Crooked Creek                        | 1.25                     | 1.22                               | .300        | 98.                                 | 6.50  | 6.50  |
| Des Moines & Ft. Dodge               | 1.16                     | .86                                | .3          | 74.                                 | 1.23  | 1.18  |
| Dubuque & Dakota                     |                          |                                    |             | 81.39                               | 1.05  | 1.05  |
| Humeston & Shenandoah                | 1.0                      | .76                                | .34         | 75.64                               | 1.10  | 2.75  |
| Illinois Central                     | 1.32                     | .86                                | .46         | 60.                                 |   |   |
| Cedar Falls & Minnesota              |                          |                                    |             |                                     | 3.72  | 3.52  |
| Dubuque & Sioux City                 |                          |                                    |             |                                     | 4.65  | 5.21  |
| Iowa Falls & Sioux City              |                          |                                    |             |                                     | 7.89  | 7.84  |
| Iowa Northern                        | 1.242                    | .485                               | .757        | 39.                                 | 9.19  | 8.58  |
| Minneapolis & St. Louis              | 1.368                    | .946                               | .422        | 67.75                               | 3.29  | 3.33  |
| Ottumwa & Kirksville                 |                          |                                    |             | 50.45                               | 12.21   | 10.64   |
| Prairie du Chien & McGregor          |                          |                                    |             |                                     | 11.99   | 11.99   |
| Sioux City & Pacific                 | 2.5444                   | 1.7195                             | .8290       | 65.64                               | 2.40  | 3.23  |
| Wabash, St. Louis & Pacific          | 1.11                     | .957                               | .153        | 83.20                               |   |   |
| Wisconsin, Iowa & Nebraska           |                          |                                    |             | 83.28                               |   | 1.66  |
| NARROW GAUGE ROADS.                  |                          |                                    |             |                                     |   |   |
| Burlington & Northwestern            | 1.226                    | 1.072                              | .1540       | 85.46                               | 1.54  | 1.49  |
| Burlington & Western                 | .369                     | .4169                              | .0479       | 112.50                              | .40   | .40   |
| Des Moines, Osceola & Southern       |                          |                                    |             | 201.57                              |   |   |
| St. Louis, Des Moines & Northern     |                          |                                    |             | 106.09                              |   |   |
| Cedar Rapids & Marion Street R'y     |                          |                                    |             | 71.12                               | 8.79  | .819  |

## OPERATING EXPENSES AND EARNINGS.

|  |                  |
|--|------------------|
| The gross earnings for Iowa for the year ending June 30, 1884, were.....       | \$ 35,735,271.85 |
| The operating expenses for year ending June 30, 1884, were...                  | 23,250,916.03    |
| Leaving the net earnings.....  | \$ 12,484,355.82 |
| The earnings for the 7,249.25 miles reported were \$1,722.22 per mile of road. |                  |

The gross earnings for the year ending June 30, 1885, were... \$ 36,123,587.45  
 The operating expenses were..... 23,093,581.04

The net earnings..... \$ 13,030,006.41

The net earnings for the 7,478.43 miles reported were \$1,742.41 per mile of road; the operating expenses for the year were a decrease over the former year of \$157,334.99; the earnings an increase of \$388,315.60, or the net earnings over the former year for Iowa were \$545,650.59.

The earnings in Iowa of the Iowa Central have fallen off \$201,501.70; of the Chicago, Burlington & Kansas City, \$17,569.30; of the Kansas City, St. Joseph & Council Bluffs, \$44,710.32; of the Chicago, Milwaukee & St. Paul, \$130,197.20; of the Chicago, Rock Island & Pacific, \$300,574.47; of the Chicago, St. Paul, Minneapolis & Omaha, \$54,017.91; of the Dubuque & Dakota, \$7,560.60; of the Illinois Central, \$234,451.65; of the Sioux City & Pacific, \$81,502.83; of the Iowa Northern, \$2,617.30; of the St. Louis, Des Moines & Northern, \$12,941.73; the other roads show a small increase of earnings in the State over last year.

## PER CENTAGE OF OPERATING EXPENSES TO EARNINGS.

The roads showing the lowest per centage of operating expenses to earnings were the Iowa Northern, 39; the Ottumwa & Kirksville, 50.45; the Chicago, Rock Island & Pacific, 58.03; the Chicago & Northwestern, 58.87; the Chicago, Milwaukee & St. Paul, 60.47; the Chicago, Burlington & Quincy, 61.20; the Illinois Central, 60; the Sioux City & Pacific, 65.64; the Chicago, St. Paul, Minneapolis & Omaha, 66.66; the Minneapolis & St. Louis, 67.75; the Burlington, Cedar Rapids & Northern, 69.35. Three roads show an excess of expenses over earnings. The Burlington & Western reports that it costs 112.50 per cent of its earnings to operate the road; the Des Moines, Osceola & Southern, 201.57; the St. Louis, Des Moines & Northern, 106.09.

The highest per centage of net earnings to capital stock and debt was the Chicago, Burlington & Quincy, 12.12 per cent; Ottumwa & Kirksville, 12.21; Prairie du Chien & McGregor, 11.99; Iowa Northern, 9.19; Chicago, Rock Island & Pacific, 8.68; Crooked Creek, 6.50; Chicago, Milwaukee & St. Paul, 6.34; Chicago & Northwestern, 5.70; Iowa Falls & Sioux City, 7.89; Dubuque and Sioux City, 4.65;



Kansas City, St. Jo. & Council Bluffs, 4.58; Burlington, Cedar Rapids & Northern, 4.44.

Seventeen roads show on their entire lines as applicable to dividends and surplus after paying operating expenses, interest and rentals, an excess of \$15,466,706.61; twelve roads a deficit of \$6,128,589.88, leaving on the entire lines of the roads reporting an excess of \$9,338,116.93 of profit on a capital stock of \$400,699,755.03 or 2.33 per cent.

Fifteen roads on their lines in Iowa show as applicable to dividends and surplus, after paying operating expenses, interest and rentals an excess of \$6,996,273.70; twelve roads show a deficit of \$595,587.09, leaving on the lines in Iowa an excess of \$6,400,686.61 of profit on a capital stock of \$134,752,196, or 4.75 per cent.

#### PROPERTY ACCOUNTS.

Charges and credits by which the capital and debt have been increased during the year:

| PROPERTY ACCOUNTS.   | AMOUNT.                |
|--|------------------------|
| Grading.....   | \$ 696,250.09          |
| Bridging.....  | 1,439,304.80           |
| Superstructure, including rails.....                               | 1,030,778.41           |
| Land, land damages and fences.....                                 | 475,037.72             |
| Passenger and freight stations, coal sheds and water stations..... | 344,338.01             |
| Engine houses, car-sheds and turntables.....                       | 206,445.48             |
| Machine shops, including machinery and tools.....                  | 152,990.65             |
| Engineering, salaries, agencies and construction.....              | 1,338,138.29           |
| Purchase of other roads.....                                       | 25,636,024.82          |
| <b>Total for construction.....</b>                                 | <b>\$31,319,308.07</b> |
| <b>EQUIPMENT.</b>  |                        |
| Locomotives.....   | 336,460.29             |
| Passenger, baggage and express cars.....                           | 300,752.98             |
| Freight and other cars.....  | 2,051,638.24           |
| <b>Total for equipment.....</b>                                    | <b>\$ 2,688,851.49</b> |
| Other expenditures charged to property accounts.....               | 569,156.45             |
| Total expenditures charged to property accounts.....               | 34,577,316.21          |
| Credits to property accounts.....                                  | 3,797,212.86           |
| <b>Net addition to property accounts.....</b>                      | <b>\$30,780,103.35</b> |

#### TAXES.

The total amount of taxes paid by the railroads in the State of Iowa is \$768,274.43, which is \$112,874.93 less than reported last year. This we think can be accounted for as some of the roads have availed themselves of the provisions of the present law and paid but one-half their taxes before they reported to us. In our judgment the revenue received from the railroads during the year 1885 will be larger than ever before. The taxes paid by the railroads in 1878 were \$594,912.65; in 1879, \$584,169.79; in 1880, \$591,843.08; in 1881, \$628,611.51; in 1882, \$707,660.31; in 1883, \$830,655.67; in 1884, \$881,149.36. The largest amounts paid by single corporations were by the Chicago & Northwestern, \$162,786.80; by the Chicago, Milwaukee & St. Paul, \$150,606.88; by the Chicago, Rock Island & Pacific, \$87,136.14; by the Chicago, Burlington & Quincy, \$81,779.67; (these last two roads have evidently paid but half their taxes, as they reported last year \$176,012.23 and \$164,282.33 respectively); by the Burlington, Cedar Rapids & Northern, \$78,957.55; by the Illinois Central, \$74,260.29; by the Central Iowa, \$41,359.47; by the Wabash, St. Louis & Pacific, \$21,102.73.

#### TOTAL TRACK IN THE STATE.

The total number of miles of railroad reported as in operation June 30, 1885, was 7,478.43. Poor's Manual gives December 31, 1884, the miles of Illinois, 8,914.30; New York, 7,319.11; Ohio, 7,315.50; Pennsylvania, 7,566.62; Texas, 6,188.10; Indiana, 5,534.17; Michigan, 5,210.70.

#### ROADS LEASED.

The Chicago, Rock Island & Pacific reports as leased the road from Keokuk to Des Moines, 162.20. The Illinois Central, the roads from Dubuque to Sioux City, 412.16 miles.

#### SIDINGS.

The total number of miles of side track reported is 973.53.

#### DOUBLE TRACK.

The total number of miles of double track reported is 62.88; of this 58.36 belongs to the Chicago, Burlington & Quincy; 4 miles to the Chicago, Rock Island & Pacific, and .52 miles to the Chicago, Milwaukee & St. Paul Railway.

## STEEL AND IRON RAILS IN IOWA.

| RAILROADS.                                  | Miles of steel rails. | Miles of iron rails. | Total miles.    |
|---|-----------------------|----------------------|-----------------|
| Burlington, Cedar Rapids & Northern.....    | 633.88                | 191.56               | 824.94          |
| Burlington & Missouri in Nebraska.....      | 3.86                  |                      | 3.86            |
| Central Iowa.....                           | 135.14                | 277.84               | 412.98          |
| Chicago, Burlington & Quincy.....           | 506.98                | 293.33               | 800.31          |
| Chicago, Burlington & Kansas City.....      | 34.69                 | 42.97                | 77.66           |
| Kansas City, St. Jo & Council Bluffs.....   | 42.00                 | 16.35                | 58.35           |
| St. Louis, Keokuk & Northwestern.....       | 3.02                  | 49.05                | 52.07           |
| Chicago, Iowa & Dakota.....                 | 26.50                 |                      | 26.50           |
| Chicago, Milwaukee & St. Paul.....          | 786.96                | 625.16               | 1,412.12        |
| Chicago & Northwestern.....                 | 971.04                | 141.38               | 1,112.42        |
| Chicago, Rock Island & Pacific.....         | 667.10                | 257.60               | 762.50          |
| Keokuk & Des Moines.....                    |                       |                      | 162.20          |
| Chicago, St. Paul, Minneapolis & Omaha..... | 18.38                 | 56.16                | 74.54           |
| Crooked Creek.....                          | .50                   | 8.00                 | 8.50            |
| Des Moines & Ft. Dodge.....                 | 87.50                 | 50.33                | 137.83          |
| Dubuque & Dakota.....                       | 31.16                 | 32.04                | 63.20           |
| Humeston & Shenandoah.....                  | 5.77                  | 106.76               | 112.53          |
| Illinois Central.....                       | 197.65                | 204.51               | 402.16          |
| Iowa Northern.....                          |                       | 5.93                 | 5.93            |
| Minneapolis & St. Louis.....                | 22.27                 | 118.73               | 141.00          |
| Ottumwa & Kirksville.....                   | .68                   | 2.65                 | 3.33            |
| Prairie du Chien & McGregor.....            | .25                   |                      | .25             |
| Sioux City & Pacific.....                   | 19.00                 | 61.47                | 80.47           |
| Union Pacific.....                          | 3.76                  |                      | 3.76            |
| Wabash, St. Louis & Pacific.....            | 82.80                 | 301.10               | 383.90          |
| Wisconsin, Iowa & Nebraska.....             | 114.60                |                      | 114.60          |
| <b>NARROW GAUGE ROADS.</b>                  |                       |                      |                 |
| Burlington & Northwestern.....              |                       | 38.77                | 38.77           |
| Burlington & Western.....                   |                       | 70.70                | 70.70           |
| Des Moines, Osceola & Southern.....         |                       | 100.00               | 100.00          |
| Ft. Madison & Northwestern.....             |                       | 45.07                | 45.07           |
| St. Louis, Des Moines & Northern.....       |                       | 34.86                | 34.86           |
| Cedar Rapids & Marion Street Railway.....   | 4.00                  | 6.00                 | 10.00           |
| <b>Total.....</b>                           | <b>4,436.77</b>       | <b>3,104.54</b>      | <b>7,541.31</b> |

Fifty-eight and one-half per cent of the entire track in the State is laid with steel rails, forty-one and one-half with iron; our report for 1878 gave twenty-two per cent of the rails steel; almost all the track that has been relaid with new rails has been steel.

## ROAD-BED AND TRACK.

The total number of track sections reported in Iowa is 1,970, the length of sections varying from five to seven miles, averaging about six miles. On each of these are employed from three to seven men, averaging about five. The number of new ties laid within the year

is 1,704,011. The oak ties last in track an average of eight years, the cedar six years. There were 21,954 tons of new steel laid in tracks during the year, and 990 tons of new iron.

## FENCING.

Six thousand and eighty-three miles of road are reported as fenced; three thousand one hundred and seventy-five miles of fence is required to complete the fencing of all the roads in the State. The barbed wire fences cost less than fifty cents per rod; at this rate, no road, however poor, can afford to be without fences. The time has arrived when the legislature should pass a law requiring all roads in operation to be fenced, and all built in the future to be fenced within a reasonable time after the track is laid, and this time should be fixed in the law. The safety of trains and passengers requires this, and the land holder has by this time acquired the right to protection. The cases that come before this board, where the greatest injustice is done the property holder, are those where the companies refuse to fence, availing themselves of the law that allows them to pay for stock killed; we are powerless to afford any remedy, and can only urge the immediate passage of some law upon this subject that will remedy the evil.

## TELEGRAPH LINES.

Most of the lines are owned by the Western Union Company. The railroads report 1,035 telegraph stations operated in their offices, and 1,807 miles of wire owned by them, and operated exclusively for their business.

## TRAIN MILEAGE.

|   |                   |
|---|-------------------|
| The total number of miles run by passenger trains was.....          | 25,860,439        |
| The total number of miles run by freight trains was.....            | 47,275,942        |
| The total number of miles run by switching trains was.....          | 16,581,376        |
| The total number of miles run by construction and other trains..... | 4,286,675         |
| <b>Total train mileage.....</b>                                     | <b>93,984,432</b> |

|  |               |
|--|---------------|
| The total number of passengers carried was.....                | 25,014,741    |
| The total number of passengers carried one mile was.....       | 947,035,388   |
| The total number of tons of freight carried was.....           | 16,085,081    |
| The total number of tons of freight carried one mile was:..... | 6,386,983,504 |

The average distance traveled by each passenger was 37.4 miles; the average amount paid by each passenger was 92.2 cents; the aver-

age rate paid by each passenger was 2.43 cents. The maximum rate in the State is fixed by statute, and tickets are generally sold at that rate. Discounts are sometimes made on through rates, and some of the lines sell mileage tickets.

The speed of passenger trains varies from twenty to twenty-six miles per hour; of freight trains ten to sixteen miles per hour.

#### FREIGHT CAR MILEAGE.

The freight car mileage reported is as follows:

|  |             |
|--|-------------|
| Number of miles run by loaded freight cars east and south..... | 339,431,300 |
| Number of miles run by loaded freight cars west and north..... | 327,366,325 |
| Number of miles run by empty freight cars east and south.....  | 115,525,184 |
| Number of miles run by empty freight cars west and north.....  | 120,750,694 |
| Total freight car mileage.....                                 | 903,072,904 |

The excess of loaded cars running east we regard as the natural condition of business, although for the last two years this was not the case. We would have estimated the difference as greater than it is. We suppose that the carriage of lumber and coal west goes a great way toward equalizing freight mileage.

The following table gives the amount of freight charges per ton per mile, in cents and fractions of cents, for the railroads doing business in Iowa since 1878:

| RAILROADS.                                  | 1878. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. |
|---|-------|-------|-------|-------|-------|-------|-------|
| Burlington, Cedar Rapids & N.               | 2.34  | 2.20  | 1.98  | 1.33  | 1.22  | 1.34  | 1.12  |
| Central Iowa.....                           | 2.29  | 2.15  | 2.14  | 1.69  | 1.38  | 1.21  | 1.30  |
| Chicago, Burlington & Quincy.               | 1.24  | .91   | 1.05  | 1.06  | 1.00  | .93   | .96   |
| Kansas City, St. Jo. & Council Bluffs.....  | 2.32  | 1.70  | 1.79  | 1.75  | 1.87  | 1.53  | 1.81  |
| Chicago, Milwaukee & St. P....              | 1.92  | 1.72  | 1.77  | 1.60  | 1.43  | 1.36  | 1.25  |
| Chicago & Northwestern.....                 | 1.70  | 1.46  | 1.47  | 1.47  | 1.42  | 1.29  | 1.19  |
| Chicago, Rock Island & Pacific              | 1.57  | 1.21  | 1.22  | 1.24  | 1.18  | 1.10  | 1.04  |
| Chicago, St. Paul, Minneapolis & Omaha..... | 1.83  | 1.72  | 1.17  | 1.40  | 1.26  | 1.43  | 1.25  |
| Crooked Creek.....                          | 8.75  | 13.00 | 9.00  | 9.00  | 9.75  | 8.80  | 8.40  |
| Des Moines & Fort Dodge.....                | 4.76  | 4.58  | 4.36  | 3.08  | 2.36  | 2.31  | 2.00  |
| Humeston & Shenandoah.....                  |       |       |       |       | 1.14  | 1.07  | 1.29  |
| Illinois Central.....                       | 1.99  | 1.58  | 1.60  | 1.63  | 1.60  | 1.41  | 1.68  |
| Minneapolis & St. Louis.....                |       | 1.76  | 1.70  | .71   | 1.00  | 1.27  | 1.13  |
| Ottumwa & Kirksville.....                   |       |       |       |       | 2.00  | 1.04  | .93   |
| Sioux City & Pacific.....                   | 2.44  | 1.83  | 2.25  | 1.96  | 2.28  | 2.28  | 1.98  |
| Wabash, St. Louis & Pacific...              | 1.37  | .79   | .89   | .96   | .95   | .95   | .84   |
| Burlington & Northwestern...                | 5.90  | 5.05  | 4.26  | 4.24  | 4.64  | 4.25  | 3.68  |

The amount it cost this year to move freight per ton per mile, in cents and fractions of cents, is reported: Burlington, Cedar Rapids & Northern, 0.40; Central Iowa, 1.05; Chicago, Rock Island & Pacific, 0.77; Crooked Creek, 4.00; Des Moines & Fort Dodge, 0.58; Humeston & Shenandoah, 0.86; Iowa Northern, 4.60; Minneapolis & St. Louis, 0.65; Wabash, St. Louis & Pacific, 0.73; Burlington & Northwestern, 1.25; Burlington & Western, 1.05. The element of cost seems to vary materially, and we presume that the cost in all cases does not contain the same elements; one set of returns probably gives only the actual train expenses, the other the proportion of the maintenance of road and stations, and all other expenses. To illustrate, there can be no good reason why the cost of haulage on the Burlington, Cedar Rapids & Northern should be only forty, one hundredths cents per ton per mile, while on the Chicago, Rock Island & Pacific the cost is seventy-seven one hundredths cents per ton per mile. It is probable that some point between eighty, one hundredths cents and ninety, one hundredths cents per ton per mile is as low an average as freight can be hauled in the State, under the conditions of the present traffic, as the rates received by the weaker lines and the cost reported is largely in excess of this amount.

#### PERCENTAGE OF LOCAL FREIGHT.

The information in the hands of the Commissioners is not sufficient for them to reach a correct conclusion with regard to the percentage of local to through freight, the Commissioners' definition of local freight being "the freight originating in the State and carried to points in the State"; through freight that "originating in the State and carried to points outside the State, that originating outside the State and carried to points in the State, as well as that carried across the State, originating at points outside the State and carried across the State to points outside the State." This is not the definition given by the railway companies, but for the purposes of State interest and regulation it is the distinction that must be made. We are, we think, justified in the conclusion that not far from thirty per cent would be a fair estimate of the proportion of local to through freight. If this is correct, it is a gratifying evidence that our manufacturing interests are reaching farther, and supplying a larger share of our wants, and that our jobbing interests are prospering. Last year, from data furnished, we concluded that twenty-four per cent was about the proportion, and former years made it as low as eighteen per cent.

## EQUIPMENT.

The total number of locomotives reported is 3,245; the weight of standard gauge engines varies from twenty-eight to eighty tons; of narrow-gauge, from eighteen to twenty-two. The total number of cars reported is 102,835; of these 1,338 are passenger cars, 774 baggage, mail and express cars; 194 dining, parlor and sleeping-cars; 61,041 box freight cars; 10,409 stock cars; 21,478 coal and platform cars; 7,601 other cars.

## STATIONS.

The total number of stations reported in Iowa is 1,317.

## EMPLOYES.

The total number of persons reported as employed regularly in operating the roads in this State is 25,666; the amount paid for their services is \$13,628,067.66, or \$598,061.25 more was paid for personal services in operating the roads in the State than the net earnings.

## TRUSS BRIDGES.

The total number of wooden truss bridges reported is 272; the length, 38,268 feet. Of combination truss bridges, 170; the length, 26,591 feet. Of iron truss bridges, 98; the length, 16,365 feet.

## WOODEN TRESTLE AND PILE.

The total number of wooden trestle and pile bridges reported is 11,090; the length, 898,361 feet.

## IRON TRESTLE.

The total number of iron trestle bridges reported is 74; the length, 4,155 feet.

## ARCH CULVERTS.

The total number of arch culverts with more than twenty feet opening is 26; with less than 20 feet opening, 738.

## BOX CULVERTS.

The total number of stone box culverts reported is 1,414; of timber, 6,287.

## BRIDGES BUILT WITHIN THE YEAR.

There were built within the year 27,589 lineal feet of bridges; this includes those rebuilt.

## CATTLE GUARDS.

The number reported is 11,510.

## RAILROAD CROSSINGS.

The number at grade is 257; over or under, 52; these are reported by each company and make double the actual number.

## HIGHWAY CROSSINGS.

The number of highway crossings reported at grade is 7,310; over track, 116; under track, 175; bridges 18 feet above track, 108; less than 18 feet, 4; crossings at which there are flagmen, 73.

## IOWA TONNAGE CLASSIFIED.

| ARTICLES CARRIED.                                  | Tons.      | Per cent. |
|--|------------|-----------|
| Grain .....  | 3,123,278  | 25.20     |
| Flour .....  | 499,928    | 4.03      |
| Provisions .....                                   | 201,923    | 1.63      |
| Animals .....                                      | 1,001,077  | 8.63      |
| Other agricultural products.....                   | 291,651    | 2.25      |
| Lumber and forest products.....                    | 1,329,351  | 10.63     |
| Coal .....   | 3,239,012  | 26.43     |
| Lime, cement, etc.....                             | 145,334    | 1.15      |
| Salt .....   | 161,914    | 1.30      |
| Petroleum and oil.....                             | 52,359     | 0.42      |
| Iron, steel and castings.....                      | 305,131    | 2.46      |
| Stone and brick .....                              | 247,910    | 2.00      |
| Manufactures .....                                 | 267,222    | 2.06      |
| Merchandise and other articles not enumerated..... | 1,524,935  | 12.21     |
| Total.....   | 12,391,025 | 100.      |

This gives an increase over last year of 349,778 tons. In view of the fact that the last year has been one of financial depression, the increase denotes a healthy condition of business, and not too large to predict similar conditions in the future. The value of the articles transported, estimated by the rule used last year, which is probably a reasonable approximation, would be \$841,839,271. This gives some idea of the magnitude of the commerce handled by the railways in the State.

## ACCIDENTS TO PERSONS.

During the year one hundred and fifty-six persons were killed on the roads in the State. Of these nine were passengers, seventy-two employes, and seventy-five others not connected with the operating of the roads. Fourteen were killed by derailments, fifteen by collisions, two caught in frogs, thirteen coupling cars, sixteen falling from trains, nine getting on and off trains while in motion, eight at highway crossings, twenty-five from miscellaneous causes, seven from stealing rides, three while intoxicated, forty trespassing on track, and four suicides.

There were eight hundred and seventy-five persons injured during the year. Of these, eighty-nine were passengers, seven hundred and twenty employes and sixty-six others. One hundred and seventeen were injured by derailments, forty-four by collisions, three caught in frogs, one hundred and seventy-four coupling cars, thirty-four fell from trains, eighty getting on and off trains while in motion, fifteen at highway crossings, three hundred and fifty-six from miscellaneous causes, seven from overhead obstructions, seventeen stealing rides, twenty-three trespassing on track, and five while intoxicated.

The number killed is twenty-seven more than last year, the number injured four hundred and twenty-six more than last year. There were fourteen killed and one hundred and seventeen injured by derailments; this number was undoubtedly largely increased by the accident near Cromwell, on the Chicago, Burlington & Quincy road, on the 8th of February last. That road reports seven killed and fifty-nine injured by derailments. This accident was, we believe, more serious in its character than any that has occurred in the State except that on the Chicago, Rock Island & Pacific railway, at Little Four-mile creek, on the 29th of August, 1877. Fifteen were killed and forty-four injured by collisions; two killed and three injured by being caught in frogs.

## COUPLING CARS.

There were thirteen killed and one hundred and seventy-four injured coupling cars. In our judgment this statement imperatively calls for the adoption of some system by which cars can be coupled and uncoupled without going between them—or, in other words, we believe that the time has come when some automatic coupler should be adopted. The Legislature of Massachusetts, in May, 1884, passed

an act requiring railway companies to place on all new cars, and on those rebuilt and repaired, safety or automatic couplers, and in 1885 the Michigan Legislature passed a similar law. Experiments have been made with different couplers at various times and places, latterly in the month of September, in the city of Buffalo. At this test one member of this Commission was present, and his views on the subject will be given in another place in this report. That there are a number of safety couplers which are practical we have no doubt, and believe they should be introduced on all roads in the State as fast as can be done with due regard to economy.

We copy from last year's report the statement from 1878, adding this year's list to it:

|   |     |
|---|-----|
| In 1878, there were killed, coupling cars.....  | 17  |
| In 1878, there were injured, coupling cars..... | 70  |
| In 1879, there were killed, coupling cars.....  | 14  |
| In 1879, there were injured, coupling cars..... | 55  |
| In 1880, there were killed, coupling cars.....  | 17  |
| In 1880, there were injured, coupling cars..... | 87  |
| In 1881, there were killed, coupling cars.....  | 20  |
| In 1881, there were injured, coupling cars..... | 64  |
| In 1882, there were killed, coupling cars.....  | 16  |
| In 1882, there were injured, coupling cars..... | 182 |
| In 1883, there were killed, coupling cars.....  | 16  |
| In 1883, there were injured, coupling cars..... | 98  |
| In 1884, there were killed, coupling cars.....  | 8   |
| In 1884, there were injured, coupling cars..... | 109 |
| In 1885, there were killed, coupling cars.....  | 13  |
| In 1885, there were injured.....                | 174 |

Since the creation of this Board in 1878, there have been killed, coupling cars, one hundred and twenty-one persons, and injured eight hundred and thirty-nine. This state of things should not continue if it can be avoided, and we believe to a great extent it can.

## FALLING FROM TRAINS.

Sixteen persons were killed and thirty-four injured falling from trains. The remedy for this will be the application of the automatic brake to freight trains, and we hope before long to see measures inaugurated to bring it into general use.

## GETTING ON AND OFF TRAINS WHILE IN MOTION.

Eight persons were killed and eighty injured getting on and off trains while in motion. This is one of a class of accidents for which we can suggest no remedy. Men always have and we suppose always will take this kind of risks without any adequate motive.

## STEALING RIDES.

Seven persons were killed and seventeen injured stealing rides. We suppose this must continue as long as men are constituted as they are.

## WALKING ON TRACK.

We return to this subject merely to add this year's accumulations to those that have gone before. Forty persons were killed and twenty-three injured walking on track.

The reports to this Board covering a period of eight years show that two hundred and twenty-seven persons have been killed, and one hundred and forty-nine injured while walking on track. This is one of the kind of accidents that in the majority of cases results in death, and we would gladly see some legislation that would have the effect of educating the public into an appreciation of its dangerous character.

## TONNAGE CROSSING THE MISSISSIPPI RIVER FOR THE YEAR ENDING JUNE 30, 1885.

| LOCATION OF BRIDGE. | Tons west-bound. | Tons east-bound. | Total tons. |
|---------------------|------------------|------------------|-------------|
| McGregor.....       | 196,182          | 235,719          | 431,901     |
| Dubuque.....        | 119,387          | 178,310          | 297,697     |
| Sabula.....         | 520,956          | 452,187          | 973,143     |
| Clinton.....        | 526,182          | 833,432          | 1,359,614   |
| Davenport.....      | 790,988          | 1,082,914        | 1,873,902   |
| Keithsburg.....     | 23,175           | 45,375           | 68,550      |
| Burlington.....     | 645,454          | 1,487,496        | 2,132,950   |
| Keokuk.....         | 97,578           | 142,480          | 240,058     |
| Total.....          | 2,919,902        | 4,457,913        | 7,377,815   |

## TONNAGE CROSSING THE MISSOURI RIVER FOR THE YEAR ENDING JUNE 30, 1885.

| LOCATION OF BRIDGE. | Tons west-bound. | Tons east-bound. | Total tons. |
|---------------------|------------------|------------------|-------------|
| Sioux City.....     | 136,612          | 28,404           | 165,016     |
| Blair.....          | 63,669           | 75,352           | 139,021     |
| Council Bluffs..... | 506,469          | 547,553          | 1,054,022   |
| Plattsmouth.....    | 449,721          | 820,643          | 1,276,364   |
| Total.....          | 1,156,471        | 1,477,952        | 2,634,423   |

## THE AVERAGE AMOUNT OF TONNAGE THAT CAN BE HAULED OVER EACH ROAD IN THE STATE WITH AN ENGINE OF A GIVEN POWER.

| NAMES OF RAILROADS.                                     | Weight of engine in tons. | Net freight carried. | Net freight per ton of locomotive. |
|---|---------------------------|----------------------|------------------------------------|
| Burlington, Cedar Rapids & Northern.....                | 64                        | 250                  | 4.13                               |
| Central Iowa.....                                       | 60                        | 270                  | 4.75                               |
| Chicago, Burlington & Quincy—Eastern Iowa Division..... | 51                        | 330                  | 6.47                               |
| Chicago, Burlington & Quincy—Middle Iowa Division.....  | 51                        | 275                  | 5.39                               |
| Chicago, Burlington & Quincy—Western Iowa Division..... | 51                        | 260                  | 5.10                               |
| Chicago, Burlington & Kansas City.....                  | 52                        | 240                  | 4.61                               |
| Kansas City, St. Jo & Council Bluffs.....               | 47                        | 450                  | 9.60                               |
| St. Louis, Keokuk & Northwestern.....                   | 50                        | 450                  | 9.00                               |
| Chicago, Iowa & Dakota.....                             | 35                        | 400                  | 11.43                              |
| Chicago, Milwaukee & St. Paul.....                      | 30                        | 180                  | 6.00                               |
| Chicago & Northwestern.....                             | 39                        | 275                  | 7.05                               |
| Chicago, Rock Island & Pacific.....                     | 36                        | 240                  | 6.66                               |
| Chicago, Milwaukee, St. Paul & Omaha.....               | 35                        | 106                  | 3.03                               |
| Crooked Creek.....                                      | 20                        | 50                   | 2.50                               |
| Des Moines & Fort Dodge.....                            | 34                        | 230                  | 6.76                               |
| Dubuque & Dakota.....                                   | 28                        | 160                  | 5.72                               |
| Humeston & Shenandoah.....                              | 38                        | 240                  | 6.32                               |
| Iowa Northern.....                                      | 30                        | 250                  | 8.33                               |
| Minneapolis & St. Louis.....                            | 55                        | 270                  | 4.98                               |
| Sioux City & Pacific.....                               | 32                        | 320                  | 10.00                              |
| Wabash, St. Louis & Pacific.....                        | 30                        | 300                  | 10.00                              |
| Wisconsin, Iowa & Nebraska.....                         | 38                        | 280                  | 7.37                               |
| NARROW GAUGE ROADS.                                     |                           |                      |                                    |
| Burlington & Northwestern.....                          | 20                        | 160                  | 8.00                               |
| Burlington & Western.....                               | 22                        | 180                  | 8.18                               |
| Des Moines, Osceola & Southern.....                     | 18                        | 80                   | 4.44                               |
| St. Louis, Des Moines & Northern.....                   | 18                        | 112                  | 6.22                               |

## LAND GRANTS.

The Chicago, Burlington & Quincy Railroad Company received from Congressional grant 358,424 acres. They have sold 340,240.88 acres, at an average price of \$12.17 per acre; they received from sales \$4,882,056.24. There is unpaid on outstanding contracts, principal and interest, \$750,852.16. The gross amount received from sales, contracts, etc., up to June 30, 1885, was \$5,129,978.61. The amount expended in the sale and management of the lands was \$541,840.31; amount of taxes paid, \$256,588.22. The amount realized from the sales above expenses incurred in the management and sale of the land and taxes is \$4,331,550.08.

The Chicago, Milwaukee & St. Paul Railway Company received from Congressional grants 328,799.89 acres. About 8,000 acres are yet to inure to the company. This does not include 180,000 acres involved in the suit with the Sioux City & St. Paul Company. The number of acres reported sold is 300,014.49, for an average of \$4.65 per acre. The amount received from sales up to June 30, 1885, is \$1,395,906.84. The amount unpaid on contracts outstanding is \$169,606.97. The gross amount received from sales is \$1,537,011.07. The amount expended in the management and sale of the lands was \$119,152.60. The amount of taxes paid on the lands to date is \$27,031.84. The amount realized from the sales of land above the expenses of management, taxes and a rebate of \$201,991.50, allowed for breaking credits, is \$1,188,835.13.

The Chicago, Rock Island & Pacific Railway Company received from Congressional grant 550,193.51 acres. They have sold 532,559.74 acres, at an average of \$8.66 per acre, and have received from sales \$3,798,926.94. The amount unpaid on outstanding contracts is \$844,294.64. The gross amount received from sales to June 30, 1885, including contracts and obligations, is \$4,721,005.65. The amount expended in the sale and management of the lands was \$257,043.50. The amount of taxes paid was \$593,188.21. The amount realized from the sales above expenses incurred in the management of the lands and the taxes was \$3,870,773.94.

The Des Moines & Fort Dodge Railroad Company received from Congressional grant 40,606.85 acres. They have sold 35,217 acres, at an average price of about \$6 per acre. They have received cash from sales, \$38,115.09. The amount unpaid on contracts is \$96,143.17. The gross amount received from sales, contracts, etc., to June 30,

1885, is \$134,258.26. The amount expended in the sale and management of the land is \$6,690.94. The taxes paid are \$7,805.36, and the amount realized from the sales, contracts, etc., above expenses incurred in the sale and management of the lands and taxes, is \$82,050.21.

The Iowa Falls & Sioux City Railroad Company received from Congressional grant 640,256.11 acres. They have sold 637,523.35 acres, at an average of \$6.85 per acre. The amount received from sales is \$3,843,687.23; the amount unpaid on contracts is \$316,796.42. The gross amount received from sales, contracts, etc., to June 30, 1885, was \$4,370,379.66. The amount expended in the sale and management of the lands is \$329,067.06. The amount paid in taxes, \$640,525.53, and the amount realized from the sale of lands, above the expenses of management and taxes, is \$2,874,094.64.

## EARNINGS, TONNAGE AND RATE PER TON PER MILE OF ROADS THAT FORM THE IOWA LINES.

We have copied from Poor's Manual three tables, giving the gross earnings, the number of tons of freight moved, the number of tons carried one mile, and the rate per ton per mile of the "Granger Roads," or the lines that carry at least seventy-five per cent of the tonnage of Iowa.

The aggregate earnings of these roads on all their lines in 1870 were \$26,547,890; in 1884 the earnings were \$68,279,621, or the earnings of 1870 on these lines were about thirty-nine per cent of the earnings of 1884.

The tons of freight carried in 1870 were 7,279,147; in 1884 they were 28,975,234, or the tons of freight carried in 1870 were about twenty-five per cent of the tons carried in 1884.

The tons of freight carried one mile in 1870 were 1,089,678,291; the tons carried one mile in 1884 were 5,337,341,957, or the tons carried one mile in 1870 were a little more than twenty per cent of the tons carried in 1884.

The aggregate rate received per ton per mile for freight in 1870 was 2.423 cents; in 1884 it was 1.251 cents, or the rate per ton per mile in 1884 was 51.63 per cent of the rate in 1870. The rate per ton per mile received in 1884 was less than any previous year.

The number of tons moved one mile for 1871 were 26,620,233 less than 1870; for 1881 they were 74,029,170 less than 1880; otherwise, there has been a yearly increase for the fifteen years covered by the

tables. This does not invariably hold true with Iowa tonnage or earnings.

During this period and under these conditions three of these roads have paid regular dividends, and two have grown into paying dividends after an interval of nearly ten years. All have paid the interest on their indebtedness. Mr. Poor says that the addition of one mill per ton per mile on all the freight transported by the railroads of the country for 1884 would have added \$44,000,000 to their net earnings.

Poor's Manual for 1884 gives the following statement, showing the earnings of, tons of freight moved, and tons of freight moved one mile, and the rates per ton per mile charged by the Chicago, Burlington & Quincy, the Chicago, Milwaukee & St. Paul, the Chicago & Northwestern, the Chicago, Rock Island & Pacific, and the Illinois Central Railroads, from 1870 to 1884, inclusive :

## GROSS EARNINGS FROM FREIGHT.

| Years. | Chicago, Burling-<br>ton & Quincy. | Chicago, Milwan-<br>kee & St. Paul. | Chicago & North-<br>western. | Chicago, Rock<br>Island & Pacific | Illinois Central. | Aggregate of all. |
|--------|------------------------------------|-------------------------------------|------------------------------|-----------------------------------|-------------------|-------------------|
| 1870   | 4,514,629                          | 5,116,141                           | 8,187,597                    | 3,587,902                         | 5,142,521         | 26,547,890        |
| 1871   | 4,949,684                          | 4,444,568                           | 7,700,809                    | 4,025,277                         | 6,086,713         | 27,207,051        |
| 1872   | 5,299,874                          | 4,566,991                           | 7,521,275                    | 4,213,372                         | 5,865,614         | 27,467,126        |
| 1873   | 8,635,349                          | 6,421,369                           | 8,614,260                    | 4,597,982                         | 6,063,364         | 33,732,324        |
| 1874   | 8,445,909                          | 5,137,152                           | 10,270,519                   | 5,003,001                         | 7,700,573         | 36,557,154        |
| 1875   | 8,502,617                          | 5,690,568                           | 9,549,430                    | 5,292,412                         | 5,490,995         | 34,526,022        |
| 1876   | 8,821,225                          | 5,384,230                           | 9,832,972                    | 5,121,577                         | 4,748,355         | 33,898,359        |
| 1877   | 9,834,544                          | 5,627,906                           | 9,005,279                    | 4,708,146                         | 4,555,406         | 33,731,281        |
| 1878   | 11,152,179                         | 5,750,497                           | 10,754,168                   | 5,575,733                         | 5,024,070         | 38,256,647        |
| 1879   | 11,650,622                         | 5,850,755                           | 10,637,367                   | 6,929,926                         | 5,099,156         | 40,167,826        |
| 1880   | 16,054,209                         | 8,884,226                           | 12,897,777                   | 8,045,165                         | 5,871,832         | 51,743,209        |
| 1881   | 16,595,819                         | 11,884,796                          | 14,414,151                   | 8,690,400                         | 5,875,649         | 57,460,895        |
| 1882   | 15,711,509                         | 14,002,335                          | 17,525,134                   | 9,687,097                         | 5,918,152         | 62,844,227        |
| 1883   | 19,514,161                         | 16,365,354                          | 16,894,352                   | 7,928,237                         | 8,664,959         | 69,367,063        |
| 1884   | 18,514,432                         | 16,128,964                          | 17,677,866                   | 8,056,316                         | 7,902,043         | 68,279,621        |

## TONS OF FREIGHT CARRIED.

| Years. | Chicago, Burling-<br>ton & Quincy. | Chicago, Milwan-<br>kee & St. Paul. | Chicago & North-<br>western. | Chicago, Rock<br>Island & Pacific | Illinois Central. | Aggregate of all. |
|--------|------------------------------------|-------------------------------------|------------------------------|-----------------------------------|-------------------|-------------------|
| 1870   | 1,052,754                          | 1,522,758                           | 2,222,978                    | 856,868                           | 1,623,994         | 7,279,147         |
| 1871   | 1,302,575                          | 1,463,155                           | 2,298,170                    | 914,345                           | 1,831,944         | 7,890,189         |
| 1872   | 1,689,104                          | 1,697,826                           | 2,510,016                    | 1,014,348                         | 2,039,321         | 8,950,615         |
| 1873   | 2,221,744                          | 1,791,564                           | 2,958,390                    | 1,286,966                         | 2,057,360         | 10,316,024        |
| 1874   | 2,420,628                          | 1,735,535                           | 3,591,000                    | 1,399,383                         | 2,069,935         | 11,216,571        |
| 1875   | 2,396,933                          | 1,832,527                           | 3,153,315                    | 1,717,727                         | 2,016,424         | 11,116,926        |
| 1876   | 2,892,614                          | 1,765,801                           | 3,471,927                    | 1,640,000                         | 1,899,627         | 11,669,969        |
| 1877   | 3,249,625                          | 1,687,057                           | 3,413,398                    | 1,651,409                         | 1,803,044         | 11,804,533        |
| 1878   | 3,975,010                          | 1,955,696                           | 3,971,261                    | 1,768,118                         | 2,067,832         | 13,737,920        |
| 1879   | 4,686,353                          | 2,559,734                           | 4,265,937                    | 2,336,270                         | 2,324,485         | 16,172,779        |
| 1880   | 6,639,186                          | 3,260,333                           | 5,574,635                    | 2,966,763                         | 2,702,582         | 21,143,519        |
| 1881   | 7,710,750                          | 4,276,088                           | 6,662,112                    | 3,276,290                         | 2,875,833         | 24,801,043        |
| 1882   | 6,346,259                          | 5,127,767                           | 8,190,893                    | 3,754,531                         | 2,909,578         | 26,329,028        |
| 1883   | 7,615,701                          | 5,661,667                           | 7,874,665                    | 3,454,888                         | 3,538,562         | 28,175,483        |
| 1884   | 7,525,997                          | 6,023,016                           | 8,453,994                    | 3,618,142                         | 3,354,085         | 28,975,234        |

## NUMBER OF TONS CARRIED ONE MILE.

| Years. | Chicago, Burling-<br>ton & Quincy. | Chicago, Milwan-<br>kee & St. Paul. | Chicago & North-<br>western. | Chicago, Rock<br>Island & Pacific. | Illinois Central. | Aggregate of all. | Rate per ton per<br>mile—cents. |
|--------|------------------------------------|-------------------------------------|------------------------------|------------------------------------|-------------------|-------------------|---------------------------------|
| 1870   | 147,449,267                        | 181,424,573                         | 364,747,240                  | 130,643,871                        | 265,489,400       | 1,089,678,291     | 2.423                           |
| 1871   | 204,949,500                        | 173,676,238                         | 268,417,381                  | 151,864,519                        | 262,150,400       | 1,063,038,038     | 2.509                           |
| 1872   | 240,857,090                        | 187,361,632                         | 287,761,006                  | 168,764,519                        | 272,290,900       | 1,157,038,063     | 2.582                           |
| 1873   | 418,383,184                        | 237,638,332                         | 366,475,490                  | 219,391,691                        | 275,363,400       | 1,537,196,699     | 2.188                           |
| 1874   | 413,689,221                        | 239,188,298                         | 461,412,939                  | 249,563,401                        | 273,539,200       | 1,639,335,148     | 2.180                           |
| 1875   | 436,363,101                        | 272,540,592                         | 454,550,337                  | 287,913,578                        | 281,639,900       | 1,736,013,488     | 1.979                           |
| 1876   | 476,822,998                        | 264,804,027                         | 503,132,389                  | 267,511,380                        | 264,662,300       | 1,776,871,094     | 1.877                           |
| 1877   | 635,636,233                        | 271,598,123                         | 483,357,903                  | 337,133,693                        | 249,345,911       | 1,999,073,910     | 1.664                           |
| 1878   | 932,230,000                        | 321,818,932                         | 623,768,593                  | 370,436,392                        | 305,345,691       | 2,574,506,568     | 1.476                           |
| 1879   | 1,138,703,772                      | 401,593,734                         | 681,878,311                  | 516,859,801                        | 335,470,860       | 3,038,588,481     | 1.290                           |
| 1880   | 1,621,461,791                      | 501,876,134                         | 863,909,542                  | 686,438,951                        | 381,288,432       | 4,062,994,225     | 1.296                           |
| 1881   | 1,911,963,074                      | 697,347,607                         | 980,522,774                  | 712,338,129                        | 384,073,424       | 3,988,192,608     | 1.430                           |
| 1882   | 1,222,898,492                      | 94,250,150                          | 1,192,188,039                | 788,466,874                        | 417,792,632       | 4,566,506,126     | 1.364                           |
| 1883   | 1,351,141,434                      | 1,176,603,032                       | 1,183,829,338                | 701,595,395                        | 694,662,667       | 5,218,803,893     | 1.306                           |
| 1884   | 1,427,286,632                      | 1,217,737,233                       | 1,350,173,773                | 734,601,380                        | 577,542,939       | 5,337,341,957     | 1.251                           |



## GENERAL REMARKS.

We are pleased to note, as in our last report, a more harmonious feeling growing between shippers and carriers, a more intelligent comprehension of the questions pertaining to transportation, and a more hearty assent to patience in solving the many difficult questions arising upon consideration of this most difficult subject.

The complaints and criticisms that are now heard are but the exceptions, proving the situation to be as above outlined. Once all was outcry and clamor; now here and there the familiar sounds are heard, but they attract more than formerly, because they are exceptional and not customary.

## SENATE COMMITTEE OF INTER-STATE COMMERCE.

On the 19th and 20th of June last a portion of the United States Senate Committee on Inter-State Commerce held a session at Des Moines, for the purpose, as far as possible, of ascertaining the real state of the public mind as to the transportation question, particularly with reference to inter-state commerce. There were present at that meeting Senator Cullom, chairman of the committee, Senator Harris, of Tennessee, and Senator Pratt of Connecticut. Great pains was taken to bring before this important committee men from every occupation and industry affected by the transportation question. Men were sought who had more than ordinary knowledge of the subject, and who were known to have made complaint of irregularities and wrongs in the conduct of the business of transportation by the railroad companies engaged in inter-state commerce. A very large number of witnesses were examined, and the largest latitude and toleration given to the discussion. Wholesale merchants and retail merchants, grain dealers, small and large manufacturers, farmers, cattle dealers, miners, theorists and practical railroad men were included in the list of witnesses. All were invited to state grievances and pro-

pose remedies. Their views were called out as to the necessity and the best method of national regulation.

As showing the tendency of public thought, all of the witnesses examined, except one, in answer to questions propounded by members of the committee expressed a belief that the regulation of inter-state commerce could best be attained through a national commission. As to details and the extent of the power to be granted such commission, there was great diversity of opinion. The one exceptional witness thought regulation could best be attained through an act of Congress, without the aid of a commission.

The Commissioners were requested to furnish the committee with a statement giving a historical view of railroad legislation in Iowa.

This was done, and a copy of the paper read to the committee is herewith submitted. It is as follows:

From the year A. D. 1853 to the breaking out of the war was the planning and building period for railroads in Iowa. All legislation was for the encouragement of railroad building, and the matter of railroad control does not seem to have been thought of or discussed. One who studies the legislation of that period cannot fail to note an anxiety to encourage investments in railroad property. A new and growing community was earnestly struggling for railroad facilities, and keenly appreciated their necessity for the development and growth of the State. During the war, little or no progress was made in railroad building. At its close the activity and progress was almost magical in character. Very soon lines were completed, systems arranged, and almost as soon there began to be uneasiness and dissatisfaction manifested as to railroad management. The country was new and the situation poorly understood both by railroad officials and the public. In railroad circles the old idea of vested rights under the charters and grants was the controlling idea. They were accustomed to look upon the railroad from a purely proprietary standpoint. The property, it was claimed, belonged to the stockholders, and the public had nothing to do but to pay the rates established, and take the accommodation furnished, as the sole consideration should be profit to the owners. From year to year the situation grew worse and worse. Abundant crops, extraordinarily low prices for products, a disturbed condition of mind upon currency and financial questions generally, all served to intensify the dissatisfaction, and angry agitation was the order of the day. The loudest talker and the wildest declaimer led the people, and there was in appearance nothing but

clash and conflict to be expected in railroad matters. Legislation was had in 1874, resulting in the passage of what was known and is yet known as the Granger Law. This act, the result of a conflict of the character above faintly outlined, was not by any means so unwise an act as might have been anticipated from the nature of the preliminary contests, and the irritating circumstances which surrounded them. The theory of the law was a limitation of maximum charges for transportation of passengers and freight. The several railroads were classified according to the gross amount of their respective earnings within the State per mile, as follows:

- Class A, included those earning \$4,000 per mile or more.
- Class B, those earning \$3,000 per mile and less than \$4,000.
- Class C, those earning less than \$3,000 per mile.

Passenger rates, with ordinary baggage, were fixed for class A, at three cents per mile, class B, three and a half cents per mile, class C, at four cents per mile. A fixed distance tariff rate was then enacted for one mile and each additional mile up to a distance of three hundred and sixty-two miles upon first, second, third and fourth class merchandise per hundred pounds, upon flour and meal per barrel and car load, upon salt, cement, plaster and stucco per barrel in twenty-five barrel lots, upon all grain (except wheat) and mill stuffs per hundred pounds in car-loads, upon wheat per hundred pounds in car-loads, upon lumber in car-loads, horses and mules per car-load, cattle and hogs per car-load, sheep per car-load, classes A, B and C, in merchandise per car-load, and coal per ton per car-load. Railroads in class A could charge ninety per cent of the rate fixed; in class B one hundred and five per cent, and class C one hundred and twenty per cent, and it was declared unlawful to charge more. A careful classification of goods and articles to be transported was then enacted. Each company was required to prepare and keep posted in each of its freight and passenger offices a true copy of the classification and its rates under the law. An annual statement of receipts was required from each company January 1, 1875, and each January thereafter. Penalties for violation of the act were prescribed. If twenty tax payers notified the Governor of a violation of the law, he was to employ suitable counsel and prosecute the delinquent company. Money was appropriated to conduct the prosecutions. All connecting roads for the purpose of fixing rates were to be regarded as one road. Like charges were required to be made under similar conditions. All con-

cessions of rates, drawbacks and contracts for special rates founded upon the demands of commerce and transportation were to be open to all persons alike from the same place and upon like conditions. Each officer, agent or employe of the companies who violated the provisions of the act was declared guilty of a misdemeanor, and subjected to fine and imprisonment, and any corporation authorizing, directing, causing or permitting any violation of the law by its servants forfeited to the person injured five times the amount, compensation or charge illegally taken, with attorneys fee to be taxed as costs. Thus was provided rates fixed by law, classification fixed by law, penalties and punishments together with punitive damages. With one or two exceptions the companies endeavored to obey the law, but the feeling was intense. Similar laws had been passed in other northwestern States, and claiming that the law was unconstitutional the companies took measures to test its validity, which ended in what are known as the Granger cases, which seem to have established the doctrine that the States may without violation of any right regulate domestic as distinguished from inter-state commerce, and in so doing may fix maximum rates. The practical effects of the law were eagerly observed, and prophets were not wanting to encourage the contending disputants. Time however told its own story. Some industries were benefitted by the law, others were injured. Some localities were helped, others were hurt. In general terms it may be said that the eastern part of the State was benefitted, while the central and western parts were crippled by the operation of the distance tariff. The general arrangement of distance charges may be gathered from the following statement: One hundred pounds of first class merchandise paid for one mile twelve cents; for three hundred and sixty-two miles seventy-three and a half cents. In the course of four years the change of sentiment in reference to the law was such as to bring about a repeal thereof, and the enactment of the present, known as the Commissioner law. All parties seemed to unite upon the necessity of regulation; they only differed as to the manner. The prevalent belief was that the law of 1874 was not sufficiently elastic and was unequal and unjust in its operation. The law of 1878, known as the Commissioner Law, repeals all portions of the act of 1874 known as the Granger Law, except that portion which provides for the classification of railroads according to earnings per mile, fixes rates for passenger fare, and requires an annual report of gross earnings. It requires the Governor to appoint three persons, one of whom shall be

a civil engineer, who shall constitute a Board of Railroad Commissioners, and they are to appoint a Secretary. They are to have general supervision of all railroads in the State operated by steam, so far as the public safety and convenience is concerned. To this end they are to inquire into any neglect and violation of the laws by railroad companies or their employes, to inform themselves of the condition of the lines, their equipment and the manner of their conduct and management. If a bridge is deemed unsafe, they may require it to be made safe, and if their order is not obeyed within ten days, they may stop and prevent the passage of trains over the bridge while unsafe. They may call the attention of the companies to any violation of the law or of their charter obligations; to necessary repairs to the road; to necessary additions to the rolling stock; to necessary additions to or changes of stations or station houses; to changes in rates of fare for transporting freight or passengers; or to any change in the method of operating the roads or conducting their business, which in the judgment of the Commissioners is reasonable and expedient in order to promote the security, convenience and accommodation of the public.

Such recommendations are to be in writing, and regularly served upon any station agent, clerk, treasurer or director of the company; and if disregarded, that fact is to be reported in their annual report to the legislature. Reports are required from the companies to the Commissioners, showing capital stock, preferred stock, funded debt and rate of interest, floating debt, cost and present cash value of road, value of other property, acres of land granted, acres of land unsold, list of officers and directors, average amount of tonnage, that can be carried over the road with an engine of given power, and such other facts as the Commissioners may deem important. The Commissioners are empowered to examine the books of the company, to subpoena witnesses and examine them under oath. Railroad companies are required to furnish suitable cars for the transportation of freight to all persons applying; to transport the same with reasonable dispatch; to provide and keep suitable facilities for handling and forwarding freight; to receive the empty or loaded cars of any connecting road, and to return the same, and to charge no more for doing so than other connecting roads are charged; to charge, demand, or receive no greater sum from any person, company, or corporation than is charged others for a like service from the same place, or upon like condition and under similar circumstances.

All concessions of rates, drawbacks and contracts for special rates are to be open to and allowed all alike at the same rate per ton per mile by the carload, upon like conditions and under similar circumstances, unless by reason of the extra cost of transportation from a different point the same would be unreasonable and inequitable; and shall charge no more for transporting freight from any point than a fair and just proportion of the price charged for the same kind of freight transported from any other point. Unreasonable charges for hauling, handling or storing freight, or for any other service, are prohibited. Extortion and unjust discrimination is prohibited, and triple damages and attorneys' fees given to any person so injured.

Serious accidents resulting in loss of life or personal injury are to be investigated by the Commissioners, with a view to ascertain any mismanagement or neglect. Provision is made for formal complaint by the mayor and alderman of a city, or the trustees of a township, as to passenger or freight rates, or the condition or management of the road. If the Commissioners find the complaint well founded, they are to notify the railroad company of their finding, and report to the General Assembly.

A copy of the act is attached to this paper, and respectfully submitted with the same. This act, approved March 23d, 1878, has remained the law without any important amendment to the present time, except legislation had at the last session of the General Assembly. It may be said that the law and the method of regulation is yet upon trial. How it has affected the welfare of the community may, we think, be gathered from the reports of the Commissioners, made annually, beginning with the year 1878 down to the present year.

It is certain that the most serious objection, at least in the minds of those who oppose the present method of regulation in Iowa to the law as above quoted, has been that the Commissioners have, as it is asserted, no power to enforce their decisions and recommendations. In fact, almost every decision and order has been obeyed by the companies, but an important order made about two years ago was disobeyed by one of the companies, which gave force to the argument of those criticising the law, and the last General Assembly gave power to the Commissioners to enforce their decisions in certain instances. By the terms of that act, if an order made by the Commissioners was deemed by them to be one affecting public right and should be disobeyed, they are required to certify that fact to the Attorney General,

who is to bring suit in the courts in the name of the State, and if the courts find that the Commissioners had authority to make the order, such orders and decrees are made by the courts and such process issued as shall be deemed necessary to enforce performance on the part of the delinquent company.

In a large number of cases that come before the Commissioners the whole matter involved affects only private right. In such cases there is no power to enforce their decision except that unmeasured power, public opinion, if the decision appears just and equitable in its nature. We are bound to say that, acting as umpires and arbitrators, we have never felt the necessity of any other power.

The select committee on inter-state commerce asked a number of questions, among which was the following:

"Should any system of rebates and drawbacks be allowed? If so, should such transactions be regulated by law, and be subject to official inspection and approval, or should they be entirely prohibited?"

To this one of the Commissioners replied that as a general rule they should not be allowed, but there were cases that seemed to require them. In support of that position he submitted the following:

DES MOINES, IOWA, June 22, 1885.

*Hon. Shelby M. Cullom, Chairman Senate Committee Inter-State Commerce:*

DEAR SIR—It has occurred to me that in answer to questions of Senator Harris in regard to rebates I did not state my position quite as distinctly as I might have done. It is evidently the intention of our law that each of these questions shall be dealt with in the light of surrounding circumstances.

I will illustrate my position with a case that occurred here last winter. I may have forgotten some of the details but the figures are near enough for illustration. During the latter part of December, 1884, the Union Pacific Railway Company was short of coal, at the eastern end of their road, and could not readily supply from their own mines. Owing to the extreme cold weather the demand in Iowa was also very great. They proposed to Mr. Couch, the general manager of the Colfax mines, to furnish them a supply for the winter. This he declined, but after making an arrangement for rebate with the Chicago, Rock Island & Pacific Railway he made a contract for 2000 cars, at the rate of about ten car-loads per day until the total amount was delivered, the whole to be delivered within the year. He paid his miners for coal loaded on the cars \$1.00 per ton. The rate of the Chicago, Rock Island & Pacific road for haulage was \$1.25 per ton. His contract with the Union Pacific was \$2.25 per ton for the 2,000 car loads, with not less than sixteen nor more than twenty tons per car. The regular rate of haulage and the amount he paid his miners made the total amount that he received, and left him nothing for his coal, supervision, interest on the

plant and the profit on the business. The rebate was twenty-five cents per ton, provided the 2,000 cars were hauled during the year.

The local and rival mines were not injured, because to a certain extent he had put his coal in a market not otherwise accessible to this coal field, and he to a certain extent was less a competitor for local business. By this contract he was enabled to work a force of miners and give them employment during the summer, when the entire demand for coal was for railroad or manufacturing purposes, and when there was little profit. The Rock Island road was sure of a regular business ten cars per day, and could make arrangements to have its cars in this trade constantly employed. The Union Pacific received its coal cheaper during the immediate cold weather and during the balance of the season at about what it would have cost them elsewhere. Mr. Couch paid the regular rate, and when his contract is filled during the year 1885 will receive his rebate of twenty-five cents per ton. I think in this case the miner by this rebate was benefitted by the employment afforded him during the summer, the rival coal dealer by drawing Mr. Couch to a certain extent from the profitable winter market, the Union Pacific by cheaper coal during a time of scarcity, the Rock Island by a regular business which otherwise they would have lost and on which there was some profit, in addition to keeping miners employed at a station on its road, a large portion of whose earnings were spent in supplies that furnished the road business; in other words they were helping to build up and maintain a coal center. Mr. Couch was benefitted by small profits in a large transaction which he had the sagacity to make and the means to carry out, his entire payment for interest on his plant, supervision and profit being in the rebate. The railroad could do this work cheaper than it could for 2,000 men one car each per year. All parties offering the company coal in large amounts extending through an entire year should receive the same rebate, but it would be manifestly unjust to ask the railway company after hauling one car in the winter from Colfax to Omaha to pay the rebate.

We regret very much that we are not able to set out in full the testimony given before this committee, as we believe it would be found to be full of intelligent comment upon the transportation question. No one who has watched the progress of views upon this subject could fail to note the advance from the crude notions that were extant some years ago, to the more thoughtful and intelligent ideas of the present time. It was very gratifying to us, because it seemed to confirm the statements we made in our last, and repeat in our present report, with reference to the healthy growth of public opinion upon this subject in Iowa.

#### DIFFICULTIES ATTENDING THE DISCUSSION OF THE SUBJECT.

We referred briefly in our last report to some of these difficulties. They remain, and some of them are apparently inherent, and we be-

lieve it to be our duty to array them before the public for its consideration. We find three potent factors constantly at work, and so far as they have effect, constantly tending to injuriously affect public sentiment upon this question.

First in the list we place the demagogues, a class of men too indolent to study the subject, content to make an outcry, and neither provide nor seek a remedy. A quick-witted class, their only useful work seems to be to indicate the existence of an evil. In this their intelligence seems marvelous, and yet they never make the mistake of pointing out an evil, until they are sure the people have themselves felt and are smarting under it. As their only purpose is to ride upon the popular wave, they do not concern themselves with anything practical in the line of cures for existing evils, but are content if they exasperate and inflame the public mind. The power of these men is fast waning. The people comprehend them much better than they suppose, and it is our belief that we are passing out of the time when they can much longer work harm. Another hurtful and injurious class is composed of selfish shippers, who have alone in view the securing of low rates for themselves, but having obtained that, prefer that their neighbors should pay high rates, as thereby they imagine their own profits will be enhanced, as they will be. These are the men who haunt the managers and general freight agents for special rates, rebates and secret drawbacks. It is our belief that no class of men do more to exasperate the public mind, and to degrade public sentiment than the class we are now describing. They sometimes make complaints for the express purpose of securing advantages to themselves. Cases have been frequent where complaints have been made before this Board, and when called upon for evidence to support their claims, complainants have notified the Board that their claim had been adjusted, and their complaint was withdrawn without giving the Commissioners any information as to the nature and character of the settlement. It is impossible to look upon such cases without a suspicion that the methods intended for the benefit of injured shippers have been used for purposes inconsistent with publicity. We think an intelligent reader of our report of complaints filed and the method of their adjustment will not be slow to believe that we have some of this class in Iowa. They are the efficient coadjutors of the demagogues, and the two classes have done much more than might be supposed in hindering an intelligent and honest settlement of the questions involved.

A third class who help to mislead public sentiment, and becloud the public view, are honest persons, but ignorant both of the facts and underlying principles necessary for the true solution. They are the sure victims of the first two classes named above. Without intending it, they probably do as much to hinder an intelligent view of the situation as any other class. Their number is small, and they are growing less every year. We are sure that they will gradually disappear from the field, as from time to time the subject is thoroughly and honestly handled, and well attested facts brought out bearing upon the discussion. A far more serious difficulty, and one which will remain and perhaps always trouble the honest investigator, is to be found in the complex nature of the subject.

The railway official must serve the stockholder and the public. Their interest often seem to clash, and he must decide whom he will serve. In the railroad as in the religious world, no man can serve two masters. A trouble inevitably comes. Here we renew our suggestion made in our last report, that it would in our opinion be wise for the General Assembly to devise some scheme of legislation by which the holders of funds might be encouraged to invest in the stock of railroads operated in Iowa. While so large an amount of stock in Iowa roads is held by non-residents, the conflict of duties in the minds of railway managers will continue.

Absenteeism is always an evil, whether the holders be of land or stock, especially when it is so marked and manifest as with regard to the stockholders in Iowa roads. Another great difficulty we sincerely hope is approaching a satisfactory solution. We refer to the difficulty arising from our form of government, and the fact that inter-state commerce is exclusively under the control of congress. So much the larger proportion of our shipments are to points outside the state; we deal so largely with Chicago and other large distributing centers outside the State, that a very great number of the evils we see we are utterly helpless to remedy. Not only is this true as to the Commission, but it is equally true as to the courts and the General Assembly itself. This difficulty has now become so apparent to the people of all the States, and our internal commerce has attained such magnitude, that we confidently believe some method of national regulation is soon to be adopted. Upon the wisdom of that method, when adopted, in our opinion depends the material prosperity of the people of the United States more than upon any other measure that has been for years before the congress of the United States, and it

may well be that all await with anxiety the report of the United States senate committee, and the action of congress thereon.

We do not believe we would be doing our whole duty, were we to neglect to point out some of the real causes of complaint as to railroad management which we have observed from time to time.

#### SECRET RATES, REBATES AND DRAWBACKS.

Nothing has in our opinion done so much to exasperate the public, and justly so, than a belief as we fear well founded, that the railroad companies continue, in spite of the prohibition of the law, to allow to some shippers secret rates, rebates and drawbacks. It is the most aggravated form of unjust discrimination. It is an offense against every other patron of the road except the favorite. It is so absolute a departure from the long established rule which has been laid down for the common carrier, that no railroad official can unwittingly commit this offense. It is an offense committed in secrecy, and like all such offenses almost impossible of proof, for such offenses are not usually made public. The only persons who have knowledge of it are the guilty shipper and the guilty officer. Yet circumstances often seem to point towards the fact that such arrangements are made, and we could not doubt the practice without losing faith in human testimony, and the relation of circumstances. Two of the Commissioners noticed during the past year in a public journal a dispatch not signed, openly charging that within the knowledge of the writer of the dispatch one of the railroads of Iowa had given a secret rate on an article of produce which was far below the usual rate. Certain facts led to the belief that a large shipper was the author of the dispatch. When asked about it he first denied any knowledge, then admitted that he was the person who sent the dispatch, but declared he would not give testimony in the matter unless the Commissioners would require fifty or a hundred shippers to tell what they knew, alleging that otherwise he would be ruined, but also asserting that the allowance of secret special rates was an every day occurrence, and every shipper knew it.

One member of the Board during the year was led to inquire of a shipper if he had a special rate. He declared that he had, but would not so testify, and did not wish to make complaint, and that he thought the allowance of special rates was wrong, but while others had such rates he must have them too. In every public place one

constantly hears the assertion that special secret rates are allowed. That in some secret, evasive way rebates and drawbacks are allowed. We cannot but wonder that any honest railroad official would ever allow a special rate. In a communication lately addressed to the general freight agents of the Iowa roads, speaking of special rates we said: "These rates can only be obtained by a few, clandestinely, and will work serious injury to the many. It is useless for us to point to the great trunk lines to the seaboard, almost bankrupt and helpless, the victims of special rates, and apparently with no greater business sagacity and no higher aim than to gain some advantage over each other by violating agreements almost as soon as made, appealing to legislatures, to congress and everybody else to pass some laws making their solemn agreements binding. A more pitiable position was never presented by business men."

A very intelligent railroad official once said that he had watched with interest the course of shippers who had special rates or drawbacks, and he had found the almost certain result to be financial ruin to the favorite. Few men are able to keep within bounds when competing with their rivals, enjoying as they suppose a secret advantage, and bankruptcy results. We can only characterize all such arrangements as dishonest and unbusinesslike, and earnestly long for the day when railroad managers will fully realize this truth, and when shippers may see that all concessions granted to them, not granted to others upon like conditions and under similar circumstances, result in serious injury to all concerned, and bring no real benefit to the guilty recipient.

#### FLUCTUATING RATES.

This evil is as demoralizing as the one just mentioned. By fluctuating rates dealers are kept constantly in a state of anxiety, not knowing whether to buy or refrain from buying, because it is not known whether after purchase, still lower rates may not be obtained.

The merchant who has bought when regular rates prevail lives in constant dread of a "railroad war," which may give some later buyer an advantage over him, which may result to him in serious embarrassment. Fluctuating rates are equally injurious to the railroads themselves, leading often to bankruptcy and default in the payment of obligations. It seems to us that no law will ever be of any great benefit in either hindering fluctuating rates or injurious competition. The only remedy is in an enlightened public sentiment, which shall

most effectually prohibit both. Alarmed at the serious consequences to themselves, some of the railroad officials have implored the aid of government to extricate them from their own follies. It is our belief, however, that no efficient legislation could be devised. The public can rightfully demand that rates shall neither be too low nor too high. If competent authority should by legislation prohibit the building of parallel and competing roads, such legislation would at once place the occupying road in quite an independent and masterful situation. The temptation would then be great to maintain rates too high, especially at non-competing points. Equal, stable, reasonable rates must be desirable, and care must be taken lest while avoiding one, the public shall be overtaken by another evil. Every method should be adopted to instruct both shippers and carriers in these two great fundamental truths, namely, that while competition is desirable, it may become ruinous and therefore undesirable, and that while unjust discrimination is an evil, to be absolutely prohibited, yet a wise, honest and impartial discrimination is both necessary and desirable for the proper and healthy development of the country.

#### DISCRIMINATION AGAINST TOWNS.

Another great evil in railroad management in the belief of the public, arises from unjust discrimination against certain towns.

It may be that no thought of injury to the particular place in question is in the minds of those who fix the rates, yet if the result is attained, it matters little about the intention. The injustice is palpable, and a clear violation of duty to the public.

From a very reliable source we have been informed that rates have been arranged at two places not far distant on different lines, but both lines controlled by the same road, so that trade is drawn through and past a competing point to a more distant, obscure and non-competing point. Merchants, mechanics, and persons engaged in industrial pursuits in a town can never be brought to view with equanimity such a skillful manipulation of rates as shall draw away from the territory which they rightfully regard as tributary to them trade to a more distant and less favorably situated point. Whatever controlling reason may have influenced railroad officials in so fixing rates, the act can only be regarded as one of unjust discrimination, and its exercise places in the hands of a railroad management powers that cannot safely be left there.

Each town and trading point is entitled to the natural advantages pertaining to its location, and when men go long distances past natural trading centers, there seems to be satisfactory evidence from that act itself that ordinary business laws have been violated.

In another form it seems to us to be the same question that is presented in reference to car-load rates. In that case Chicago and St. Louis demand an action which shall result in unduly augmenting their wholesale business. In the case first cited, the smaller town has had its business unduly stimulated, the larger town its business improperly curtailed. When such an evil is pointed out, it should at once be remedied. No action should ever be taken by a railroad company that will, in effect impose conditions that will make it impossible for any man to engage in any business he chooses at any point on their roads. The tendency of capital is to aggregate in large business centers, but this furnishes no good reason why the jobber or manufacturer at other points should not be furnished the same facilities by the carrier.

#### CAR-LOAD RATES.

The past year has witnessed a serious and alarming struggle for the abolition of car-load rates. A few years ago, working upon the idea that the railroads were themselves prospered by the healthy development of manufacturing and jobbing industries of towns along their route, in addition to the old time help through car-load rates they had adopted the policy of giving special and favorable rates to jobbers and manufacturers. It is not the understanding of the Commissioners that these rates had any of the odious features of the secret special rates granted to favorites, and not made known to the general public, but were publicly given to all who shipped in large amounts. Nor is it understood that the rates were given in favoritism to certain towns and cities. A special rate given to a town or city which is withheld from other towns or cities would be an unjust discrimination. In the Merrill & Keeney case the question was raised whether a dealer, being both a wholesale and retail dealer, could enjoy the jobber's rate without unjust discrimination against his retail competitor. The Board held that he could not, by reason of the accident or incident that he was a retail dealer, lose his right to a jobber's rate, and that it would not be right to require the extension of a wholesale rate to one who was engaged only in retailing. A minority dissented from this

decision, and earnestly contended that the only true unit of transportation was the car load, and that it was expressly so made by the law of the State. The majority decision was very severely criticised by a portion of the people, and vehement denunciation was made of any other than the car-load rate.

Shortly after that discussion, which was mainly conducted in the public press, at a meeting of the committee on classification representing the Iowa roads, the jobber's rate was by unanimous vote withdrawn, and from that day until recently those who looked upon the car-load rate as the only just concession have enjoyed their victory. The concessions then given to the jobber have been lost to the trade, unless rebates have been given that are not made public. The extremists on railroad regulation demanded a withdrawal of the rate, and the railroads cheerfully withdrew it, as they would the car-load rate to-day if public opinion sanctioned it.

The reform has not reduced the rates to the small shipper, while it has added materially to the rates of the large shipper. We are anxious to have this fully understood, for if the car-load rate is also to be lost to the State, we desire that it shall be against the unanimous protest of our people, which we feel sure will follow a full understanding of the subject.

In the month of June, 1885, the committee on classification met at Denver, and by the courtesy of one of the railroad officials the Commissioners were invited to be present, as some discussion of the principles underlying proper classification would be had. On our arrival at Denver we found a gentleman representing Chicago wholesale interests, and a printed pamphlet prepared in St. Louis, each advocating the abolition of car-load rates. The advantage of such a policy to Chicago and St. Louis was manifest, but it seemed to us its adoption would be ruinous to Iowa. Representatives of various cities in the Northwest were present, protesting against the adoption of this policy. Every courtesy was extended to the Commissioners of Iowa, and the Commissioner of Colorado who united with us in the matter, and to the representatives of the various cities of the Northwest by the committee on classification. A very full and free discussion and presentation of views was allowed, and after conference we were informed that the committee on classification had decided that it was not expedient to abolish the car-load rates, but that inequalities in classification would be corrected from time to time. With this result we were well satisfied, and supposed the mat-

ter was at rest. But the joint classification committee met again in St. Paul on the 15th day of September, when the representatives of St. Louis and Chicago interests again appeared, urging with force the practical abolition of the car-load rate, and after discussion, action was postponed until a meeting of the classification committee to be held at Chicago, October 6th, when we were informed that another attempt would be made to secure the abolition of the car-load rate. We then prepared and addressed a letter to said committee which embodies our views. It is as follows:

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS, }  
DES MOINES, IOWA, Sept. 28, 1885. }

*To the General Freight Agents' Joint Western Classification Association, Chicago, Illinois:*

GENTLEMEN—The following letter was received at this office from the President of the Iowa State Jobbers and Manufacturers Association.

IOWA STATE JOBBERS AND MANUFACTURERS ASSOCIATION, }  
DES MOINES, IOWA, Sept. 25, 1885. }

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

GENTLEMEN—I herewith submit for your consideration a number of communications from Iowa manufacturers and jobbers, relative to the action of St. Louis and Chicago merchants, to induce the classification committee (which meets in Chicago, October 6) to abolish car-load rates to interior cities. It is a matter which not only affects these interests, but every citizen of the State. We ask your kind attention and co-operation.

Very truly yours,

JAMES WATT,  
*President.*

It was held by the Iowa Railroad Commissioners in their first report, that railroad companies carrying for hire were to be regarded as merchants selling transportation, and might properly be governed by the same rules in disposing of their subjects of sale as govern all other sellers in the market. In other words, that the principles of wholesale and retail transactions properly affected and modified a



railroad as well as every other business operation, and so far as the Western States are concerned, until quite recently, we believe that no one doubted the general correctness of the principle above set forth. When the legislation of 1874 was consummated in Iowa it was supposed to embody the most advanced views with relation to railroad regulation. The schedule in what has been styled "the Granger law" of Iowa provided for rates in car-load lots, and also in one hundred pound lots, providing for a reduced rate in favor of the car-load, making a difference in favor of the car-load rate, in some articles of from forty to sixty per cent.

Upon the repeal of the Granger law and the enactment of the commissioner law, the car-load was expressly recognized as a basis for calculating rates, the only limitation being that all shippers in car-load lots should be treated alike. The latest legislation, that of the State of Colorado, recognizes the car-load as the basis for calculating rates, and goes still farther and allows a reduced rate for lots of five car-loads or more in one shipment, thus expressly recognizing the policy of reduced rates for large shipments. It would therefore seem that those who seek to change the system upon which rates have been based should produce good and sufficient reasons for abandoning a policy which has so long been recognized and acted upon, and by means of which valuable interests have been built up, and centers of business established which must be seriously disturbed, if not absolutely destroyed by the abandonment of what seems to be so well founded a distinction between car-loads and smaller shipments.

We occupy higher ground than this and say to the railroad companies that they have neither the moral nor the legal right to do the thing proposed. Those who have engaged along your lines in manufacturing and jobbing enterprises on the faith of your continuing an established policy, which has worked so well in building up and prospering every portion of the tributary territory, have a moral and legal claim upon you that you may not, and will not be, by the great public, allowed to ignore. You are not merely the earners of dividends for stockholders, you are also servants of the great public, dealing in a commerce largely inter-state in character, and deemed of such a nature that our fathers in the organic law of the land imposed upon the States, and by a parity of reasoning the creatures of the State, a prohibition from in any way limiting or restricting it.

It is urged that the revenues of the roads carrying will be increased and we do not understand that the Chicago and St. Louis jobbers

desire to lower the rates to retail dealers, although an effort has been made in some quarters to create that impression. The argument submitted to you gentlemen, is, that the roads forming your association control every available avenue of transportation for six States and four Territories, and the freight is absolutely yours; that by the concessions to jobbers you have deprived your roads of the difference which in the entire traffic is large, without materially lessening the cost to the consumer.

We think we state the case correctly when we assume that this is the only plea with which they hope to influence you. We are not authorized to represent anything but the Iowa interests, and shall confine ourselves to the working of the change proposed in this State. The population solely employed in agricultural pursuits will not in the future rapidly increase. We have reached a point where, if the State is to become more populous there must be something that will furnish remunerative employment to others than farmers. It can not have escaped your attention that in the last two decades from being carriers to a purely agricultural and thinly populated region, you have become transporters of goods of every kind to a people engaged in many and varied industries.

We are informed that in this State there are nearly two hundred thousand people that get their support, directly or indirectly, from the jobbing trade. If this be correct, the additional carriage required by the wants of this number will more than compensate for the loss occasioned by the concessions to the car-load. It is claimed by the advocates of the change that at present it is not their intention to disturb the manufacturer in the enjoyment of the car-load rate. We have failed to see wherein a different rule should apply. They both employ labor, they require capital and energy, and they build up along your lines communities, a portion of whose earnings go to you. Should they succeed in breaking up the jobbing interests, the attack on the manufacturers is sure to follow, and the reason is obvious. We know of no localities that in so great a degree combine the facilities for jobbing and manufacturing, as the two great cities that have joined to break up these interests in the west. If they can succeed in breaking them up in the region above referred to, this trade and these manufactures all go to them. The motive is apparent; the question for you to solve, is it just to the customers along your lines? Is it your own true policy? They should be satisfied with what nature has done for them, with the advantages of their position, the centers tow-

ard which gravitate the results of almost every great enterprise, and not seek by attempting to overthrow a time-honored law of trade, to gain an unfair advantage over enterprising competitors less favored.

It seems to us the part of wisdom in railroad management would be to encourage every interest along its line that is struggling for existence, rather than attempt to force everything to the great cities. What is growing up on your lines is tributary to you, whatever is produced or handled in St. Louis or Chicago will always be subject to competition.

There is nothing new about the car-load rate; we have failed to find a business man in Iowa that can recall the time when it was not the established custom, and we conclude that it came with the railway, and has the sanction of the direct approval of the business interests of the country and the railway freight managers for at least a quarter of a century. We have examined the Middle and Western States classification (adopted February 23, 1885), reaching from Buffalo, Pittsburg, Wheeling and other points of about that latitude, as far west as Chicago and St. Louis; in this we find almost everything that could be used in quantity classified in car-load and less than car-load rates, from which it would seem that everything that comes from the east to Chicago and St. Louis has the benefit of this rate, except the freight from the seaboard cities.

The roads adopting the eastern classification make the 100 pounds the unit; to this we would specially call your attention. Whatever may be your determination, the interior jobber is not going to die without a struggle. If he is strong enough, and can handle a large trade, he will get what the Chicago and St. Louis jobbers have been getting for years, and, if we are correctly informed, are getting to-day, *special rates*. These rates can only be obtained by a few, clandestinely, and will work serious injury to the many. It is useless for us to point to the great trunk lines to the seaboard, almost bankrupt and helpless, the victims of special rates, and apparently with no greater business sagacity, and no higher aim, than to gain some advantage over each other, by violating agreements, almost as soon as made, appealing to legislatures, to congress, and everybody else, to pass some laws making their solemn agreements binding. A more pitiable position was never presented by business men. Had they retained the car-load rate, and made the rule that all parties shipping in car-lots, alike were entitled to it, and nothing *special*, most of their troubles would have been avoided. A repetition of this is not desir-

able for the people of Iowa, or for the railroads belonging to your association. We have more confidence in the integrity of the Western Freight Agent, but we see no good reason for adopting a classification that will almost compel special rates. Our view is that all localities, and all shippers, are entitled to car-load rates whenever, and wherever, they buy in quantities sufficient to require them, and that many of the calamities that have befallen railways are the direct result of a deviation from a well settled principle, followed by the inevitable attempt secretly to supply its abrogation by special rates to a few.

The Iowa jobbers, as a class, are active, enterprising, high-toned business men. They ask nothing new, nothing but what they conceive to be right. They feel that they have grown up under a system inaugurated in this State by the roads you represent, a system that covers almost the entire railway experience of the country, and they feel deeply aggrieved that an effort to destroy it and them, should have any encouragement without giving them a hearing, or without their knowledge except such as may be gleaned from the accidental notices obtained from the newspapers. They feel that their relation to the railroads entitled them to consideration. As customers of long standing, they think they should be consulted before such sweeping measures should be considered; that true policy would dictate no change without a due regard to the interests affected by it. In other words, before a new rule of action was adopted, the other party to the contract should have an opportunity to discuss its effect from his standpoint.

The merchant, following a law of human nature, will always seek to get his transportation as low as possible, but his real interests are best served by stability of rates. A year ago the rates from Chicago to Des Moines and other points in the State, ranged from 0 to 10 cents per hundred. It is a matter of question whether, in the aggregate, this purely railroad quarrel did not also work serious loss to the merchants, compelling them to sell at a loss, goods with which they were previously stocked and on which they had paid regular rates. We do not believe that any permanent good can accrue to the people of the State by the carrier doing his work for less than a reasonable and just compensation, because in this case the element of stability is gone. The highest and most delicate duty you have to perform, is to rightly adjust this, remembering that you are acting in a fiduciary capacity, and that great interests on both sides may be disastrously

affected by your action. Your next duty, as we regard it, is to maintain stability, never consenting to change your rates, your policy, or your line of action, without good and sufficient reasons.

We have thus far treated this question from the position taken by the opponents of the car-load rate at Denver in June last. We now understand that they have shifted their position and admit that while some slight difference may be made, it should not in any case exceed the extra cost of handling the goods. They admit that it costs more to ship a car load of twelve tons to one hundred consignees than to one. While we think the difference is larger than appears, taking the risk, delays, handling, insurance, the frequency of sending cars partially loaded (whereas the minimum weight for car load is from 20,000 to 24,000 pounds, gauged by the size of the car) and the other matters that go to make up terminal charges, and may in some instances exceed the proper difference, we think it is not the criterion on which to base the rates. All jobbers, so far as railway facilities go, should stand on equal terms with their customers. To illustrate: the local rate from Chicago to Mount Pleasant on small lots should be the jobbers rate from Chicago to Burlington added to the local rate, Burlington to Mount Pleasant. Something based upon this idea should be the differential, whether it exceeds or falls short of the extra cost of service.

We regard the change of position as an admission of weakness, and the present effort as preliminary to a more sagacious plan for accomplishing a purpose that has not been abandoned.

When the abolition of car-load rates has been accomplished, its effect will immediately become the subject of scrutiny and discussion. It has always been the earnest endeavor of this Board to harmonize the interests of the railway companies and the people of the State, and bring about a union of purpose based upon a thorough understanding of the rights and duties of both; in this we believe we have been heretofore moderately successful, but if this proposed action should be taken, it appears to us so real a grievance, and such an unmeasured injury to the interests of the State, that we feel we can only show it forth to the General Assembly and to the people, as an accomplished act of gross injustice.

Respectfully submitted,

Attest:

E. G. MORGAN,

*Secretary.*

PETER A. DEY,

JAMES W. McDILL,

LORENZO S. COFFIN,

*Commissioners*

After full deliberation, the committee indefinitely postponed the consideration of the proposition to abolish the car-load rate. Such a result was highly gratifying to us, as we believe no blow could have been given more disastrous to the interests of Iowa and the whole northwest than the policy proposed. We are satisfied, not only from our own observation, but from evidence deduced from the census, that the agricultural population of Iowa has reached a point where it will not rapidly increase, and as outlets for emigration are fast closing up, the time is not far distant when the increasing population of Iowa must seek employment in other than field work. The growth of the future for our State must be through development of mines, manufacturing and commercial enterprises. But the abolition of the car-load rate would, it seems to us, make such development impossible.

#### MAXIMUM AND MINIMUM RATES.

We have not regarded with favor propositions to establish maximum and minimum rates. To be safe, the maximum would necessarily be placed so high and the minimum so low, that such laws would probably be found of little practical benefit. Conditions vary so much, and circumstances are so dissimilar, that it seems that such legislation can be of little use. As an illustration, a road with heavy grades and heavy traffic can earn dividends on a rate which would be ruinously low for a road with light traffic, even if its grades were light. Value of service, the true and only basis for rates, is so changeable that the determination thereof becomes a special study in almost every case. The best authorities divide the elements entering into the value of the service, into five classes, namely:

*One.* Movement expenses, including the actual cost of moving, wages of employes, car and locomotive repairs, fuel, water, and wear of rails.

*Two.* Station expenses, loading and unloading freight, depot and freight houses, clerical hire, etc.

*Three.* Maintenance of roads, bridges and buildings.

*Four.* General expenses of administration.

*Five.* Interest on investment.

If the volume of traffic is so large that all these can be earned by reasonable rates, a successful road has been established, but it is often found impossible to earn all, and in some cases only the mere cost of moving and handling can be earned.

Now a maximum rate, high enough to cover reasonable returns for all the five divisions, under all the varying circumstances and conditions of the roads, would be so high as to be startling and of no practical benefit; and a minimum rate which would merely cover the cost of moving and handling under favorable circumstances, would be too low for practical benefit. In other words, the margin from the highest reasonable rate to the lowest attainable rate under any circumstances is too wide for a basis of any practicable legislation.

#### DISTRIBUTION OF RATES EARNED.

Mr. Fink, in his testimony before the Senate Committee on inter-State commerce, gives the following upon one hundred cents earned: forty cents to pay interest on bonds and dividends on stock; thirty-five cents to pay the mere movement expenses, and twenty-five cents to pay for maintenance of roadway and general expenses of the organization. If this estimate be correct, and it is probably approximately so, and if neither of these can in the future be materially reduced, it must be evident that all substantial reduction of rates hereafter attained must come from the forty cents allowed for interest on bonds and dividends on stock. To one of the board, at least, there seems to be great doubt whether this factor should ever be a controlling consideration in fixing rates. In other business, bad investments do not successfully draw from customers interest upon the plant, nor earn for the stockholders dividends upon their shares, and if this question could properly be eliminated from the discussion, a long step could be taken toward an intelligent establishment of reasonable rates.

#### CLASSIFICATION OF FREIGHT.

In our opinion, public attention has not been sufficiently called to the subject of classification of freight. It has a very important bearing upon rates, and various classifications prevailing in the different parts of the country lead to serious and complex difficulties. We have been unable to find that any intelligent basis has been the ground of the classifications now prevailing. Upon this subject there seems to us a great need of federal legislation and regulation. Classifications now prevailing seem to be a growth, but the rule thereof is as yet undiscovered. Classification should be uniform throughout the whole country.

#### LONG AND SHORT HAULS.

Nothing is more generally discussed than the apparent inequity of charging more for a short than a long haul. Its abstract injustice seems to be generally recognized, even by railroad managers. When pointed out, extenuating circumstances are plead, and over-ruling conditions asserted as the cause. It is claimed that railroads generally adopt the rule that no higher charge shall be made for a long than a short haul; that the tariffs of the Pennsylvania railroad are so arranged that no higher charge is made from any station east of Pittsburg to Philadelphia, than from Pittsburg to Philadelphia, nor from any east of Chicago than from Chicago.

The Railroad Commissioners of the State of New York have given this question considerable attention, and formulated the following rule: That a greater charge for a short haul than a long haul is *prima facie* unjust, and that in all such cases it will devolve upon the railroad companies to show circumstances justifying such a charge, and that it will not be sufficient to show as a justification that competition has been the cause of the charge.

Section eleven, of the Commissioner Law of this State, prohibits railroad companies from charging "more for transporting freight from any point on its line, than a fair and just proportion of the price it charges for the same kind of freight transported from any other point." This general testimony to the abstract injustice of such a charge cannot be overlooked by any candid inquirer.

There seems, however, to be in the minds of many intelligent people, a conviction that circumstances may justify such a charge. Viewing the situation from an Iowa, and, perhaps, a purely selfish standpoint, the Commissioners have felt their inability to understand how her products could reach the market, except under a system of charging less proportionately for a long than a short haul. But they feel that the time is at hand when a rule should be established which shall give equal and exact justice to all, and believe no rule would so effectually prevent ruinous competition, as one prohibiting a greater charge for a short than a long haul. Under such a rule no greater charge could be made for a haul from Chicago to Creston, than from Chicago to Council Bluffs, and stand excused on the ground of competition. Whatever rate should be taken for service at Council Bluffs would be the maximum rate for all points east of Council Bluffs, and it would be impossible to reduce rates at the competitive

point, and recoup or make up loss by higher rates than at the non-competing point. This rule would seem to obviate every necessity for a pool. Self-preservation would compel the maintenance of reasonable rates at all competing points.

REMARKS ON THE LAW GRANTING ADDITIONAL POWERS TO THE BOARD,  
AS TO ORDERS MADE BY IT AFFECTING PUBLIC RIGHT.

It has not been necessary during the past year to certify any orders to the Attorney-General under the law, as, so far as we are informed, all orders made have been obeyed. We deem it our duty, however, to set forth the situation of the two cases pending in the courts upon orders certified last year. A full history of these cases up to the time of our last report will be found in that volume (Report of 1884, pages 45 to 69 inclusive).

The case of the *Citizens of Northwood and Worth County v. The Central Iowa Railway Company* as we are advised has been submitted upon the evidence and the arguments of counsel, and decision thereupon by the court is expected soon. The case of *Ed Barber, Glidden, Iowa v. Chicago & Northwestern Railway Company* as will appear by our last report (Report 1884, page 67), was certified to the Attorney-General August 26, 1884. Some time afterwards a petition was filed in the Polk County Circuit Court for the enforcement of the order. To this petition a demurrer was filed, and after elaborate argument by counsel, at the September term (1885), Judge Baylies delivered an opinion sustaining the demurrer, and holding that the Commissioners had no power to make the order in question. A copy of the decision is here set out in full:

In the Circuit Court of Polk County, Iowa, September Term, A. D. 1885.  
State of Iowa v. The Chicago & Northwestern Railway Company:  
Opinion by the Court, R. N. Baylies, Judge.

In 1884 the defendant, an Illinois corporation, engaged in operating a railway from Chicago, Illinois, to Clinton, Iowa, and from Clinton, Iowa, to Council Bluffs, Iowa, undertook, for a reasonable compensation, to carry a buggy for one Barber from a station in Illinois on defendant's road, fifteen miles east of Clinton, to Glidden, Iowa, a station on defendant's road in Iowa, two hundred and fifty miles west of Clinton, Iowa, and for such service exacted of Barber eighty-four cents per hundred pounds upon an estimated weight made by defendant of two thousand pounds, said buggy in reality weighing five hundred and fifty pounds. Barber paid the freight and made complaint of said matters to the Railroad

Commissioners of Iowa, and the Board, being fully advised, made its order which afterward upon petition of defendant for re-hearing, was adhered to, and which order is as follows: "It is therefore ordered by the Board of Railroad Commissioners that the Chicago & Northwestern Railway Company so revise and alter its inter-State distance tariff, so far as it relates to freights shipped from points within this State to points without this State and from points outside of the State to points within the State as to make it correspond to the Iowa local distance tariff, which it is here assumed is arranged upon a sufficiently remunerative basis."

The sum of eighty-four cents per hundred pounds for the distance to carry, is largely in excess of the defendant's Iowa local tariff rates for similar freights, and also in excess of Illinois local tariff rates, but is in accordance with the defendant's inter-State distance tariff and said inter-State distance tariff is unreasonable and unjust. The defendant, disregarding said order of the Board of Railroad Commissioners, the Attorney-General brings this action by direction of said Board of Commissioners to have the order decreed just and reasonable and to compel defendants to comply with the same.

The defendant demurs to the petition upon two grounds: 1st. That the court has no jurisdiction of the subject matter of the action, and 2d, the facts stated do not entitle the plaintiff to the relief demanded, for that the order of the Board of Railroad Commissioners of Iowa, set forth in the petition, appears upon its face to be an attempt under the authority of the State of Iowa, to regulate the commerce between points within the State of Iowa and points outside of said State, as contrary to section eight, article one of the Constitution of the United States.

OPINION BY JUDGE BAYLIES.

We have carefully examined the authorities cited by the counsel in argument, and have given the case such consideration as its importance merits. The article of the Constitution of the United States relied upon in support of the demurrer reads "The Congress shall have power to regulate commerce with foreign nations, among the several States and with the Indian tribes." It is insisted by the defendant that the principles governing this case have been decided by the Iowa Supreme Court in the case of the City of Council Bluffs against Railroad Company, 45 Iowa, 344, and also in *Carton against the Illinois Central Railway Company*, 59 Iowa, 149. The plaintiff insists that these cases are not decisive of the question here involved and among a large number of authorities cited in argument, relies particularly upon *Peik against Chicago & Northwestern Railway Company*, 94 U. S., 164; *The C., B. & Q. Railroad Company against Cutts*, Attorney Gen., 94, U. S., 155; *Munn against State of Illinois*, 94 U. S., 113 and the late case of *People vs. Wabash Railroad Company*, an Illinois case, reported in the 7th American and English Railway cases, 631 and again reported upon petition for re-hearing in 12 Amer. Railway cases, 10. By an examination of the case of the City of Council Bluffs against the Railroad Co., above cited, it

appears in that case the decision of the court was based largely upon the fact that the legislation involved operated as a burden or restraint upon commerce and for that reason, as shown by the decision and authorities therein cited, it was held to be a regulation of commerce within the purview of the constitutional inhibition, and so far as we have been able to examine the cases in which State legislation has been held to be void as in violation of this provision of the constitution (with the exception of the case of *Carton vs. The Railroad Company*, 59 Iowa), the decisions have been in cases where the legislation of the States did operate as a burden or restraint upon commerce, while it is insisted in this case that the legislation by which the rates and charges to be made by common carriers for their services is not a restraint upon commerce or a burden upon it in any sense but the effect is to relieve commerce from burdens sought to be imposed by the carrier and that the authorities above referred to are for that reason inapplicable. This, it seems to us, if left to express our own judgment uncontrolled by the decisions of the Supreme Court of this State distinguishes such cases from the case now under consideration.

We are supported in this view from the construction that we give to the decisions in the case of *Peik* against the Northwestern Railway Company, the *C., B. & Q. Railroad Company* against *Cutts*, *Munn* against the State of Illinois and the *People* against the *Wabash Railway Company*, 7 *American and English Railway* cases, above referred to, and, were it not for the construction placed upon the language of these decisions by our own Supreme Court in the case of *Carton* against the *Illinois Central Railroad Company*, we should hold that these decisions were in direct support of the order that is sought to be enforced in this case. But, upon an examination of *Carton* against the *Illinois Central Railway Company*, 59 Iowa, 148, we find that the above authorities have undergone consideration and that court has given a construction to them directly in support of the position that is taken by the defendant in this action. In that case the plaintiff shipped a large amount of grain from *Ackley*, Iowa, to *Chicago*, Illinois, over defendant's road. It was claimed that the freight charged was in excess of that authorized by the laws of Iowa then in force and that the rates of freight fixed by the law of Iowa were higher than those fixed by the laws of Illinois. Damages were claimed for the difference between what was charged by the laws of Iowa for the whole distance and the amount actually paid and the attorney's fees. It was claimed by defendant that no law of the State of Iowa would have any application to shipments of freight from this State to other States because such legislation is void as repugnant to Article 1 Section VIII of the Constitution of the United States. The court, in its opinion, by *Rothrock, J.*, says, "It is not claimed that the fixing of rates of freight shipped from one State to another is not a regulation of commerce," and cites a large number of cases as establishing the doctrine that fixing the rates of transportation is a regulation of commerce within the meaning of said constitutional provision and upon a full consideration of the cases relied upon by plaintiff in this case, with the exception of the case of *People* against the *Wabash Railway Company*, arrives at the conclusion that "it

was the right of the defendant to disregard any laws which sought to regulate shipments to points without this State and make its own contracts." This decision, according to the construction, we feel bound to give to the language used, in plain terms decides that State legislation prescribing the rates to be charged by common carriers from points within to points without this State is in violation of Section VIII, Article 1 of the Constitution, and void; and we are unable to distinguish between the principle therein involved and decided and the principles involved in this case. And upon the authority of that case the demurrer will be sustained.

An appeal will be taken by the Attorney-General, to the end that this important question may be decided by the Supreme Court. The Commissioners infer from the language of the decision that but for the authority of *Carton v. Illinois Central R. Co.*, 59 Iowa, 149, Judge Baylies would have overruled the demurrer, his view being that the inhibition of the constitution of the United States does not extend to legislation or regulation which does not operate as a restraint or burden upon commerce, and that an order which had the effect of relieving commerce from burdens imposed by carriers would not be prohibited by the constitution of the United States; it being, in that view, within the power of the Commissioners, by order properly made, to lower but not to raise rates prevailing in inter-State transportation. He understands, however, that in the *Carton* case the Supreme Court of this State expressly held that the fixing of rates of freight shipped from one State to another is a regulation of commerce, and that holding he regards as decisive of the question involved in the *Barber* case. As this distinction may not have been clearly presented in the *Carton* case, it seems very desirable that the *Barber* case should be presented, that the Supreme Court may squarely pass upon the soundness of the distinction made.

#### STATUS OF INLAND LAKES.

As is well known, there is, in the northern portion of the State, quite a number of small lakes. In the government survey they were measured, and the sections abutting on their waters are fractional in size, depending upon the water-line for amount and shape. These lakes are undoubtedly public waters. Several instances have come under the observation of the Commissioners in which railways have crossed these waters, and apparently without any authority. It seems to us that there is need of legislation providing for such cases. Some of these lakes are now and will hereafter be useful in commerce and for

pleasure, and there should be regulation as to the manner of bridging and crossing. Proper and reasonable conditions should be imposed upon railroads bridging or crossing these waters, and whatever benefit may result to the citizens of the State by their use should be carefully preserved and retained to the public.

#### HIGHWAY CROSSINGS OVER RAILROADS.

Our attention has been called to the laws regarding the crossing of railways by highways required by the wants of the public after the construction of the railways. All laws upon the subject seem to have been framed solely with the idea of protecting highways already in existence. The object of the law now in force is to secure the public from the inconvenience and expense which would result from the destruction of highways when they are crossed by railways. There is no law clearly defining the rights and duties of the railway company or the county authorities, when it becomes necessary for the public to establish a highway after the railway has been constructed.

It is evident that to allow any one to enter upon the right of way and make such crossing as they wish, without regard to the uses of the railway, might be dangerous. In our judgment, some legislation is necessary, after a crossing for a new highway has been determined, to settle who shall be at the cost of making and maintaining the crossing, as well as necessary cattle-guards and plank between rails. Our theory is that after the public has expended the money necessary to construct the crossing, and all that pertains to it, there would be less friction and less liability to accident if the crossing took the condition of highways that were in existence before the railways were built.

PETER A. DEY,  
JAMES W. MCDILL,  
LORENZO S. COFFIN,  
*Commissioners.*

Attest:

E. G. MORGAN, *Secretary.*

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## COMPILATION

OF

## RAILROAD RETURNS.

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TABLE I.  
CAPITAL STOCK.

| RAILROADS.                             | Miles.           | Paid in.              | Per mile.        | Common.               | Preferred.           | Amount held in Iowa. | No. of stock-holders. | No. of stock-holders in Iowa. |  |
|--|------------------|-----------------------|------------------|-----------------------|----------------------|----------------------|-----------------------|-------------------------------|--|
| Burlington, Cedar Rapids & Northern    | 979.27           | \$ 6,705,000.00       | \$ 6,847.00      | \$ 6,705,000.00       |                      | \$ 6,000.00          | 467                   | 10                            |  |
| Central Iowa                           | 501.62           | 10,026,800.00         | 19,988.67        | 8,076,600.00          | 1,950,200.00         | 16,700.00            | 1039                  | 8                             |  |
| Chicago, Burlington & Quincy           | 3,465.56         | 76,452,626.51         | 16,458.71        | 76,452,626.51         |                      |                      | 9,700                 |                               |  |
| Chicago, Burlington & Kansas City      | 180.99           | 8,000,000.00          | 44,198.89        | 8,000,000.00          |                      | 500.00               | 7                     | 5                             |  |
| Kansas City, St. Jo & Council Bluffs   | 320.00           | 5,777,656.71          | 18,055.18        | 5,777,656.71          |                      | 68,775.00            | 5,732                 | 75                            |  |
| St. Louis, Keokuk & Northwestern       | 184.82           | 3,420,000.00          | 21,026.80        | 3,070,000.00          | 1,350,000.00         | 3,087,500.00         | 83                    | 65                            |  |
| Chicago, Iowa & Dakota                 | 23.50            | 300,000.00            | 11,911.83        | 300,000.00            | 100,000.00           | 120,000.00           | 15                    | 13                            |  |
| Chicago, Milwaukee & St. Paul          | 4,803.31         | 47,445,244.00         | 9,878.00         | 30,904,261.00         | 16,540,983.00        | 86,400.00            | 2,448                 | 4                             |  |
| Chicago & Northwestern                 | 3,843.31         | 74,920,320.53         | 19,493.66        | 52,594,865.97         | 22,325,454.56        | 253,500.00           | 3,320                 | 34                            |  |
| Chicago, Rock Island & Pacific         | 1,120.20         | 41,960,000.00         | 37,457.59        | 41,960,000.00         |                      | 227,100.00           | 3,055                 | 25                            |  |
| Keokuk & Des Moines                    | 162.20           | 4,125,000.00          | 25,383.00        | 2,600,400.00          | 1,524,600.00         | 5,800.00             | 228                   | 4                             |  |
| Chicago, St. Paul, Minneapolis & Omaha | 1,241.76         | 34,050,126.65         | 27,420.86        | 21,403,293.35         | 12,646,833.31        |                      | 1,412                 |                               |  |
| Crooked Creek                          | 8.50             | 71,500.00             | 8,411.76         | 71,500.00             |                      | 28,000.00            | 5                     | 2                             |  |
| Des Moines & Ft. Dodge                 | 137.83           | 5,041,250.00          | 36,776.20        | 4,293,000.00          | 738,250.00           | 529,100.00           | 350                   |                               |  |
| Dubuque & Dakota                       | 63.20            | 569,500.00            | 9,039.00         | 159,500.00            | 410,000.00           |                      | 20                    | 16                            |  |
| Humeston & Shenandoah                  | 112.53           | 4,026,000.00          | 35,778.07        | 4,026,000.00          |                      | 2,013,000.00         | 6                     | 3                             |  |
| Illinois Central                       |                  |                       |                  |                       |                      |                      |                       |                               |  |
| Cedar Falls & Minnesota                | 75.58            | 1,586,500.00          | 20,991.00        | 1,586,500.00          |                      | 20,000.00            | 110                   | 1                             |  |
| Dubuque & Sioux City                   | 142.70           | 4,969,950.62          | 35,039.90        | 4,969,950.62          |                      | 30,200.00            | 420                   | 10                            |  |
| Iowa Falls & Sioux City                | 183.69           | 4,625,000.00          | 25,042.19        | 4,625,000.00          |                      | 91,000.00            | 580                   | 10                            |  |
| Iowa Northern                          | 6.93             | 30,000.00             | 10,000.00        | 30,000.00             |                      | 90,000.00            | 6                     | 6                             |  |
| Minneapolis & St. Louis                | 356.50           | 9,785,500.00          | 27,368.00        | 5,765,000.00          | 4,000,000.00         |                      |                       |                               |  |
| Ottumwa & Kirkville                    | 3.33             | 150,000.00            | 45,004.50        | 150,000.00            |                      | 400.00               |                       | 4                             |  |
| Prairie du Chien & McGregor            | 2.00             | 100,000.00            | 50,000.00        | 100,000.00            |                      |                      | 5                     |                               |  |
| Sioux City & Pacific                   | 107.42           | 2,068,400.00          | 19,255.26        | 1,809,400.00          | 169,000.00           | 3,900.00             | 74                    | 5                             |  |
| Wabash, St. Louis & Pacific            | 3,485.20         | 52,626,800.00         | 15,086.66        | 28,404,400.00         | 24,222,400.00        |                      |                       |                               |  |
| Wisconsin, Iowa & Nebraska             | 114.60           |                       |                  |                       |                      |                      |                       |                               |  |
| NARROW GAUGE ROADS.                    |                  |                       |                  |                       |                      |                      |                       |                               |  |
| Burlington & Northwestern              | 38.77            | 156,900.00            | 4,047.20         | 156,900.00            |                      | 156,900.00           | 229                   | 219                           |  |
| Burlington & Western                   | 70.70            | 856,800.00            | 12,118.81        | 856,800.00            |                      | 856,800.00           | 6                     | 6                             |  |
| St. Louis, Des Moines & Northern       | 42.36            | 722,750.00            | 17,061.69        | 387,750.00            | 335,000.00           | 193,875.00           | 7                     | 6                             |  |
| Cedar Rapids & Marion Street Railway   | 10.00            | 60,000.00             | 5,454.54         | 60,000.00             |                      | 60,000.00            | 18                    | 18                            |  |
| <b>Total</b>                           | <b>21,790.38</b> | <b>400,699,755.03</b> | <b>18,388.83</b> | <b>314,367,004.16</b> | <b>86,332,750.87</b> | <b>7,966,650.00</b>  | <b>29,378</b>         | <b>549</b>                    |  |

TABLE II.  
DEBT.

| RAILROADS.                             | Miles.           | Funded debt.          | Unfunded debt.       | Total debt.           | Debt per mile.   | Debt representing road in Iowa. | Stock and debt.       | Stock and debt per mile. | Interest paid during year on account of road in Iowa. |
|--|------------------|-----------------------|----------------------|-----------------------|------------------|---------------------------------|-----------------------|--------------------------|---|
| Burlington, Cedar Rapids & Northern    | 979.27           | \$ 14,630,000.00      | \$ 230,358.62        | \$ 14,860,358.62      | \$15,174.93      | \$ 12,518,406.75                | \$ 21,565,358.62      | \$22,021.87              | \$ 505,430.80   |
| Central Iowa                           | 501.62           | 8,577,000.00          | 280,788.05           | 8,857,788.05          | 17,698.46        | 7,346,788.05                    | 18,890,588.05         | 37,087.15                | 322,664.45  |
| Chicago, Burlington & Quincy           | 3,465.56         | 71,148,007.86         |                      | 71,148,007.86         | 15,316.73        | 15,425,250.00                   | 147,900,634.37        | 31,775.44                | 783,138.50  |
| Chicago, Burlington & Kansas City      | 180.99           | 5,735,174.51          |                      | 5,735,174.51          | 17,922.42        | 443,862.63                      | 8,834,613.49          | 48,510.02                |   |
| Kansas City, St. Jo & Council Bluffs   | 320.00           | 5,735,174.51          |                      | 5,735,174.51          | 17,922.42        | 1,032,331.31                    | 11,512,831.22         | 35,977.99                | 72,248.40   |
| St. Louis, Keokuk & Northwestern       | 184.82           | 3,180,000.00          | 372,804.69           | 3,552,804.69          | 20,184.90        | 552,295.45                      | 6,972,804.69          | 39,517.17                |   |
| Chicago, Iowa & Dakota                 | 26.50            | 300,000.00            | 27,000.00            | 327,000.00            | 12,339.62        | 327,000.00                      | 627,000.00            | 23,660.37                |   |
| Chicago, Milwaukee & St. Paul          | 4,803.31         | 100,054,000.00        |                      | 100,054,000.00        | 20,830.00        | 29,403,938.00                   | 147,499,241.00        | 30,708.00                | 1,791,735.32  |
| Chicago & Northwestern                 | 3,843.31         | 31,460,500.00         | 3,336,278.83         | 34,796,778.83         | 24,695.40        | 27,438,378.69                   | 169,717,096.36        | 44,159.69                | 1,454,441.32  |
| Chicago, Rock Island & Pacific         | 1,120.20         | 20,500,000.00         |                      | 20,500,000.00         | 18,306.30        | 13,886,267.64                   | 62,400,000.00         | 55,767.90                | 741,560.70  |
| Keokuk & Des Moines                    | 162.20           | 2,750,000.00          |                      | 2,750,000.00          | 16,923.00        | 2,750,000.00                    | 6,875,000.00          | 42,307.00                | 137,500.00  |
| Chicago, St. Paul, Minneapolis & Omaha | 1,241.76         | 22,339,970.00         |                      | 22,339,970.00         | 17,990.57        | 1,340,398.20                    | 50,390,096.66         | 45,411.42                | 80,124.23   |
| Crooked Creek                          | 8.50             |                       | 2,342.10             | 2,342.10              | 275.54           | 2,342.10                        | 73,842.10             | 8,687.30                 | 187.35  |
| Des Moines & Fort Dodge                | 137.83           | 3,164,000.00          |                      | 3,164,000.00          | 22,955.81        | 3,164,000.00                    | 8,205,280.00          | 59,531.88                | 89,205.00   |
| Dubuque & Dakota                       | 63.20            | 630,000.00            | 110,287.51           | 740,287.51            | 11,750.01        | 740,287.51                      | 1,309,787.51          | 19,067.00                |   |
| Humeston & Shenandoah                  | 112.53           | 2,884,000.00          |                      | 2,884,000.00          | 23,822.66        | 2,694,000.00                    | 6,710,000.00          | 59,530.13                |   |
| Illinois Central                       |                  |                       |                      |                       |                  |                                 |                       |                          |   |
| Cedar Falls & Minnesota                | 75.58            | 881,000.00            |                      | 881,000.00            | 6,173.79         | 881,000.00                      | 3,002,500.00          | 39,789.35                | 67,500.00   |
| Dubuque & Sioux City                   | 142.70           | 881,000.00            |                      | 881,000.00            | 6,173.79         | 881,000.00                      | 5,880,850.62          | 41,211.95                | 55,770.00   |
| Iowa Falls & Sioux City                | 183.69           | 2,800,000.00          | 136,388.34           | 2,936,388.34          | 15,985.56        | 2,936,388.34                    | 7,561,888.34          | 41,027.76                | 196,000.00  |
| Iowa Northern                          | 6.93             | 50,000.00             |                      | 50,000.00             | 8,333.33         | 50,000.00                       | 140,000.00            | 23,333.33                | 3,000.00  |
| Minneapolis & St. Louis                | 356.50           | 7,318,000.00          | 1,220,371.00         | 8,538,371.00          | 23,950.55        | 3,377,027.55                    | 18,303,071.00         | 51,343.54                | 188,832.84  |
| Ottumwa & Kirkville                    | 3.33             | 97,000.00             | 28,655.47            | 125,655.47            | 37,700.41        | 125,655.47                      | 275,655.47            | 82,704.91                | 10,440.00   |
| Prairie du Chien & McGregor            | 2.00             |                       |                      |                       |                  |                                 | 103,000.00            | 50,000.00                |   |
| Sioux City & Pacific                   | 107.42           |                       |                      |                       |                  |                                 | 7,390,292.35          | 68,708.10                | 84,830.24   |
| Wabash, St. Louis & Pacific            | 3,485.20         | 76,434,009.27         | 7,818,150.00         | 84,252,159.27         | 24,102.78        | 5,382,906.50                    | 136,878,809.27        | 39,239.44                | 30,251.29   |
| Wisconsin, Iowa & Nebraska             | 114.60           |                       |                      |                       |                  |                                 |                       |                          |   |
| NARROW GAUGE ROADS.                    |                  |                       |                      |                       |                  |                                 |                       |                          |   |
| Burlington & Northwestern              | 38.77            | 220,000.00            | 10,364.80            | 230,364.80            | 5,942.00         | 230,364.80                      | 387,264.80            | 9,835.18                 | 134.07  |
| Burlington & Western                   | 70.70            | 571,200.00            | 3,309.37             | 574,509.37            | 8,127.28         | 574,509.37                      | 1,431,309.37          | 21,980.20                | 20,876.95   |
| St. Louis, Des Moines & Northern       | 42.36            | 305,000.00            | 63,630.00            | 368,630.00            | 8,536.80         | 368,630.00                      | 1,082,360.00          | 25,461.10                |   |
| Cedar Rapids & Marion Street Railway   | 10.00            | 25,000.00             | 8,979.45             | 33,979.45             | 3,397.94         | 33,979.45                       | 83,979.45             | 9,397.94                 | 3,063.96  |
| <b>Total</b>                           | <b>21,790.38</b> | <b>440,525,181.64</b> | <b>16,555,981.67</b> | <b>457,081,163.31</b> | <b>20,976.28</b> | <b>138,488,100.94</b>           | <b>857,780,918.31</b> | <b>39,365.11</b>         | <b>6,699,225.51</b>                                   |



TABLE III.

COMPARATIVE TABLE OF CAPITAL STOCK FOR THE YEARS ENDING JUNE 30, 1878, 1880, 1881, 1882, 1883, 1884, AND 1885.

| RAILROADS.                                  | 1878.             | 1880.             | 1881.             | 1882.             | 1883.             | 1884.             | 1885.             |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 5,500,000.00   | \$ 5,500,000.00   | \$ 5,500,000.00   | \$ 5,500,000.00   | \$ 5,500,000.00   | \$ 6,705,000.00   | \$ 6,705,000.00   |
| Central Iowa.....                           | 5,071,055.00      | 150,000.00        | 4,324,800.00      | 5,820,000.00      | 7,718,500.00      | 10,625,400.00     | 10,026,800.00     |
| Chicago, Burlington & Quincy.....           | 27,729,916.51     | 52,203,676.51     | 55,692,096.51     | 63,256,096.51     | 69,650,248.51     | 71,942,246.51     | 76,452,626.51     |
| Chicago, Burlington & Kansas City.....      | 1,793,700.00      | 1,793,600.00      |                   |                   | 8,000,000.00      | 8,000,000.00      | 8,000,000.00      |
| Kansas City, St. Jo. & Council Bluffs.....  | 2,789,413.66      | 2,796,356.71      | 3,205,356.71      | 5,735,656.71      | 5,735,656.71      | 5,756,656.71      | 5,777,656.71      |
| St. Louis, Keokuk & Northwestern.....       |                   |                   |                   | 3,420,000.00      | 3,420,000.00      | 3,420,000.00      | 3,420,000.00      |
| Chicago, Iowa & Dakota.....                 |                   |                   |                   | 4,125,000.00      | 4,125,000.00      |                   | 300,000.00        |
| Chicago, Milwaukee & St. Paul.....          | 38,524,448.50     | 36,459,304.00     | 28,354,744.00     | 35,550,744.00     | 44,445,244.00     | 47,445,244.00     | 47,445,244.00     |
| Chicago & Northwestern.....                 | 49,293,040.82     | 49,465,200.53     | 71,221,557.73     | 73,312,150.53     | 74,750,120.53     | 76,222,730.53     | 74,929,330.53     |
| Chicago, Rock Island & Pacific.....         | 29,435,200.00     | 46,985,000.00     | 41,980,000.00     | 41,960,000.00     | 41,960,000.00     | 41,960,000.00     | 41,960,000.00     |
| Keokuk & Des Moines.....                    |                   |                   | 4,125,000.00      | 4,125,000.00      | 4,125,000.00      | 4,125,000.00      | 4,125,000.00      |
| Chicago, St. Paul, Minneapolis & Omaha..... | 2,800,000.00      | 9,200,000.00      | 12,560,000.00     | 29,333,166.66     | 29,333,925.64     | 30,593,626.65     | 34,050,126.66     |
| Crooked Creek.....                          | 71,500.00         |                   | 71,500.00         | 71,500.00         | 71,500.00         |                   | 71,500.00         |
| Des Moines & Fort Dodge.....                | 4,000,000.00      | 1,843,100.00      | 3,758,290.00      | 5,041,280.00      | 5,041,280.00      | 5,041,280.00      | 5,041,280.00      |
| Dubuque & Dakota.....                       |                   | 565,000.00        | 565,000.00        | 588,800.00        | 569,300.00        | 569,300.00        | 569,300.00        |
| Humeston & Shenandoah.....                  |                   |                   |                   |                   | 4,626,000.00      | 4,626,000.00      | 4,626,000.00      |
| Illinois Central.....                       |                   |                   |                   |                   |                   |                   |                   |
| Cedar Falls & Minnesota.....                | 1,586,500.00      | 1,586,500.00      | 1,586,500.00      | 1,586,500.00      | 1,586,500.00      | 1,586,500.00      | 1,586,500.00      |
| Dubuque & Sioux City.....                   | 4,999,950.62      | 5,000,000.00      | 4,999,300.00      | 5,000,194.45      | 4,999,950.63      | 4,999,950.63      | 4,999,950.62      |
| Iowa Falls & Sioux City.....                | 4,625,000.00      | 4,625,000.00      | 4,625,000.00      | 4,625,000.00      | 4,625,000.00      | 4,625,000.00      | 4,625,000.00      |
| Iowa Northern.....                          |                   |                   |                   |                   |                   | 90,000.00         | 90,000.00         |
| Minneapolis & St. Louis.....                |                   | 2,120,200.00      |                   | 9,888,700.00      | 9,752,000.00      | 9,754,100.00      | 9,765,600.00      |
| Ottumwa & Kirksville.....                   |                   |                   |                   |                   | 150,000.00        | 150,000.00        | 150,000.00        |
| Prairie du Chien & McGregor.....            |                   |                   |                   |                   | 100,000.00        | 100,000.00        | 100,000.00        |
| Sioux City & Pacific.....                   | 2,068,400.00      | 2,068,400.00      | 2,068,400.00      | 2,068,400.00      | 2,068,400.00      | 2,068,400.00      | 2,068,400.00      |
| Wabash, St. Louis & Pacific.....            | 1,460,075.00      | 42,448,700.00     | 43,651,800.00     | 49,959,700.00     | 50,346,000.00     | 50,406,700.00     | 52,638,800.00     |
| NARROW GAUGE ROADS.                         |                   |                   |                   |                   |                   |                   |                   |
| Burlington & Northwestern.....              | 135,442.43        | 139,986.46        | 143,143.91        | 143,316.41        | 143,141.41        | 143,191.41        | 156,900.00        |
| Burlington & Western.....                   |                   |                   |                   |                   |                   |                   | 856,300.00        |
| St. Louis, Des Moines & Northern.....       |                   |                   | 18,000.00         | 60,000.00         | 60,000.00         | 60,000.00         | 60,000.00         |
| Cedar Rapids & Marion Street Railway.....   |                   |                   |                   |                   |                   |                   | 60,000.00         |
| Total.....                                  | \$ 183,488,642.54 | \$ 204,442,954.21 | \$ 268,273,878.86 | \$ 345,402,005.27 | \$ 378,809,516.43 | \$ 390,611,766.44 | \$ 400,899,755.03 |

TABLE IV.

COMPARATIVE TABLE OF DEBT FOR THE YEARS ENDING JUNE 30TH, 1878, 1880, 1881, 1882, 1883, 1884, AND 1885.

| RAILROADS.                                  | 1878.           | 1880.           | 1881.           | 1882.           | 1883.            | 1884.            | 1885.            | Rate of interest debted—<br>ness. |
|---|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|-----------------------------------|
| Burlington, Cedar Rapids & Northern.....    | \$ 6,707,382.10 | \$ 7,274,413.54 | \$ 8,464,387.18 | \$ 9,314,617.07 | \$ 10,678,921.59 | \$ 11,344,483.00 | \$ 14,860,358.62 | 5, 6, 7                           |
| Central Iowa.....                           | 4,905,644.99    | 3,808,200.00    | 3,700,000.00    | 5,739,000.00    | 7,044,000.00     | 8,577,000.00     | 8,863,788.05     | 6, 7                              |
| Chicago, Burlington & Quincy.....           | 26,634,825.00   | 29,073,625.00   | 50,852,225.00   | 59,860,750.00   | 62,519,550.00    | 71,360,690.86    | 71,148,007.86    | 4, 5, 6, 7, 8                     |
| Chicago, Burlington & Kansas City.....      | 3,688,000.00    | 3,697,653.00    | 4,593,305.77    | 4,593,305.77    | 473,321.08       | 440,525.48       | 824,613.49       | 6, 7                              |
| Kansas City, St. Jo. & Council Bluffs.....  | 7,509,128.72    | 7,489,474.51    | 8,307,474.51    | 5,777,174.51    | 5,777,174.51     | 5,750,174.51     | 5,735,174.51     | 6, 7                              |
| St. Louis, Keokuk & Northwestern.....       |                 |                 |                 | 3,398,393.87    | 3,438,848.25     | 3,669,374.57     | 3,669,374.57     | 6, 7                              |
| Chicago, Iowa & Dakota.....                 |                 |                 |                 |                 |                  |                  | 327,000.00       | 6                                 |
| Chicago, Milwaukee & St. Paul.....          | 30,048,383.99   | 49,069,021.12   | 74,618,000.00   | 85,236,846.60   | 91,795,720.29    | 96,618,889.63    | 100,054,060.00   | 5, 6, 7, 8, 10, 8                 |
| Chicago & Northwestern.....                 | 40,033,145.41   | 47,274,617.11   | 68,282,184.54   | 74,867,691.06   | 87,513,324.65    | 88,956,117.73    | 94,790,775.83    | 5, 6, 7, 8                        |
| Chicago, Rock Island & Pacific.....         | 18,093,274.98   | 17,750,000.00   | 17,500,000.00   | 17,500,000.00   | 17,500,000.00    | 17,500,000.00    | 20,500,000.00    | 5, 6, 7                           |
| Keokuk & Des Moines.....                    |                 |                 | 2,750,000.00    | 2,750,000.00    | 2,750,000.00     | 2,750,000.00     | 2,750,000.00     | 6                                 |
| Chicago, St. Paul, Minneapolis & Omaha..... | 2,806,500.00    | 5,695,428.17    | 7,070,811.96    | 19,546,675.00   | 20,965,487.50    | 22,176,970.00    | 22,332,000.00    | 6, 7, 8, 10                       |
| Crooked Creek.....                          |                 |                 | 20,000.00       | 24,008.18       | 24,008.18        | 24,008.18        | 24,008.18        | 6                                 |
| Des Moines & Fort Dodge.....                | 2,178,000.00    |                 | 2,350,000.00    | 2,438,800.00    | 2,438,800.00     | 2,438,800.00     | 2,438,800.00     | 6                                 |
| Dubuque & Dakota.....                       |                 | 593,588.50      | 685,234.39      | 630,000.00      | 630,000.00       | 702,380.63       | 704,287.51       | 6                                 |
| Humeston & Shenandoah.....                  |                 |                 |                 |                 | 2,684,000.00     | 2,684,000.00     | 2,684,000.00     | 7                                 |
| Illinois Central.....                       |                 |                 |                 |                 |                  |                  |                  |                                   |
| Cedar Falls & Minnesota.....                | 1,506,500.00    | 1,478,000.00    | 1,587,000.00    | 1,587,000.00    | 1,587,000.00     | 1,377,000.00     | 1,417,000.00     | 6, 7                              |
| Dubuque & Sioux City.....                   | 882,000.00      | 882,000.00      | 881,500.00      | 872,000.00      | 870,000.00       | 881,000.00       | 881,000.00       | 6                                 |
| Iowa Falls & Sioux City.....                | 2,952,294.56    | 3,090,697.82    | 3,090,697.82    | 3,091,574.82    | 3,089,363.94     | 2,941,585.84     | 2,936,388.34     | 6                                 |
| Iowa Northern.....                          |                 |                 |                 |                 |                  | 60,221.62        | 50,000.00        | 6                                 |
| Minneapolis & St. Louis.....                |                 | 2,900,618.49    |                 | 7,541,501.76    | 8,822,343.21     | 8,538,371.00     | 8,538,371.00     | 6, 7                              |
| Ottumwa & Kirksville.....                   |                 |                 |                 |                 |                  | 143,591.98       | 97,000.00        | 6                                 |
| Sioux City & Pacific.....                   | 4,405,679.77    | 3,286,077.05    | 5,057,384.31    | 5,643,107.21    | 5,887,917.45     | 5,999,832.82     | 5,321,892.35     | 6                                 |
| Wabash, St. Louis & Pacific.....            | 1,800,000.00    | 41,839,561.73   | 42,171,558.82   | 75,080,328.62   | 78,860,260.19    | 84,077,944.37    | 84,252,159.27    | 7                                 |
| NARROW GAUGE ROADS.                         |                 |                 |                 |                 |                  |                  |                  |                                   |
| Burlington & Northwestern.....              | 60,000.00       | 220,000.00      | 220,000.00      | 226,700.00      | 232,000.00       | 220,000.00       | 230,364.80       | 7, 8                              |
| Burlington & Western.....                   |                 |                 |                 |                 |                  |                  | 574,569.97       | 7                                 |
| St. Louis, Des Moines & Northern.....       |                 |                 |                 |                 | 303,000.00       | 349,126.00       | 366,630.00       | 6                                 |
| Cedar Rapids & Marion Street Railway.....   |                 |                 |                 |                 |                  | 31,112.80        | 33,970.45        | 7                                 |
| Total.....                                  | 160,360,739.52  | 228,551,426.04  | 307,585,618.03  | 385,719,964.46  | 416,037,922.20   | 446,214,133.65   | 457,081,163.31   |                                   |

TABLE V.  
COST.

| RAILROADS.                              | Miles.    | Road.            | Road per mile. | Equipment.      | Equipment per mile. | Total for road and equipment. | Total per mile. | Proportion for Iowa. |
|---|-----------|------------------|----------------|-----------------|---------------------|-------------------------------|-----------------|----------------------|
| Burlington, Cedar Rapids & Northern.    | 979.27    | \$ 19,360,120.89 | \$ 19,769.95   | \$ 3,322,240.43 | \$ 3,392.73         | \$ 22,682,361.32              | \$ 23,162.52    | \$ 19,107,689.25     |
| Central Iowa.                           | 501.62    | 18,565,382.16    | 37,016.53      | 772,551.52      | 1,539.19            | 19,340,933.68                 | 38,556.64       | 15,905,000.78        |
| Chicago, Burlington & Quincy.           | 3,465.56  | 118,626,076.78   | 34,229.98      | 19,108,181.85   | 5,513.73            | 137,734,258.63                | 39,743.71       | 30,454,720.96        |
| Chicago, Burlington & Kansas City.      | 180.99    | 8,718,150.08     | 48,166.57      | 124,714.58      | 686.60              | 8,842,864.66                  | 48,855.60       | 5,727,749.20         |
| Kansas City, St. Jo & Council Bluffs.   | 320.00    | 11,055,008.00    | 34,548.77      | 1,887,894.35    | 4,337.17            | 12,442,902.35                 | 38,885.96       | 2,230,830.53         |
| St. Louis, Keokuk & Northwestern.       | 184.82    | 6,636,105.99     | 37,608.98      | 430,615.78      | 2,329.29            | 7,066,721.77                  | 40,049.43       | 1,436,113.84         |
| Chicago, Iowa & Dakota.                 | 26.50     | 316,671.89       | 11,949.89      | 25,040.00       | 963.08              | 341,711.89                    | 13,272.15       | 341,711.89           |
| Chicago, Milwaukee & St. Paul.          | 4,803.31  |                  |                |                 |                     | 150,379,982.74                | 31,307.57       | 44,193,771.30        |
| Chicago & Northwestern.                 | 3,843.31  |                  |                |                 |                     | 152,562,815.04                | 42,297.61       | 47,052,707.31        |
| Chicago, Rock Island & Pacific.         | 1,120.20  | 52,167,641.86    | 46,569.93      | 7,560,196.56    | 6,464.94            | 60,727,838.42                 | 53,318.90       | 40,442,385.65        |
| Chicago, St. Paul, Minneapolis & Omaha. | 1,241.76  |                  |                |                 |                     | 51,120,862.79                 | 41,168.07       | 3,067,251.77         |
| Crooked Creek.                          | 8.50      | 59,815.00        | 7,037.06       | 12,400.00       | 1,458.22            | 72,215.00                     | 8,496.00        | 72,215.00            |
| Des Moines & Fort Dodge.                | 137.83    |                  |                |                 |                     | 8,492,066.95                  | 61,612.61       | 8,492,066.95         |
| Dubuque & Dakota.                       | 63.20     | 1,228,755.21     | 19,504.05      | 39,321.85       | 624.15              | 1,268,077.06                  | 20,128.00       | 1,268,077.06         |
| Humeston & Shenandoah.                  | 112.53    | 2,401,560.52     | 21,312.08      | 287,830.95      | 2,557.79            | 2,689,391.47                  | 23,890.88       | 2,689,391.47         |
| Illinois Central.                       |           |                  |                |                 |                     |                               |                 |                      |
| Cedar Falls & Minnesota.                | 75.58     | 3,173,500.00     | 41,988.62      |                 |                     | 3,173,500.00                  | 41,988.62       | 3,173,500.00         |
| Dubuque & Sioux City.                   | 142.70    | 5,621,112.71     | 39,391.00      |                 |                     | 5,621,112.71                  | 39,391.00       | 5,621,112.71         |
| Iowa Falls & Sioux City.                | 183.69    | 7,585,000.00     | 41,292.40      |                 |                     | 7,585,000.00                  | 41,292.40       | 7,585,000.00         |
| Iowa Northern.                          | 5.93      |                  |                |                 |                     | 150,000.00                    | 25,000.00       | 150,000.00           |
| Minneapolis & St. Louis.                | 356.50    | 16,049,142.50    | 45,018.63      | 2,052,833.14    | 5,738.30            | 18,101,975.73                 | 50,776.39       | 7,159,547.13         |
| Ottumwa & Kirkville.                    | 3.33      | 303,903.73       | 91,800.24      | 11,353.07       | 3,406.26            | 315,256.80                    | 94,586.50       | 315,256.80           |
| Sioux City & Pacific.                   | 167.42    |                  |                |                 |                     | 518,917.80                    | 51,181.51       | 4,118,576.11         |
| Wabash, St. Louis & Pacific.            | 3,485.20  |                  |                |                 |                     | 118,195,590.05                | 33,883.43       | 13,011,837.12        |
| NARROW GAUGE ROADS.                     |           |                  |                |                 |                     |                               |                 |                      |
| Burlington & Northwestern.              | 38.77     | 836,612.33       | 8,708.10       | 63,540.24       | 1,214.94            | 400,152.57                    | 10,219.32       | 400,152.57           |
| Burlington & Western.                   | 70.70     | 1,338,460.86     | 18,931.55      | 93,075.05       | 890.51              | 1,431,535.91                  | 20,450.51       | 1,431,535.91         |
| St. Louis, Des Moines & Northern.       | 42.36     |                  |                |                 |                     | 1,025,750.00                  | 1,025,750.00    | 1,025,750.00         |
| Cedar Rapids & Marion Street Railway.   | 10.00     | 77,081.62        | 7,707.42       | 24,544.06       | 2,231.28            | 101,625.68                    | 9,230.70        | 101,625.68           |
| Total.                                  | 21,511.58 | 273,623,702.82   | 12,745.06      | 35,316,325.43   | 1,641.73            | 806,365,013.62                | 37,486.16       | 266,784,535.99       |

TABLE VI.  
EARNINGS.

| RAILROADS.                   | PASSENGER DEPARTMENT. |               |              |               |                 | FREIGHT DEPARTMENT. |                 | Miscellaneous earnings. | Total earnings. | Proportion for Iowa. | Earnings per mile of road operated. |
|------------------------------|-----------------------|---------------|--------------|---------------|-----------------|---------------------|-----------------|-------------------------|-----------------|----------------------|-------------------------------------|
|                              | Passenger.            | Express, etc. | Mails.       | Total.        | Per train mile. | Freight.            | Per train mile. |                         |                 |                      |                                     |
| Burlington, C. R. & N.       | \$ 673,564.60         | \$ 51,418.77  | \$ 54,331.43 | \$ 779,314.80 | 8612.5          | 2,175,291.10        | 1,21            | \$ 51,849.25            | \$ 3,066,455.15 | \$2,861,723.25       | \$3,299.17                          |
| Central Iowa.                | 230,364.57            | 16,277.33     | 34,308.24    | 280,950.14    | 779             | 1,026,628.08        | 1,246           | 25,989.95               | 1,333,568.17    | 1,140,937.45         | 2,438.99                            |
| Chicago, Burlington & Q.     | 1,285,995.60          | 122,537.92    | 246,664.62   | 1,655,198.14  | 1,38            | 5,537,520.12        | 1,47            | 100,572.32              | 7,293,590.58    | 7,293,590.58         | 8,161.74                            |
| Chicago, B. & K. O.          | 60,098.98             | 9,143.23      | 18,549.67    | 87,791.88     | 671             | 166,874.07          | 876             | 2,146.37                | 186,233.55      | 186,233.55           | 1,107.00                            |
| Kansas City, St. J. & C. B.  | 575,909.55            | 35,369.94     | 41,930.40    | 642,909.89    | 1,12            | 1,124,938.39        | 1,73            | 79,192.96               | 1,846,962.24    | 220,588.16           | 5,524.19                            |
| St. Louis, Keokuk & N.       | 192,721.99            | 20,888.10     | 26,611.88    | 240,221.77    | 999             | 346,293.83          | 1,449           | 5,843.93                | 592,449.53      | 81,273.24            | 3,173.07                            |
| Chicago, Iowa & Dakota.      | 4,717.97              | 69.24         | 87.36        | 4,857.57      | 289             | 18,140.98           | 9263            |                         | 24,414.55       | 24,414.55            | 936.71                              |
| Chicago, Milwaukee & St. P.  | 5,485,214.36          | 645,240.72    | 664,540.89   | 6,794,995.97  | 1,12            | 16,820,143.98       | 1,70            | 340,624.12              | 23,655,764.07   | 5,350,198.19         | 4,929.23                            |
| Chicago & Northwestern.      | 5,485,307.15          | 391,376.26    | 477,128.18   | 6,353,811.59  | 1,0872          | 16,940,112.70       | 1,4073          | 209,535.74              | 23,503,460.03   | 6,751,921.10         | 6,079.41                            |
| Chicago, Rock Island & P.    | 2,879,739.06          | 305,651.33    | 164,746.32   | 3,350,136.71  | 1,35            | 8,063,147.00        | 1,43            | 723,513.63              | 12,136,797.34   | 7,292,678.40         | 8,250.17                            |
| Chicago, St. Paul, M. & O.   | 1,344,833.45          | 116,913.94    | 161,047.09   | 1,545,794.43  | 1,032           | 4,049,722.63        | 1,057           | 6,736.85                | 5,622,253.91    | 350,560.59           | 4,263.80                            |
| Crooked Creek.               | 889.15                |               | 322.68       | 861.83        | 10              | 10,770.02           | 14              |                         | 11,702.85       | 11,702.85            | 1,376.80                            |
| Des Moines & Fort Dodge.     | 91,561.83             | 8,677.18      | 8,715.20     | 105,954.21    | 65              | 260,080.85          | 1,72            | 3,894.45                | 369,929.51      | 369,929.51           | 2,561.44                            |
| Dubuque & Dakota.            | 11,909.86             | 604.32        | 3,419.95     | 15,934.13     |                 | 50,601.05           |                 | 1,466.00                | 68,001.19       | 68,001.19            | 1,069.56                            |
| Humeston & Shenandoah.       | 59,310.52             | 5,803.88      | 7,068.50     | 72,222.90     | 51              | 265,655.21          | 1,36            | 385.63                  | 338,763.73      | 338,763.73           | 3,007.08                            |
| Illinois Central.            | 463,894.49            | 22,810.57     | 41,770.79    | 528,475.85    | 1,10            | 1,113,635.57        | 1,46            | 19,009.89               | 1,661,121.31    | 1,661,121.31         | 4,693.23                            |
| Iowa Northern.               | 2,141.30              |               |              | 2,141.30      |                 | 18,990.96           | 1,22            |                         | 21,132.26       | 21,132.26            | 3,504.47                            |
| Minneapolis & St. Louis.     | 331,368.40            | 28,746.85     | 29,100.09    | 389,215.24    | 9514            | 1,317,295.44        | 1,52            | 100,950.68              | 1,867,464.34    | 677,964.74           | 4,746.85                            |
| Ottumwa & Kirkville.         | 8,385.38              | 52.00         |              | 8,437.38      |                 | 23,770.02           |                 |                         | 26,816.41       | 26,816.41            | 8,045.72                            |
| Prairie du Chien & Mcg.      |                       |               |              |               |                 | 63,125.00           |                 |                         | 63,125.00       | 63,125.00            | 3,162.50                            |
| Sioux City & Pacific.        | 199,736.43            | 19,574.72     | 13,480.44    | 222,800.59    | 2,0079          | 280,396.09          | 3,2302          | 14,823.64               | 518,019.72      | 388,056.66           | 4,684.38                            |
| Wabash, St. Louis & Pacific. | 3,574,766.25          | 507,501.53    | 422,943.22   | 4,505,204.00  | 90              | 11,526,198.10       | 1,22            | 117,306.20              | 16,238,808.30   | 669,646.06           | 4,656.84                            |
| Wisconsin, Iowa & Nebraska.  | 68,698.82             | 3,027.00      | 5,168.50     | 77,892.82     |                 | 137,231.84          |                 | 380.70                  | 214,695.36      | 214,695.36           | 1,866.91                            |
| NARROW-GAUGE ROADS.          |                       |               |              |               |                 |                     |                 |                         |                 |                      |                                     |
| Burlington & Northwestern.   | 10,194.28             | 729.80        | 1,560.04     | 12,484.12     |                 | 37,792.05           | 1,226           | 937.98                  | 41,223.15       | 41,223.15            | 770.27                              |
| Burlington & Western.        | 9,728.59              | 1,705.40      | 2,782.93     | 14,216.92     | 236             | 33,606.47           | 4844            |                         | 47,823.39       | 47,823.39            | 457.59                              |
| Des Moines, Des Moines & S.  | 82,916.19             | 279.31        | 1,230.13     | 4,424.63      |                 | 7,702.27            |                 | 125.36                  | 12,292.26       | 12,292.26            | 1,252.26                            |
| St. Louis, Des Moines & N.   | 15,252.34             | 500.81        | 1,803.88     | 17,557.03     |                 | 26,758.89           |                 | 98.28                   | 44,414.20       | 44,414.20            | 1,046.17                            |
| Cedar Rapids & M. St. R'y.   | 23,356.13             |               | 851.52       | 24,207.65     |                 |                     |                 | 4,425.00                | 28,632.65       | 28,632.65            | 2,863.26                            |
| Total.                       | 23,075,616.19         | 2,394,422.65  | 2,354,531.94 | 27,824,570.78 | 1,07            | 71,132,042.73       | 1,50            | 1,869,768.21            | 100,766,571.72  | 36,123,567.45        | 5,179.35                            |

\*For two and a half months.

TABLE VII. EXPENSES.

Table with 12 columns: RAILROADS, Miles operated, Maintenance of way, Motive power and cars, Conducting transportation, General expenses, Total, Per mile of road, Per train mile, Proportion for Iowa, Taxes paid in Iowa, Rent of track. Rows include Burlington, Cedar Rapids & North Central Iowa, Chicago, Burlington & Quincy, etc.

\* For two and a half months only.

TABLE VIII.

SUBDIVISION OF EXPENSES IN OPERATING ROADS.

Table with 10 columns: RAILROADS, Repairs of road-bed and track, Renewal of rails, Renewal of ties, Repairs of bridges, culverts, etc., Repairs of road-fences, crossings, etc., Repairs of buildings, Repairs of locomotives, Repairs of passenger cars, Repairs of freight cars, Fuel for locomotives. Rows include Burlington, Cedar Rapids & North Central Iowa, Chicago, Burlington & Quincy, etc.

\* For two and a half months only.

TABLE VIII—CONTINUED.

| RAILROADS.                                  | Water supply.     | Oil and waste.    | Locomotive ser-vice. | Passenger train service. | Passenger train supplies. | Mileage of pas-senger cars—debit balance. | Freight train service. | Freight train supplies. | Mileage of freight cars—debit balance. | Telegraph ex-penses. | Loss and gain—freight and baggage. |
|---|-------------------|-------------------|----------------------|--------------------------|---------------------------|---|------------------------|-------------------------|--|----------------------|------------------------------------|
| Burlington, Cedar Rapids & Northern.....    | \$13,257.46       | \$24,892.94       | \$214,491.81         | \$33,217.28              | \$11,880.51               | \$13,889.21                               | \$136,198.91           | \$16,902.32             | \$16,585.72                            | \$48,037.74          | \$3,689.46                         |
| Central Iowa.....                           | 3,857.85          | 14,644.57         | 102,946.25           | 12,684.94                | 2,611.50                  | 1,398.21                                  | 53,629.27              | 2,205.14                | 54,321.85                              | 27,270.68            | 1,833.89                           |
| Chicago, Burlington & Quincy.....           | 67,449.56         | 23,232.29         | 412,929.81           | .....                    | .....                     | .....                                     | 337,391.21             | 37,951.20               | .....                                  | 105,064.20           | 10,937.22                          |
| Chicago, Burlington & Kansas City.....      | 4,162.09          | .....             | 39,500.84            | .....                    | .....                     | .....                                     | 17,583.90              | .....                   | 10,354.72                              | 7,195.49             | 356.18                             |
| Kansas City, St. Jo & Council Bluffs.....   | 12,379.29         | 2,840.73          | 118,582.52           | .....                    | .....                     | .....                                     | 112,630.55             | .....                   | 38,588.79                              | 26,239.56            | 3,362.86                           |
| St. Louis, Keokuk & Northwestern.....       | 4,591.66          | .....             | 88,142.51            | .....                    | .....                     | .....                                     | 37,133.97              | .....                   | 4,651.23                               | 8,373.68             | 1,680.58                           |
| Chicago, Iowa & Dakota.....                 | .....             | 192.54            | 2,110.15             | 1,853.30                 | 21.50                     | .....                                     | .....                  | .....                   | .....                                  | 240.00               | 8.60                               |
| Chicago, Milwaukee & St. Paul.....          | .....             | 200,174.38        | 1,415,246.36         | 330,740.81               | 87,339.13                 | .....                                     | 739,165.26             | 31,974.59               | 42,970.26                              | .....                | 32,948.17                          |
| Chicago & Northwestern.....                 | 96,535.16         | 170,725.59        | 1,496,917.18         | 302,856.01               | 72,586.01                 | 23,030.05                                 | 675,039.00             | 18,732.36               | 71,081.99                              | 342,099.12           | 47,763.55                          |
| Chicago, Rock Island & Pacific.....         | 65,993.61         | 43,509.15         | 694,820.56           | 152,549.79               | 25,058.84                 | 185,133.38                                | 392,796.41             | 35,064.96               | 221,610.27                             | 123,383.43           | 17,018.62                          |
| Chicago, St. Paul, Minneapolis & Omaha..... | 33,264.56         | 38,278.11         | 378,771.93           | 76,084.00                | 18,763.59                 | 23,951.94                                 | 135,147.58             | 5,126.73                | *31,021.46                             | 86,770.69            | 15,949.38                          |
| Crooked Creek.....                          | 461.00            | 165.95            | 1,783.50             | .....                    | .....                     | .....                                     | 556.70                 | 53.00                   | .....                                  | .....                | .....                              |
| Des Moines & Fort Dodge.....                | 1,777.11          | 3,887.71          | 25,586.38            | 7,690.63                 | 772.27                    | 750.18                                    | 11,626.27              | 1,182.09                | 3,173.27                               | 3,733.12             | 195.52                             |
| Dubuque & Dakota.....                       | .....             | 507.32            | 5,019.03             | .....                    | .....                     | .....                                     | 3,243.28               | .....                   | .....                                  | 252.95               | 843.70                             |
| Humeston & Shenandoah.....                  | .....             | 979.73            | 17,769.56            | 7,186.63                 | 882.74                    | .....                                     | 17,690.00              | 3,148.18                | .....                                  | 110.10               | 1,305.59                           |
| Illinois Central.....                       | 10,432.25         | 7,160.67          | 89,684.16            | 27,595.06                | 11,675.56                 | .....                                     | 44,559.81              | 8,788.64                | 10,639.57                              | 21,190.32            | 1,330.42                           |
| Minneapolis & St. Louis.....                | 16,961.81         | 4,665.03          | 120,646.43           | 16,872.29                | 4,408.70                  | 6,302.21                                  | 65,583.91              | 10,328.41               | .....                                  | 24,023.21            | 2,842.87                           |
| Ottumwa & Kirksville.....                   | .....             | .....             | .....                | .....                    | .....                     | .....                                     | 5,077.00               | 2,022.09                | .....                                  | .....                | .....                              |
| Prairie du Chien & McGregor.....            | .....             | .....             | .....                | .....                    | .....                     | .....                                     | 16,188.34              | 2,000.00                | .....                                  | .....                | .....                              |
| Sioux City & Pacific.....                   | 1,528.86          | 1,601.69          | 27,354.53            | 8,775.38                 | 1,412.63                  | 3,185.76                                  | 12,079.04              | 615.47                  | 42,618.89                              | 3,997.79             | 702.85                             |
| Wabash, St. Louis & Pacific.....            | 122,081.10        | 162,943.26        | 1,418,383.98         | 189,144.45               | 53,272.90                 | 64,393.40                                 | 738,824.29             | 11,454.59               | 161,282.15                             | 354,349.20           | 37,516.62                          |
| Wisconsin, Iowa & Nebraska.....             | 409.33            | 1,787.63          | 17,119.16            | 6,480.00                 | 633.21                    | .....                                     | 11,628.62              | 119.60                  | 59.45                                  | 561.72               | 31.40                              |
| <b>NARROW GAUGE ROADS.</b>                  |                   |                   |                      |                          |                           |   |                        |                         |  |                      |                                    |
| Burlington & Northwestern.....              | 191.39            | .....             | 1,606.17             | .....                    | .....                     | .....                                     | 3,899.83               | .....                   | .....                                  | 352.25               | 210.58                             |
| Burlington & Western.....                   | 727.00            | .....             | 7,709.70             | .....                    | .....                     | .....                                     | 5,739.66               | .....                   | .....                                  | 21.65                | 240.66                             |
| Des Moines, Osceola & Southern.....         | .....             | .....             | .....                | .....                    | .....                     | .....                                     | 2,780.66               | .....                   | .....                                  | .....                | .....                              |
| St. Louis, Des Moines & Northern.....       | 69.81             | 170.33            | 3,948.33             | 1,359.04                 | .....                     | .....                                     | 1,359.05               | .....                   | .....                                  | 16.00                | 4.44                               |
| Cedar Rapids & Marion Street Railway.....   | 142.02            | 381.79            | 6,997.91             | 2,243.54                 | .....                     | .....                                     | 1,359.05               | .....                   | .....                                  | .....                | .....                              |
| <b>Total.....</b>                           | <b>457,246.55</b> | <b>695,392.44</b> | <b>6,720,067.95</b>  | <b>1,177,363.30</b>      | <b>292,608.15</b>         | <b>271,994.34</b>                         | <b>3,504,611.48</b>    | <b>187,690.37</b>       | <b>708,969.92</b>                      | <b>1,183,892.90</b>  | <b>180,751.22</b>                  |

\*Expenses of Missouri River transfer.

TABLE VIII—CONTINUED.

| RAILROADS.                                | Damages to cattle and property. | Personal injuries. | Agents and station service. | Station supplies. | General superin-tendence. | Legal expenses.   | Insurance.        | Stationery and printing. | Outside agencies and advertising. | Miscellaneous and contingencies. | Total taxes paid.   |
|---|---------------------------------|--------------------|-----------------------------|-------------------|---------------------------|-------------------|-------------------|--------------------------|-----------------------------------|----------------------------------|---------------------|
| Burlington, Cedar Rapids & North'n.       | \$13,319.80                     | \$23,160.51        | \$135,355.51                | \$16,942.96       | \$6,922.58                | \$8,018.58        | \$5,748.90        | \$20,482.41              | \$6,297.26                        | \$18,996.71                      | \$8,870.63          |
| Central Iowa.....                         | 10,256.17                       | 11,570.07          | 67,961.41                   | 5,275.27          | 42,565.39                 | 7,316.57          | 4,610.40          | 10,967.33                | 14,909.12                         | 23,303.18                        | 50,961.77           |
| Chicago, Burlington & Quincy.....         | 82,312.04                       | 287,878.66         | 34,642.56                   | .....             | 268,504.09                | 19,155.13         | 9.86              | 41,569.93                | 67,486.20                         | 4,560.16                         | 81,779.67           |
| Chicago, Burlington & Kansas City.....    | 7,073.61                        | 10,615.44          | .....                       | .....             | 15,881.32                 | 4,783.97          | .....             | 846.48                   | 592.75                            | .....                            | 5,712.46            |
| Kansas City, St. Jo & Council Bluffs..... | 5,878.90                        | 10,046.40          | 334,943.39                  | .....             | 92,577.92                 | 13,381.42         | 2,956.72          | 6,310.41                 | 17,406.91                         | 1,410.24                         | 35,728.35           |
| St. Louis, Keokuk & Northwestern.....     | .....                           | 18,613.74          | 45,284.34                   | .....             | 18,567.04                 | 4,098.65          | .....             | 3,080.02                 | 4,648.35                          | .....                            | .....               |
| Chicago, Iowa & Dakota.....               | .....                           | .....              | 2,717.50                    | 210.90            | 3,065.00                  | 105.10            | .....             | 182.35                   | .....                             | .....                            | .....               |
| Chicago, Milwaukee & St. Paul.....        | 49,143.83                       | 128,023.14         | 2,101,745.30                | 119,904.72        | 504,009.94                | 45,902.28         | 75,001.64         | 159,872.96               | 220,148.63                        | 387,050.51                       | 728,111.38          |
| Chicago & Northwestern.....               | 22,700.44                       | 97,743.91          | 1,909,845.37                | 89,014.33         | 178,691.11                | 61,468.45         | 1,769.38          | 113,895.82               | 277,862.15                        | 99,789.74                        | 685,689.18          |
| Chicago, Rock Island & Pacific.....       | 39,285.98                       | 51,290.69          | 897,288.06                  | 80,482.32         | 221,383.19                | 38,216.60         | .....             | 61,492.76                | 413,942.71                        | 88,836.69                        | 295,128.83          |
| Chicago, St. Paul, Minn. & Omaha.....     | 11,261.39                       | 35,200.10          | 340,773.83                  | 18,392.48         | 140,892.77                | 16,592.39         | 11,858.73         | 35,014.41                | 67,139.57                         | 23,108.63                        | 222,578.73          |
| Crooked Creek.....                        | 27.50                           | .....              | 540.00                      | 21.00             | 1,600.00                  | 171.50            | .....             | 39.50                    | .....                             | .....                            | 197.61              |
| Des Moines & Fort Dodge.....              | 2,617.65                        | 1,364.67           | .....                       | .....             | 19,782.28                 | 555.24            | 750.00            | 2,662.08                 | 816.61                            | 5,502.70                         | 21,733.69           |
| Dubuque & Dakota.....                     | .....                           | 228.25             | 23,226.84                   | .....             | 3,423.85                  | .....             | 50.00             | 510.60                   | .....                             | .....                            | 2,671.06            |
| Humeston & Shenandoah.....                | 4,753.12                        | 758.55             | 12,910.31                   | 2,148.57          | 11,769.05                 | 379.09            | .....             | .....                    | .....                             | .....                            | 4,543.70            |
| Illinois Central.....                     | 3,614.56                        | 8,869.74           | 88,916.01                   | 9,774.51          | 46,577.50                 | 15,750.56         | 9,370.43          | .....                    | .....                             | 1,077.01                         | 74,960.29           |
| Minneapolis & St. Louis.....              | 4,024.23                        | 22,295.08          | 138,614.09                  | 7,215.07          | 61,777.15                 | 9,210.41          | 5,965.83          | 11,742.90                | 34,906.16                         | 4,591.84                         | 51,149.84           |
| Ottumwa & Kirksville.....                 | .....                           | .....              | .....                       | .....             | .....                     | .....             | .....             | .....                    | .....                             | .....                            | 1,319.19            |
| Prairie du Chien & McGregor.....          | .....                           | .....              | .....                       | .....             | .....                     | .....             | .....             | .....                    | .....                             | .....                            | 1,048.72            |
| Sioux City & Pacific.....                 | 1,274.24                        | 10,471.87          | .....                       | .....             | 17,614.05                 | 3,972.94          | 3,634.52          | 1,116.10                 | 1,506.15                          | 7,301.41                         | 24,181.85           |
| Wabash, St. Louis & Pacific.....          | 86,242.07                       | 27,228.88          | 1,722,148.83                | 354,479.00        | 510,884.08                | 87,447.64         | 38,448.41         | 96,908.79                | 456,320.42                        | 304,980.28                       | 441,359.80          |
| Wisconsin, Iowa & Nebraska.....           | 2,247.63                        | 794.66             | 14,080.70                   | 604.84            | 16,989.50                 | 609.15            | .....             | 2,404.04                 | 808.43                            | 2,307.46                         | 5,629.78            |
| <b>NARROW GAUGE ROADS.</b>                |                                 |                    |                             |                   |                           |                   |                   |                          |                                   |                                  |                     |
| Burlington & Northwestern.....            | 426.87                          | 201.00             | 3,231.71                    | .....             | 3,807.49                  | .....             | 133.98            | .....                    | 746.04                            | .....                            | 27.52               |
| Burlington & Western.....                 | 1,210.50                        | 894.05             | 4,387.15                    | .....             | 4,631.17                  | .....             | 409.13            | 514.65                   | .....                             | .....                            | 44.96               |
| Des Moines, Osceola & Southern.....       | .....                           | .....              | .....                       | .....             | 1,638.29                  | 154.75            | .....             | .....                    | .....                             | 117.19                           | .....               |
| St. Louis, Des Moines & Northern.....     | 1,020.80                        | 200.25             | .....                       | 91.31             | 3,626.55                  | 482.77            | 703.15            | 767.19                   | .....                             | 6,226.15                         | 1,604.32            |
| Cedar Rapids & Marion Street Ry.....      | 89.50                           | 4.26               | .....                       | .....             | 1,335.80                  | 356.50            | 205.00            | 73.00                    | 19.58                             | 214.55                           | 591.87              |
| <b>Total.....</b>                         | <b>259,554.40</b>               | <b>538,512.27</b>  | <b>8,077,718.71</b>         | <b>753,286.37</b> | <b>2,256,357.20</b>       | <b>838,179.43</b> | <b>164,980.53</b> | <b>567,380.85</b>        | <b>1,648,913.06</b>               | <b>1,015,685.38</b>              | <b>2,829,458.92</b> |

TABLE IX.

COMPARATIVE TABLE OF EARNINGS FOR THE YEARS ENDING JUNE 30, 1883, 1884, AND 1885.

| RAILROADS.                          | 1883.     |                 |                   |                 | 1884.     |                 |                   |                 | 1885.     |                 |                   |                 |
|-------------------------------------|-----------|-----------------|-------------------|-----------------|-----------|-----------------|-------------------|-----------------|-----------|-----------------|-------------------|-----------------|
|                                     | Miles.    | Total earnings. | Per mile of road. | Per train mile. | Miles.    | Total earnings. | Per mile of road. | Per train mile. | Miles.    | Total earnings. | Per mile of road. | Per train mile. |
| Burlington, Cedar Rapids & Northern | 713.87    | 2,890,868.66    | 4,051.11          | 1.127           | 713.87    | 2,882,233.26    | 4,037.50          | 1.212           | 895.56    | 3,006,455.15    | 3,357.91          | 1.09            |
| Central Iowa                        | 415.58    | 1,230,060.48    | 2,982.03          | 1.291           | 415.58    | 1,478,465.13    | 3,557.52          | 1.176           | 495.48    | 1,333,568.17    | 3,208.99          | 1.10            |
| Chicago, Burlington & Quincy        | 818.53    | 6,508,846.19    | 7,952.99          | 1.56            | 818.47    | 7,014,276.11    | 8,545.76          | 1.51            | 881.30    | 7,292,590.68    | 8,917.78          | 1.46            |
| Chicago, Burlington & Kansas City   | 191.50    | 244,368.21      | 1,276.68          | .....           | 191.30    | 231,072.84      | 1,208.65          | .....           | 220.10    | 256,812.92      | 1,167.00          | .....           |
| Kansas City, St. Jo. & C. B.        | 312.49    | 2,014,111.33    | 6,445.19          | 1.70            | 320.00    | 2,149,038.58    | 6,715.90          | 1.78            | 320.00    | 1,844,902.24    | 5,765.35          | 1.44            |
| St. Louis, Keokuk & Northwestern    | 185.81    | 462,704.30      | 2,491.98          | .....           | 184.87    | 551,358.96      | 2,983.52          | 1.198           | 184.87    | 592,449.53      | 3,203.71          | 1.32            |
| Chicago, Iowa & Dakota              | .....     | .....           | .....             | .....           | .....     | .....           | .....             | .....           | 26.50     | 24,414.85       | 918.71            | 1.12            |
| Chicago, Milwaukee & St. Paul       | 4,514.22  | 21,938,434.07   | 4,859.77          | 1.59            | 4,668.00  | 23,398,074.71   | 5,012.45          | 1.57            | 4,802.00  | 23,625,764.07   | 4,920.23          | 1.48            |
| Chicago & Northwestern              | 3,984.10  | 24,231,333.74   | 6,082.40          | 1.6115          | 3,734.05  | 24,803,877.02   | 6,645.90          | 1.5167          | 3,831.61  | 23,503,460.03   | 6,079.41          | 1.40            |
| Chicago, Rock Island & Pacific      | 1,280.42  | 12,142,930.02   | 9,483.24          | 1.55            | 1,384.10  | 12,637,754.79   | 9,130.30          | 1.50            | 1,383.40  | 12,136,797.34   | 8,750.17          | 1.40            |
| Chicago, St. Paul, Minn. & Omaha    | 1,142.30  | 5,428,534.68    | 4,752.00          | 1.6090          | 1,247.38  | 5,856,445.12    | 4,702.74          | 1.489           | 1,312.33  | 5,602,253.91    | 4,263.80          | 1.05            |
| Crooked Creek                       | 8.50      | 8,204.47        | 965.23            | .....           | 8.50      | 9,452.22        | 1,112.03          | 1.01            | 8.50      | 11,702.85       | 1,376.80          | 1.25            |
| Des Moines & Fort Dodge             | 142.90    | 315,066.88      | 2,170.94          | 1.39            | 142.90    | 364,158.77      | 2,548.32          | 1.36            | 142.90    | 369,929.51      | 2,589.44          | 1.16            |
| Dubuque & Dakota                    | 63.20     | 72,201.87       | 1,142.42          | .....           | 63.20     | 75,561.79       | 1,195.59          | .....           | 63.20     | 88,001.19       | 1,392.41          | .....           |
| Humeston & Shenandoah               | 112.52    | 143,879.63      | 1,276.62          | .93             | 112.52    | 314,622.89      | 2,795.09          | .95             | 112.53    | 338,763.73      | 3,007.08          | 1.00            |
| Illinois Central                    | 402.16    | 1,662,005.07    | 4,132.15          | 1.41            | 402.16    | 1,895,672.96    | 4,689.09          | 1.45            | 402.16    | 1,661,121.31    | 4,132.23          | 1.32            |
| Iowa Northern                       | .....     | 1,650,357.17    | 3,209.42          | 1.207           | 6.93      | 23,749.56       | 3,430.49          | 2.8096          | 5.93      | 21,132.96       | 3,594.97          | 1.24            |
| Minneapolis & St. Louis             | 355.00    | 25,815.55       | 72.72             | 2.53            | 423.00    | 1,636,380.73    | 3,867.14          | 1.338           | 356.50    | 1,807,442.34    | 5,071.83          | 1.37            |
| Ottumwa & Kirksville                | 12.00     | 56,251.00       | 4,687.50          | .....           | 2.00      | 60,600.23       | 30,300.11         | .....           | 3.33      | 26,816.41       | 8,045.72          | .....           |
| Prairie du Chien & McGregor         | 2.00      | 28,125.50       | 14,062.75         | .....           | 2.00      | 44,454.44       | 22,227.22         | .....           | 2.00      | 63,125.00       | 31,562.50         | .....           |
| Sioux City & Pacific                | 418.54    | 1,961,861.02    | 4,688.24          | 1.9617          | 418.54    | 1,559,022.63    | 3,726.67          | 1.34            | 107.42    | 518,019.72      | 4,684.38          | 2.54            |
| Wabash, St. Louis & Pacific         | 3,482.40  | 17,232,981.89   | 4,948.59          | 1.198           | 3,482.50  | 17,367,564.77   | 4,986.47          | 1.1832          | 3,461.90  | 16,238,808.30   | 4,688.41          | 1.11            |
| Wisconsin, Iowa & Nebraska          | .....     | .....           | .....             | .....           | .....     | .....           | .....             | .....           | 114.60    | 214,695.26      | 1,869.91          | .....           |
| NARROW GAUGE ROADS.                 |           |                 |                   |                 |           |                 |                   |                 |           |                 |                   |                 |
| Burlington & Northwestern           | 52.30     | 40,571.18       | 773.45            | .....           | 52.30     | 36,553.20       | 698.91            | .....           | 52.30     | 41,223.15       | 788.22            | 1.22            |
| Burlington & Western                | 81.20     | 17,400.29       | 214.29            | .....           | 104.50    | 38,860.80       | 371.84            | .....           | 104.51    | 47,823.39       | 457.50            | .....           |
| Des Moines, Osceola & Southern      | .....     | .....           | .....             | .....           | .....     | .....           | .....             | .....           | 111.11    | 12,262.26       | 109.82            | .....           |
| Des Moines, Osceola & Southern      | 42.36     | 52,708.28       | 1,244.00          | .....           | 42.36     | 57,555.90       | 1,358.52          | .....           | 42.36     | 44,414.20       | 1,048.17          | .....           |
| Cedar Rapids & Marion Street R'y    | 8.00      | 19,543.87       | 2,442.98          | .....           | 9.00      | 23,906.66       | 2,656.29          | .....           | 11.00     | 28,632.65       | 2,593.26          | .....           |
| Total                               | 18,441.90 | 99,731,113.94   | 5,397.00          | .....           | 19,042.03 | 104,367,917.01  | 5,482.92          | 1.47            | 19,455.40 | 100,766,371.72  | 5,179.35          | 1.37            |

TABLE X.

COMPARATIVE TABLE OF OPERATING EXPENSES FOR YEARS ENDING JUNE 30, 1883, 1884 AND 1885.

| RAILROADS.                            | 1883.     |                           |                   |                 | 1884.     |                           |                   |                 | 1885.     |                           |                   |                 |
|---------------------------------------|-----------|---------------------------|-------------------|-----------------|-----------|---------------------------|-------------------|-----------------|-----------|---------------------------|-------------------|-----------------|
|                                       | Miles.    | Total operating expenses. | Per mile of road. | Per train mile. | Miles.    | Total operating expenses. | Per mile of road. | Per train mile. | Miles.    | Total operating expenses. | Per mile of road. | Per train mile. |
| Burlington, Cedar Rapids & Northern   | 713.87    | 1,966,275.92              | 2,754.10          | .745            | 713.87    | 1,909,296.72              | 2,674.56          | .8149           | 895.56    | 2,048,976.67              | 2,287.92          | .7581           |
| Central Iowa                          | 415.58    | 795,449.91                | 1,914.05          | .87             | 415.58    | 1,022,223.73              | 2,459.23          | .8643           | 495.48    | 982,338.16                | 1,982.58          | .8294           |
| Chicago, Burlington & Quincy          | 818.53    | 4,629,637.33              | 5,654.62          | .96             | 818.47    | 4,237,639.88              | 5,176.78          | .92             | 881.30    | 4,465,985.76              | 5,067.47          | .9921           |
| Chicago, Burlington & Kansas City     | 191.50    | 249,412.87                | 1,301.31          | .....           | 191.30    | 250,897.71                | 1,311.17          | .....           | 220.10    | 254,221.94                | 1,155.05          | .7190           |
| Kansas City, St. Jo. & Council Bluffs | 312.49    | 1,187,696.66              | 3,800.34          | 1.04            | 320.00    | 1,331,747.29              | 4,161.71          | 1.15            | 320.00    | 1,319,692.75              | 4,124.06          | 1.08            |
| St. Louis, Keokuk & Northwestern      | 185.81    | 443,129.93                | 2,385.67          | .....           | 184.87    | 488,128.20                | 2,640.28          | 1.078           | 184.87    | 523,736.70                | 2,833.01          | 1.093           |
| Chicago, Iowa & Dakota                | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           | 26.50     | 22,037.59                 | 866.45            | 1.0375          |
| Chicago, Milwaukee & St. Paul         | 4,514.22  | 13,223,984.83             | 2,929.16          | .96             | 4,668.00  | 13,566,605.00             | 2,906.30          | .92             | 4,802.00  | 14,304,567.53             | 2,978.87          | .91             |
| Chicago & Northwestern                | 3,984.10  | 14,369,584.66             | 3,607.64          | .9038           | 3,734.05  | 14,933,334.72             | 4,000.23          | .9236           | 3,831.61  | 13,837,012.11             | 3,611.28          | .836            |
| Chicago, Rock Island & Pacific        | 1,280.42  | 6,954,437.55              | 5,397.91          | .94             | 1,384.10  | 7,468,297.28              | 5,398.49          | .94             | 1,383.40  | 7,042,477.95              | 5,090.70          | .87             |
| Chicago, St. Paul, Minneapolis & O.   | 1,142.30  | 3,582,779.78              | 3,134.24          | 1.134           | 1,247.38  | 3,885,218.86              | 3,113.20          | .8978           | 1,312.33  | 3,734,821.67              | 2,838.10          | .776            |
| Crooked Creek                         | 8.50      | 13,861.17                 | 1,631.40          | .....           | 8.50      | 9,340.95                  | 1,098.93          | .....           | 8.50      | 11,482.41                 | 1,339.70          | 1.22            |
| Des Moines & Fort Dodge               | 142.90    | 232,344.09                | 1,626.52          | 1.04            | 142.90    | 237,966.44                | 1,663.57          | .83             | 142.90    | 259,666.57                | 1,817.10          | .86             |
| Dubuque & Dakota                      | 63.20     | 50,772.90                 | 801.79            | .....           | 63.20     | 63,831.50                 | 1,010.15          | .....           | 63.20     | 55,348.44                 | 875.84            | .....           |
| Humeston & Shenandoah                 | 112.52    | 116,377.39                | 1,034.22          | .75             | 112.52    | 291,706.32                | 2,592.43          | .88             | 112.53    | 256,269.57                | 2,277.40          | .76             |
| Illinois Central                      | 402.16    | 1,112,638.55              | 2,766.65          | .81             | 402.16    | 1,062,032.24              | 2,640.82          | .82             | 402.16    | 1,067,963.17              | 2,655.66          | .86             |
| Iowa Northern                         | .....     | 1,650,357.17              | 3,209.42          | 1.207           | 6.93      | 12,669.56                 | 1,828.40          | 1.492           | 5.93      | 8,258.87                  | 1,392.72          | .945            |
| Minneapolis & St. Louis               | 355.00    | 1,320,423.23              | 3,719.53          | .97             | 423.00    | 1,946,951.91              | 4,600.33          | .998            | 356.50    | 1,304,821.86              | 3,658.90          | .946            |
| Ottumwa & Kirksville                  | 12.00     | 18,451.34                 | 1,537.61          | 1.245           | 2.00      | 8,730.94                  | 4,365.47          | .....           | 3.33      | 11,828.75                 | 3,554.03          | .....           |
| Prairie du Chien & McGregor           | 2.00      | 66,668.87                 | 33,334.44         | .....           | 2.00      | 44,038.33                 | 22,019.17         | .....           | 2.00      | 51,131.51                 | 25,565.75         | .....           |
| Sioux City & Pacific                  | 418.54    | 827,947.13                | 1,978.24          | 1.5706          | 418.54    | 837,082.22                | 2,000.00          | 1.346           | 107.42    | 340,037.51                | 3,065.08          | 1.7195          |
| Wabash, St. Louis & Pacific           | 3,482.40  | 11,996,385.70             | 3,444.86          | .838            | 3,482.50  | 13,613,205.84             | 3,906.00          | .9403           | 3,461.90  | 13,851,024.79             | 4,001.13          | .967            |
| Wisconsin, Iowa & Nebraska            | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           | 114.60    | 176,799.25                | 1,560.20          | .....           |
| NARROW GAUGE ROADS.                   |           |                           |                   |                 |           |                           |                   |                 |           |                           |                   |                 |
| Burlington & Northwestern             | 52.30     | 32,442.25                 | 620.31            | .7457           | 52.30     | 34,508.12                 | 659.81            | .8776           | 52.30     | 35,231.00                 | 673.63            | 1.072           |
| Burlington & Western                  | 81.20     | 17,400.29                 | 214.29            | .....           | 104.50    | 45,163.60                 | 431.87            | .....           | 104.51    | 58,833.67                 | 566.59            | 1.069           |
| Des Moines, Osceola & Southern        | .....     | .....                     | .....             | .....           | .....     | .....                     | .....             | .....           | 111.11    | 24,697.68                 | 221.86            | .....           |
| Des Moines, Osceola & Southern        | 42.36     | 77,577.91                 | 1,831.00          | .....           | 42.36     | 55,917.04                 | 1,319.89          | 1.023           | 42.36     | 47,104.54                 | 1,112.00          | .....           |
| Cedar Rapids & Marion Street Railway  | 8.00      | 20,601.33                 | 2,575.17          | .....           | 9.00      | 21,076.68                 | 2,341.85          | .....           | 11.00     | 20,367.34                 | 1,851.57          | .....           |
| Total                                 | 18,441.90 | 62,730,761.68             | 3,401.53          | .....           | 19,042.03 | 66,696,728.18             | 3,502.61          | .94             | 19,455.40 | 66,026,202.66             | 3,388.65          | .90             |

TABLE XI.  
OPERATING EXPENSES COMPARED WITH EARNINGS.

| RAILROADS.                             | OPERATING EXPENSES. |                |                     | EARNINGS. |                   |                 | DIFFERENCE.  |                      |           |     |
|--|---------------------|----------------|---------------------|-----------|-------------------|-----------------|--------------|----------------------|-----------|-----|
|  | Miles.              | Total.         | Per mile of road.   | Total.    | Per mile of road. | Per train mile. | Earnings ex- | Expenses above earn- |           |     |
|  |                     | Percent of ex- | penditures to earn- |           |                   |                 |              |                      |           |     |
| Burlington, Cedar Rapids & Northern    | 895.56              | \$2,048,975.67 | \$2,287.29          | 7,981     | \$3,009,455.15    | \$3,299.17      | 1,002.98     | 937,479.48           | 69.35     |     |
| Central Iowa                           | 851.30              | 1,337,830.53   | 1,562.29            | 8,294     | 1,233,098.17      | 2,638.99        | 1,044        | 351,230.01           | 73.66     |     |
| Chicago, Burlington & Quincy           | 881.30              | 4,665,985.76   | 5,295.31            | 7,251     | 7,256,390.58      | 8,101.78        | 1,446        | 2,827,904.82         | 61.20     |     |
| Chicago, Burlington & Kansas City      | 220.10              | 254,227.94     | 1,155.05            | 700       | 1,846,902.34      | 8,324.19        | 1,183        | 2,584.08             | 98.20     |     |
| Kansas City, St. Jo & Council Bluffs   | 320.00              | 1,319,682.75   | 4,124.00            | 1,08      | 1,846,902.34      | 8,324.19        | 1,183        | 2,584.08             | 98.20     |     |
| St. Louis, Keokuk & Northwestern       | 184.87              | 629,739.70     | 2,833.01            | 1,003     | 592,449.53        | 3,173.07        | 1,033        | 68,719.83            | 71.40     |     |
| Chicago, Milwaukee & St. Paul          | 26.00               | 22,527.59      | 865.45              | 1,075     | 24,414.05         | 926.71          | 1,194        | 1,866.06             | 62.48     |     |
| Chicago & Northwestern                 | 4,892.00            | 14,301,537.35  | 2,978.87            | 31        | 23,055,764.07     | 4,926.23        | 1,48         | 9,351,396.14         | 60.25     |     |
| Chicago, Rock Island & Pacific         | 3,883.50            | 19,619,412.11  | 5,078.12            | 898       | 23,055,400.03     | 6,079.41        | 826          | 9,696,447.02         | 58.87     |     |
| Chicago, St. Paul, Minneapolis & Omaha | 3,283.50            | 13,619,412.11  | 4,147.95            | 1,000     | 12,136,377.81     | 3,250.17        | 1,40         | 6,094,319.29         | 58.03     |     |
| Crooked Creek                          | 1,312.33            | 3,734,831.67   | 2,833.10            | 756       | 5,437,321.34      | 7,702.85        | 1,007        | 1,867,482.24         | 69.06     |     |
| Des Moines & Fort Dodge                | 8.50                | 11,489.41      | 1,331.70            | 1,223     | 11,702.85         | 1,570.80        | 1,007        | 100,313.44           | 98.00     |     |
| Des Moines & Iowa Falls                | 142.20              | 269,696.57     | 1,887.10            | 86        | 369,929.51        | 2,601.44        | 1,16         | 100,313.44           | 81.30     |     |
| Hannibal & Shenandoah                  | 63.20               | 65,318.44      | 878.54              | ...       | 68,000.19         | 1,009.50        | ...          | 12,692.75            | 75.64     |     |
| Illinois Central                       | 112.53              | 258,269.57     | 2,277.40            | 76        | 338,763.73        | 3,007.08        | 1,00         | 82,464.16            | 60.00     |     |
| Minneapolis & St. Louis                | 402.16              | 1,067,983.17   | 2,656.96            | 86        | 1,061,121.31      | 4,083.23        | 1,32         | 503,158.14           | 49.00     |     |
| Omaha & Kankakee                       | 362.50              | 1,904,577.86   | 5,256.25            | 346       | 1,816,315.41      | 5,204.97        | 1,242        | 12,873.89            | 39.00     |     |
| Prarie du Chien & McGregor             | 3.33                | 13,528.75      | 4,059.75            | ...       | 63,135.01         | 8,045.79        | 1,368        | 602,864.48           | 67.75     |     |
| St. Louis & Pacific                    | 2.00                | 51,131.51      | 25,565.75           | ...       | 63,135.01         | 8,045.79        | 1,368        | 13,387.66            | 50.45     |     |
| St. Louis & North                      | 107.42              | 340,057.51     | 3,065.68            | 1,718     | 518,019.72        | 4,684.38        | 2,544        | 177,983.21           | 80.00     |     |
| Wabash & Pacific                       | 3,461.90            | 13,851,729.79  | 4,001.13            | 367       | 16,238,908.30     | 4,656.84        | 1,11         | 2,387,283.51         | 83.20     |     |
| Wisconsin, Iowa & Nebraska             | 114.00              | 178,769.25     | 1,560.20            | ...       | 214,695.36        | 1,866.91        | ...          | 35,886.11            | 83.28     |     |
| Burlington & Northwestern              | 69.20               | 35,231.60      | 673.63              | 1,079     | 41,923.15         | 770.27          | 1,226        | 5,692.15             | 85.46     |     |
| Burlington & Western                   | 104.51              | 53,839.67      | 503.50              | 410       | 62,497.08         | 497.29          | 369          | 6,016.28             | 112.59    |     |
| Des Moines, Osceola & Southern         | 111.11              | 24,697.08      | 219.69              | ...       | 12,252.26         | 109.20          | ...          | 12,444.82            | 201.57    |     |
| St. Louis, Des Moines & Northern       | 42.36               | 47,106.54      | 1,112.00            | ...       | 44,414.20         | 1,046.17        | ...          | 2,690.34             | 106.19    |     |
| Cedar Rapids & Marion Street Railway   | 11.00               | 20,367.34      | 1,851.57            | ...       | 28,632.65         | 2,603.26        | ...          | 8,265.31             | 71.12     |     |
| Total                                  | 19,435.40           | 60,626,202.56  | 3,388.66            | 190       | 100,766,371.72    | 5,172.35        | 1,37         | 34,761,320.60        | 21,151.44 | 65. |

TABLE XII.  
OPERATING EXPENSES, INTEREST, AND RENTAL COMPARED WITH INCOME.

| RAILROADS.                             | Miles.    | Total income.  | INTEREST AND RENTAL. |                     | Total operating ex- | Total operating ex- | Excess of income over operating ex- | Excess of operating expenses, interest, and rental. | Excess of operating expenses, interest, and rental over income. |
|--|-----------|----------------|----------------------|---------------------|---------------------|---------------------|-------------------------------------|---|---|
|  |           |                | Paid.                | Unpaid.             |                     |                     |                                     |   |   |
|  |           |                | Percent of ex-       | penditures to earn- |                     |                     |                                     |   |   |
| Burlington, Cedar Rapids & Northern    | 895.56    | \$3,007,268.96 | \$2,048,975.67       | 700,814.26          | \$2,749,789.93      | \$277,479.05        | \$277,479.05                        | \$304,566.58  |   |
| Central Iowa                           | 851.30    | 1,337,830.53   | 982,338.16           | 368,979.05          | 1,436,967.76        | 113,930.90          | 129,148.23                          | 159,146.23  |   |
| Chicago, Burlington & Quincy           | 881.30    | 4,665,985.76   | 785,138.50           | 145,670.50          | 2,439,124.26        | 2,044,406.32        | 932.32                              | 2,044,406.32  |   |
| Chicago, Burlington & Kansas City      | 220.10    | 254,227.94     | 12,023.00            | 12,023.00           | 566,259.94          | 129,839.49          | 129,839.49                          | 9,712.32  |   |
| Kansas City, St. Jo & Council Bluffs   | 320.00    | 1,319,682.75   | 401,380.00           | 401,380.00          | 1,731,675.75        | 129,839.49          | 129,839.49                          | 19,436.00   |   |
| St. Louis, Keokuk & Northwestern       | 184.87    | 629,739.70     | 14,950.00            | 100,500.00          | 1,031,675.75        | 16,113.04           | 16,113.04                           | 16,113.04   |   |
| Chicago, Milwaukee & St. Paul          | 26.00     | 22,527.59      | 4,351.00             | 100,500.00          | 40,627.20           | 16,113.04           | 16,113.04                           | 16,113.04   |   |
| Chicago & Northwestern                 | 4,892.00  | 14,301,537.35  | 6,061,887.24         | 34,955.00           | 20,401,370.19       | 3,254,303.88        | 3,254,303.88                        | 1,414,396.19  |   |
| Chicago, Rock Island & Pacific         | 3,883.50  | 19,619,412.11  | 5,174,748.94         | 19,011,701.62       | 4,853,621.47        | 3,832,904.65        | 3,832,904.65                        | 2,612,030.03  |   |
| Chicago, St. Paul, Minneapolis & Omaha | 3,283.50  | 13,619,412.11  | 1,292,210.31         | 1,292,210.31        | 8,634,698.29        | 1,285,612.96        | 1,285,612.96                        | 34,012.03   |   |
| Crooked Creek                          | 16.00     | 489,411.00     | 1,381,930.50         | 1,381,930.50        | 32,617.26           | 4,707.10            | 4,707.10                            | 19,607.29   |   |
| Des Moines & Fort Dodge                | 8.50      | 11,489.41      | 91,910.63            | 28,050.00           | 100,171.07          | 32,109.88           | 32,109.88                           | 32,109.88   |   |
| Des Moines & Iowa Falls                | 142.20    | 269,696.57     | 44,242.63            | 187,880.00          | 432,706.53          | 72,856.67           | 72,856.67                           | 113,626.00  |   |
| Hannibal & Shenandoah                  | 63.20     | 65,318.44      | 5,550.96             | 187,880.00          | 1,735,907.38        | 14,143.90           | 14,143.90                           | 14,143.90   |   |
| Illinois Central                       | 112.53    | 258,269.57     | 696,014.21           | 696,014.21          | 90,111.70           | 237,454.49          | 237,454.49                          | 237,454.49  |   |
| Cedar Falls & Minnesota                | 1,322.70  | 7,303.51       | 5,710.00             | 199,800.00          | 31,458.81           | 8,273.49            | 8,273.49                            | 8,273.49  |   |
| Dubuque & Sioux City                   | 63.20     | 65,318.44      | 199,800.00           | 199,800.00          | 31,458.81           | 8,273.49            | 8,273.49                            | 8,273.49  |   |
| Iowa Falls & Sioux City                | 5.00      | 183.36         | 1,791,819.80         | 1,791,819.80        | 32,290.18           | 14,906.25           | 14,906.25                           | 14,906.25   |   |
| Minneapolis & St. Louis                | 395.50    | 1,807,442.34   | 18,781.43            | 18,781.43           | 51,131.51           | 11,993.49           | 11,993.49                           | 1,499.19  |   |
| Omaha & Kankakee                       | 2.00      | 63,125.00      | 47,534.01            | 47,534.01           | 632,970.22          | 3,190.76            | 3,190.76                            | 3,190.76  |   |
| Prarie du Chien & McGregor             | 3.67      | 556,101.48     | 165,379.20           | 165,379.20          | 632,970.22          | 3,190.76            | 3,190.76                            | 3,190.76  |   |
| St. Louis & Pacific                    | 107.42    | 340,057.51     | 4,743,011.72         | 4,743,011.72        | 22,044,315.22       | 5,747,697.34        | 5,747,697.34                        | 14,723.92   |   |
| Wabash, St. Louis & Pacific            | 161.50    | 16,396,616.88  | 1,514,163.94         | 4,862,191.73        | 178,176.25          | 30,896.11           | 30,896.11                           | 26,071.73   |   |
| Wisconsin, Iowa & Nebraska             | 114.00    | 214,695.36     | 4,316.07             | 16,400.00           | 55,917.07           | 74,716.62           | 74,716.62                           | 20,570.34   |   |
| Burlington & Northwestern              | 69.20     | 35,231.60      | 4,316.07             | 16,400.00           | 55,917.07           | 74,716.62           | 74,716.62                           | 20,570.34   |   |
| Burlington & Western                   | 104.51    | 48,644.80      | 20,876.95            | 20,876.95           | 65,294.54           | 6,201.35            | 6,201.35                            | 5,901.35  |   |
| Des Moines, Osceola & Southern         | 42.36     | 47,106.54      | 18,180.00            | 18,180.00           | 23,431.30           | 2,431.30            | 2,431.30                            | 2,431.30  |   |
| St. Louis, Des Moines & Northern       | 11.00     | 26,682.65      | 3,663.96             | 3,663.96            | 23,431.30           | 2,431.30            | 2,431.30                            | 2,431.30  |   |
| Cedar Rapids & Marion Street Railway   | 11.00     | 20,367.34      | 20,367.34            | 20,367.34           | 20,367.34           | 20,367.34           | 20,367.34                           | 20,367.34   |   |
| Total                                  | 19,344.29 | 103,127,335.43 | 67,845,579.60        | 19,510,810.02       | 5,698,383.41        | 89,344,773.60       | 16,142,431.37                       | 16,359,619.03                                       | 6,999,372.80  |

TABLE XIII.  
INTEREST AND DIVIDENDS COMPARED WITH EARNINGS.

| RAILROADS.                                    | Miles.    | Net earnings. | Interest on funded debt. | Interest on unfunded debt and rentals. | Dividends     | Surplus at the beginning of the year. | Surplus at the close of the year. | Deficit at the beginning of the year. | Deficit at the close of the year. | Percentage of net earnings to capital stock and debt. | Percentage of net earnings to cost of road and equipment. |
|---|-----------|---------------|--------------------------|--|---------------|---------------------------------------|-----------------------------------|---------------------------------------|-----------------------------------|---|---|
| Burlington, Cedar Rapids & North Central Iowa | 895.56    | \$ 909,830.23 | \$ 683,375.00            | \$ 16,379.99                           | \$ 142,124.38 | \$ 261,769.54                         | \$ 329,660.40                     |                                       | \$                                | 4.44  | 4.22  |
| Chicago, Burlington & Quincy                  | 495.48    | 351,230.01    | 468,235.00               | 46,414.00                              | 1,277,227.65  | 400,572.42                            | 237,102.83                        |                                       |                                   | 1.91  | 1.84  |
| Chicago, Burlington & Quincy                  | 881.30    | 2,827,604.82  | 789,138.50               |  |               | 1,193,993.27                          | 1,361,231.94                      |                                       |                                   | 12.19   | 9.69  |
| Kansas City, St. Jo & Council Bluffs          | 220.10    | 2,584.58      |                          | 12,025.00                              |               |                                       |                                   | 3,960.03                              | 13,407.45                         |   | 4.53  |
| St. Louis, Keokuk & Northwestern              | 320.00    | 527,219.49    | 401,880.00               |  |               | 1,451,711.86                          | 1,182,968.86                      |                                       |                                   |   |   |
| Chicago, Iowa & Dakota                        | 184.87    | 68,709.83     | 190,800.00               | 4,431.00                               |               | 82,807.12                             |                                   |                                       | 43,714.05                         | .91   | .91   |
| Chicago, Milwaukee & St. Paul                 | 26.50     | 1,886.96      | 18,000.00                |  |               |                                       |                                   |                                       | 16,113.04                         | .31   | .31   |
| Chicago & Northwestern                        | 4,802.00  | 9,351,206.14  | 6,096,812.26             |  | 2,703,081.86  | 4,761,252.77                          | 5,312,564.79                      |                                       |                                   | 6.34  | 6.22  |
| Chicago, Rock Island & Pacific                | 3,851.61  | 9,758,370.38  | 5,116,748.91             | ** 58,000.00                           | 3,981,348.50  | 9,423,759.11                          | 10,026,032.08                     |                                       |                                   | 5.70  | 5.95  |
| Chicago, St. Paul, Minneapolis & O.           | 1,383.40  | 5,094,319.29  | 1,694,750.00             | 497,465.34                             | 2,937,186.60  | 729,257.89                            | 1,294,175.91                      |                                       |                                   | 8.68  | 9.08  |
| Crooked Creek                                 | 1,312.33  | 2,665,249.51  | 1,331,180.84             | 62,247.41                              | 731,692.00    | 1,488,141.15                          | 2,028,270.41                      |                                       |                                   | 4.00  | 5.31  |
| Des Moines & Fort Dodge                       | 8.50      | 4,894.45      |                          | 187.35                                 | 2,342.10      |                                       |                                   |                                       |                                   | 6.50  | 6.50  |
| Dubuque & Dakota                              | 142.90    | 100,262.94    | 87,660.00                | 4,250.63                               |               | 478,477.38                            | 486,829.69                        |                                       |                                   | 1.23  | 1.18  |
| Humeston & Shenandoah                         | 63.20     | 12,652.75     | 37,800.00                | 7,022.63                               |               |                                       |                                   |                                       | 32,169.88                         | .96   | .99   |
| Illinois Central                              | 112.53    | 82,494.16     | 187,880.00               | 8,550.96                               | 33,774.50     | 33,543.43                             |                                   |                                       | 114,167.87                        | 1.10  | 2.75  |
| Cedar Falls & Minnesota                       | 402.16    | 593,158.14    |                          | 666,014.21                             |               |                                       |                                   |                                       | 72,806.07                         |   |   |
| Dubuque & Sioux City                          |           | 111,733.90    | 97,590.00                |  |               | 7,642.54                              | 21,786.44                         |                                       |                                   | 3.72  | 3.52  |
| Iowa Falls & Sioux City                       |           | 277,606.49    | 33,770.00                |  |               | 9,280.19                              | 36,157.08                         |                                       |                                   | 4.65  | 5.21  |
| Iowa Northern                                 | 5.93      | 12,651.77     | 3,600.00                 |  | 5,400.00      | 7,000.00                              | 10,651.77                         |                                       |                                   | 9.19  | 8.58  |
| Minneapolis & St. Louis                       | 336.50    | 602,864.48    | 477,440.00               | 99,399.00                              |               | 1,564,235.21                          | 1,640,386.94                      |                                       |                                   | 3.29  | 3.33  |
| Ottumwa & Kirville                            | 3.33      | 13,287.66     | 5,220.00                 | 8,716.91                               |               | 16,595.95                             | 15,946.68                         |                                       |                                   | 12.21   | 10.64   |
| Prairie du Chien & McGregor                   | 2.00      | 11,993.49     |                          |  |               | 5,144.03                              | 17,137.52                         |                                       |                                   | 11.99   | 11.99   |
| Sioux City & Pacific                          | 107.42    | 216,043.97    | 195,379.20               | 2,746.52                               | 14,787.49     |                                       |                                   | 1,888,786.79                          | 1,885,656.03                      | 2.40  | 3.23  |
| Wabash, St. Louis & Pacific                   | 3,461.90  | 560,849.75    | 5,867,728.28             | 508,627.39                             |               |                                       |                                   | 6,071,596.46                          | 11,887,102.38                     |   |   |
| Wisconsin, Iowa & Nebraska                    | 114.50    | 35,896.11     |                          | 3,091.95                               |               |                                       | 82,804.16                         |                                       |                                   |   | 1.66  |
| NARROW GAUGE ROADS.                           |           |               |                          |  |               |                                       |                                   |                                       |                                   |   |   |
| Burlington & Northwestern                     | 52.30     | 5,992.15      | 16,400.00                | 4,316.07                               |               |                                       |                                   | 33,615.52                             | 48,339.44                         | 1.54  | 1.49  |
| Burlington & Western                          | 104.51    |               | 19,978.00                | 898.95                                 |               |                                       |                                   | 11,353.14                             | 32,230.69                         | .40   | .40   |
| St. Louis, Des Moines & Northern              | 42.36     |               | 18,180.00                |  |               |                                       |                                   | 59,790.77                             | 77,070.77                         |   |   |
| Cedar Rapids & Marion Street R'y.             | 11.00     | 8,265.31      | 2,415.00                 | 648.96                                 |               | 2,646.56                              | 7,847.91                          |                                       |                                   | 8.79  | 8.19  |
| Total   | 19,344.29 | 34,903,472.59 | 23,453,460.99            | 2,011,894.87                           | 12,720,525.98 | 21,917,770.40                         | 24,663,861.03                     | 8,202,794.70                          | 14,331,384.58                     | 4.05  | 4.31  |

\*\* Sinking fund.  
\* \$1,163,151.54 absorbed in "addition and improvement account."

+ Floating debt liquidated  
+ \$10,000 funded debt paid out of this amount.

TABLE XIV.  
TRACK IN IOWA—MILES.

| RAILROADS.                               | Road owned. | Road leased. | Total.   | Double track. | Sidings. | Length of track owned as single track. | Steel rails. | Iron rails. | Gauge.  |
|--|-------------|--------------|----------|---------------|----------|--|--------------|-------------|---------|
| Burlington, Cedar Rapids & Northern      | 824.94      |              | 824.94   |               | 88.66    | 824.94                                 | 631.38       | 191.50      | 4.8 1/2 |
| Burlington & Missouri River, in Nebraska | 3.86        |              | 3.86     |               | 3.19     | 3.86                                   |              |             | 4.8 1/2 |
| Central Iowa                             | 412.98      |              | 412.98   |               | 47.63    | 412.98                                 | 135.14       | 277.84      | 4.8 1/2 |
| Chicago, Burlington & Quincy             | 741.95      |              | 741.95   | 68.36         | 251.44   | 800.31                                 | 506.98       | 293.33      | 4.8 1/2 |
| Chicago, Burlington & Kansas City        | 77.66       |              | 77.66    |               | 5.13     | 77.66                                  | 31.69        | 45.97       | 4.8 1/2 |
| Kansas City, St. Jo & Council Bluffs     | 58.35       |              | 58.35    |               | 8.85     | 58.35                                  | 42.00        | 16.35       | 4.8 1/2 |
| St. Louis, Keokuk & Northwestern         | 52.07       |              | 52.07    |               | 3.33     | 52.07                                  | 3.02         | 49.05       | 4.8 1/2 |
| Chicago, Iowa & Dakota                   | 26.50       |              | 26.50    |               | 2.50     | 26.50                                  |              |             | 4.8 1/2 |
| Chicago, Milwaukee & St. Paul            | 1,411.60    |              | 1,411.60 | .52           | 204.67   | 1,412.12                               | 786.96       | 625.10      | 4.8 1/2 |
| Chicago & Northwestern                   | 1,112.42    |              | 1,112.42 |               | 130.00   | 1,112.42                               | 971.04       | 141.38      | 4.8 1/2 |
| Chicago, Rock Island & Pacific           | 758.50      |              | 758.50   | 4.00          | 181.90   | 762.50                                 | 667.10       | 295.60      | 4.8 1/2 |
| Keokuk & Des Moines                      |             | 162.20       | 162.20   |               |          | 162.20                                 |              |             | 4.8 1/2 |
| Chicago, St. Paul, Minneapolis & Omaha   | 74.54       |              | 74.54    |               | 17.68    | 74.54                                  | 56.16        | 18.38       | 4.8 1/2 |
| Crooked Creek                            |             |              |          |               | .50      |  | 8.50         | 8.00        | 4.8 1/2 |
| Des Moines & Fort Dodge                  | 137.83      |              | 137.83   |               | 25.91    | 137.83                                 | 87.50        | 50.33       | 4.8 1/2 |
| Dubuque & Dakota                         | 63.20       |              | 63.20    |               | 3.30     | 63.20                                  | 31.16        | 32.04       | 4.8 1/2 |
| Humeston & Shenandoah                    | 112.53      |              | 112.53   |               | 8.74     | 112.53                                 | 5.77         | 106.76      | 4.8 1/2 |
| Illinois Central                         |             | 75.58        | 75.58    |               | 44.95    | 402.16                                 | 197.65       | 204.51      | 4.8 1/2 |
| Cedar Falls & Minnesota                  |             | 142.89       | 142.89   |               |          |  |              |             |         |
| Dubuque & Sioux City                     |             | 183.59       | 183.59   |               |          |  |              |             |         |
| Iowa Falls & Sioux City                  |             | 5.93         | 5.93     |               | .50      | 5.93                                   |              | 5.93        | 4.8 1/2 |
| Iowa Northern                            | 141.00      |              | 141.00   |               | 9.49     | 141.00                                 | 22.27        | 118.73      | 4.8 1/2 |
| Minneapolis & St. Louis                  | 3.33        |              | 3.33     |               | 1.76     | 3.33                                   | .68          | 2.65        | 4.8 1/2 |
| Ottumwa & Kirville                       | .25         |              | .25      |               |          | .25                                    |              |             | 4.8 1/2 |
| Prairie du Chien & McGregor              | 80.47       |              | 80.47    |               | 12.16    | 80.47                                  | 19.00        | 61.47       | 4.8 1/2 |
| Sioux City & Pacific                     | 3.76        |              | 3.76     |               | 17.36    | 3.76                                   | 3.76         |             | 4.8 1/2 |
| Union Pacific                            |             |              |          |               |          |  |              |             | 3       |
| Wabash, St. Louis & Pacific              | 383.90      |              | 383.90   |               | 39.00    | 383.90                                 | 82.80        | 301.10      | 4.8 1/2 |
| Wisconsin, Iowa & Nebraska               | 114.60      |              | 114.60   |               | 10.71    | 114.60                                 | 114.60       |             | 4.8 1/2 |
| NARROW GAUGE ROADS.                      |             |              |          |               |          |  |              |             |         |
| Burlington & Northwestern                | 38.77       |              | 38.77    |               | 3.48     | 38.77                                  |              | 38.77       | 3       |
| Burlington & Western                     | 70.70       |              | 70.70    |               | 3.90     | 70.70                                  |              | 70.70       | 3       |
| Des Moines, Osceola & Southern           | 100.00      |              | 100.00   |               | 2.25     | 100.00                                 |              | 100.00      | 3       |
| Ft. Madison & Northwestern               | 45.07       |              | 45.07    |               | 1.95     | 45.07                                  |              | 45.07       | 3       |
| St. Louis, Des Moines & Northern         | 38.86       |              | 38.86    |               | 2.25     | 38.86                                  |              | 38.86       | 3       |
| Cedar Rapids & Marion Street Railway     | 10.00       |              | 10.00    |               | 1.00     | 10.00                                  | 4.00         | 6.00        | 4.8 1/2 |
| Total                                    | 6,914.67    | 564.36       | 7,479.03 | 62.88         | 1,603.63 | 7,541.31                               | 4,136.77     | 3,104.54    |         |

TABLE XV.  
ROAD-BED AND TRACK.

| RAILROADS.                                  | TRACK SECTIONS. |                 |                        | TIES.                                       |                              | RAILS.   |   |  |   |  |                               | FENCING.                       |                       |                              |                              | TELEGRAPH.                 |                             |  |
|---|-----------------|-----------------|------------------------|---|------------------------------|--|---|--|---|--|-------------------------------|--------------------------------|-----------------------|------------------------------|------------------------------|----------------------------|-----------------------------|--|
|   | Number in Iowa. | Average length. | Number of men in each. | Number of new laid during the year in Iowa. | Average years last in track. | Tons of new iron rails laid during the year in Iowa. | Tons of new steel laid during the year in Iowa. | Miles of new rails laid during the year in Iowa. | Average years iron rails last in track. | Average years steel rails last in track. | Miles of road fenced in Iowa. | Total cost of fencing in Iowa. | Average cost per rod. | Miles built during the year. | Miles needed to fence track. | Number of offices in Iowa. | Miles owned by Railroad Co. | Miles owned by Western Union Telegraph Co. |
| Burlington, Cedar Rapids & Northern.....    | 139             | 6.              | 7.6                    | 168,739                                     | 6.                           | 1,898  | 20  | 4  | 11                                      | 577                                      | \$184,739.30                  | \$1.00                         | 153                   | 247                          | 113                          | .....                      | 978                         |  |
| Central Iowa.....                           | 57              | 7.              | 4.                     | 48,364                                      | 7.                           | 510  | 5   | 10   | .....                                   | 247                                      | 30,596.42                     | .45                            | 17                    | 133                          | 64                           | .....                      | 413                         |  |
| Chicago, Burlington & Quincy.....           | 160             | 5.              | 3.                     | 202,914                                     | 9.                           | 614  | 62  | .....  | 6                                       | 1,038                                    | 394,704.00                    | 1.00                           | 18                    | 267                          | 122                          | 888                        | .....                       |  |
| Chicago, Burlington & Kansas City.....      | 13              | 5.              | 4.                     | 13,778                                      | 8.                           | 296  | 3   | 10   | 12                                      | 50                                       | 30,552.00                     | .95                            | 25                    | 30                           | 18                           | 109                        | .....                       |  |
| Kansas City, St. Jo & Council Bluffs.....   | 10              | 5.              | 6.                     | 25,000                                      | 8.                           | .....  | 13  | 10   | .....                                   | 32                                       | 29,285.00                     | 1.65                           | .....                 | 19                           | 11                           | .....                      | 52                          |  |
| St. Louis, Keokuk & Northwestern.....       | 8               | 6.25            | 5.                     | 8,423                                       | 8.                           | 40   | 1   | 10   | .....                                   | 36                                       | 21,262.50                     | .95                            | 1                     | .....                        | 7                            | 62                         | .....                       |  |
| Chicago, Iowa & Dakota.....                 | 4               | 7.              | 4.                     | .....                                       | .....                        | .....  | .....   | .....  | .....                                   | .....                                    | .....                         | .....                          | .....                 | .....                        | 6                            | 26                         | .....                       |  |
| Chicago, Milwaukee & St. Paul.....          | 247             | 6.              | 5.                     | 472,564                                     | 7.                           | 654  | 7,035   | 84   | 5                                       | 9  | 1,655                         | .....                          | 211                   | 742                          | 204                          | 352                        | 1,628                       |  |
| Chicago & Northwestern.....                 | 100             | 5.67            | 5.                     | 235,578                                     | .....                        | .....  | 2,595   | 25   | .....                                   | 848                                      | .....                         | .....                          | 291                   | 264                          | 162                          | .....                      | 1,113                       |  |
| Chicago, Rock Island & Pacific.....         | 162             | 6.              | 5.17                   | 232,208                                     | 6.50                         | 1,390  | 15  | 7  | 12                                      | 702                                      | 639,530.00                    | 1.20                           | 19                    | 31                           | 83                           | .....                      | 1,384                       |  |
| Chicago, St. Paul, Minneapolis & Omaha..... | 14              | 6.              | 4.                     | 22,720                                      | 4.                           | .....  | .....   | 5  | 10                                      | 122                                      | 37,372.80                     | .70                            | 20                    | 15                           | 12                           | .....                      | 75                          |  |
| Crooked Creek.....                          | 1               | 8.50            | 5.                     | 765   | .....                        | .....  | 16  | .....  | 9                                       | .....                                    | .....                         | .....                          | .....                 | 8                            | .....                        | .....                      | .....                       |  |
| Des Moines & Fort Dodge.....                | 24              | 6.10            | 4.                     | 17,501                                      | 7.                           | 200  | 2   | 12   | .....                                   | 57                                       | 20,960.75                     | 1.15                           | 16                    | 81                           | 24                           | .....                      | 138                         |  |
| Dubuque & Dakota.....                       | 9               | 7.              | 3.33                   | 315   | 7.                           | .....  | .....   | 8  | .....                                   | 23                                       | .....                         | .60                            | 2                     | 39                           | 10                           | 64                         | .....                       |  |
| Humeston & Shenandoah.....                  | 21              | 5.40            | 6.60                   | .....                                       | .....                        | 507  | 6   | .....  | .....                                   | 36                                       | 16,226.39                     | .70                            | 23                    | 153                          | 16                           | 113                        | .....                       |  |
| Illinois Central.....                       | 69              | 6.80            | 5.                     | 102,550                                     | .....                        | 5,693  | 62  | .....  | .....                                   | 36                                       | 61,640.81                     | .85                            | .....                 | 358                          | 5                            | 6                          | 403                         |  |
| Iowa Northern.....                          | 1               | 15.30           | 4.50                   | 52,662                                      | 8.                           | .....  | 899   | 10   | .....                                   | 6  | 9,394.84                      | .85                            | 24                    | 107                          | 16                           | .....                      | 141                         |  |
| Minneapolis & St. Louis.....                | 27              | 5.20            | 4.50                   | .....                                       | .....                        | .....  | 60  | 1  | 4                                       | .....                                    | 2                             | 320.00                         | .....                 | 4                            | 1                            | 13                         | .....                       |  |
| Ottumwa & Kirksville.....                   | 1               | 3.33            | 3.                     | .....                                       | .....                        | .....  | 511   | 5  | 10                                      | 79                                       | 30,905.95                     | .51                            | .....                 | 11                           | 80                           | .....                      | .....                       |  |
| Sioux City & Pacific.....                   | 13              | 6.2             | 7.20                   | 23,193                                      | 7.                           | .....  | .....   | 12   | 15                                      | 121                                      | 53,000.00                     | .69                            | 2                     | 629                          | 56                           | .....                      | 384                         |  |
| St. Louis, St. Louis & Pacific.....         | 46              | 6.              | 5.                     | 50,697                                      | 7.                           | .....  | .....   | .....  | .....                                   | .....                                    | .....                         | .60                            | .....                 | 17                           | 112                          | .....                      | .....                       |  |
| Wisconsin, Iowa & Nebraska.....             | 20              | 5.7             | 4.                     | .....                                       | .....                        | .....  | .....   | .....  | .....                                   | .....                                    | .....                         | .....                          | .....                 | .....                        | .....                        | .....                      | .....                       |  |
| NARROW-GAUGE ROADS.                         |                 |                 |                        |   |                              |  |   |  |   |  |                               |                                |                       |                              |                              |                            |                             |  |
| Burlington & Western.....                   | 6               | 6.50            | 3.                     | 5,000                                       | 8.                           | .....  | .....   | .....  | 8                                       | 6  | 1,129.23                      | .20                            | 2                     | 30                           | 6                            | .....                      | 39                          |  |
| Burlington & Western.....                   | 10              | 7.              | 3.                     | .....                                       | .....                        | .....  | .....   | .....  | .....                                   | 9  | 3,119.61                      | .25                            | 2                     | 68                           | 13                           | .....                      | 71                          |  |
| Ft. Madison & Northwestern.....             | 9               | 5.              | .....                  | .....                                       | .....                        | .....  | .....   | .....  | .....                                   | .....                                    | .....                         | .....                          | .....                 | 40                           | 7                            | 42                         | .....                       |  |
| St. Louis, Des Moines & Northern.....       | 5               | 8.50            | 4.                     | .....                                       | .....                        | .....  | .....   | .....  | .....                                   | 2  | 512.00                        | .80                            | .....                 | .....                        | .....                        | .....                      | .....                       |  |
| Cedar Rapids & Marion Street Railway.....   | 2               | 5.50            | 3.                     | 3,140                                       | .....                        | 1  | 2   | .....  | .....                                   | .....                                    | .....                         | .....                          | .....                 | .....                        | .....                        | .....                      | .....                       |  |
| Total.....                                  | 1,270           | .....           | .....                  | 1,794,011                                   | .....                        | 990  | 21,959  | 316  | .....                                   | 6,083                                    | 1,365,161.50                  | .....                          | 826                   | 3,178                        | 1,036                        | 1,807                      | 6,217                       |  |

TABLE XVI.  
MILEAGE TRAFFIC.

| RAILROADS.                            | PASSENGER TRAINS. |                         |                         | FREIGHT TRAINS. |                         | Switching trains, miles run. | Construction and other trains, miles run. | Total train mileage. | Number of passengers carried. | Number of passengers carried one mile. | Average distance traveled by each passenger. | PASSENGER FARE PER MILE. |          |         | SPEED OF TRAINS IN IOWA. |            |          |    |
|---------------------------------------|-------------------|-------------------------|-------------------------|-----------------|-------------------------|------------------------------|---|----------------------|-------------------------------|--|--|--------------------------|----------|---------|--------------------------|------------|----------|----|
|                                       | Miles run by.     | Average number of cars. | Average weight in tons. | Miles run by.   | Average number of cars. |                              |   |                      |                               |  |  | Average weight in tons.  | Highest. | Lowest. | Average.                 | Passenger. | Freight. |    |
| Burlington, Cedar Rapids & N.....     | 904,872           | 3.50                    | 75                      | 1,797,793       | 15.                     | 210                          | 200,104                                   | 95,555               | 3,059,304                     | 550,372                                | 27,384,495                                   | 40.75                    | \$1.22   | 3.50    | 1.50                     | 2.45       | 25       | 12 |
| Central Iowa.....                     | 360,553           | 3.20                    | 64                      | 823,890         | 15.50                   | 140                          | 303,826                                   | 58,545               | 1,546,727                     | 315,404                                | 8,424,536                                    | 26.70                    | .78      | 3.50    | 2.90                     | 2.73       | 26       | 12 |
| Chicago, Burlington & Quincy.....     | 1,174,659         | 5.10                    | 170                     | 3,612,449       | 12.20                   | 225                          | 133,922                                   | .....                | 4,921,610                     | 1,258,318                              | 56,599,094                                   | 45.00                    | .....    | 3.00    | .....                    | .....      | 24       | 13 |
| Chicago, Burlington & K. C.....       | 139,675           | 2                       | 74                      | 190,257         | 14.                     | 178                          | .....                                     | 6,656                | 337,018                       | 101,309                                | 2,653,015                                    | 25.40                    | .58      | 3.00    | .....                    | .....      | 24       | 10 |
| Kansas City, St. Jo & C. B.....       | 573,805           | 3.70                    | 115                     | 648,839         | 18.50                   | 214                          | 390,163                                   | 96,364               | 1,719,171                     | 425,444                                | 19,259,612                                   | 45.27                    | 1.35     | 3.00    | .....                    | .....      | 24       | 11 |
| St. Louis, Keokuk & N.....            | 240,382           | 3.41                    | 88                      | 339,034         | 21.                     | 216                          | .....                                     | 13,807               | 463,223                       | 232,336                                | 9,050,494                                    | 38.90                    | .....    | 3.30    | .....                    | .....      | 11       | 10 |
| Chicago, Iowa & Dakota.....           | 21,710            | .....                   | .....                   | .....           | .....                   | .....                        | .....                                     | .....                | 21,710                        | 13,184                                 | 181,032                                      | 11.45                    | .36      | 4.00    | 3.00                     | 3.12       | 12       | 12 |
| Chicago, Milwaukee & St. Paul.....    | 6,089,724         | 4.40                    | 119                     | 9,709,049       | 21.                     | 231                          | 4,208,946                                 | 1,063,572            | 21,071,291                    | 4,834,043                              | 214,875,001                                  | 44.45                    | 1.13     | 4.00    | 1.25                     | 2.55       | 21       | 12 |
| Chicago & Northwestern.....           | 5,814,322         | 4.43                    | 111                     | 10,707,282      | 19.20                   | 211                          | 4,615,180                                 | 806,569              | 21,973,293                    | 5,453,737                              | 223,967,903                                  | 27.20                    | 2.39     | 4.00    | 1.00                     | 2.39       | 25       | 12 |
| Chicago, Rock Island & Pacific.....   | 2,482,734         | 6                       | 169                     | 5,151,683       | 21.                     | 229                          | 1,749,071                                 | 645,138              | 10,029,226                    | 2,905,959                              | 124,856,754                                  | 43.99                    | 1.05     | 4.00    | 2.00                     | 2.43       | 25       | 15 |
| Chicago, St. Paul, M. & O.....        | 1,487,424         | 5.50                    | 141                     | 2,783,939       | 16.                     | 176                          | 1,011,337                                 | 472,445              | 5,765,665                     | 927,161                                | 54,891,159                                   | 59.63                    | 1.45     | 4.00    | 1.00                     | 2.45       | 22       | 10 |
| Crooked Creek.....                    | .....             | .....                   | .....                   | 9,360           | 3.                      | 21                           | .....                                     | 9,360                | 1,964                         | 16,694                                 | 8.50   | .....                    | 3.00     | 3.50    | 3.50                     | 11         | 11       |    |
| Des Moines & Fort Dodge.....          | 164,075           | 3.                      | 72                      | 151,144         | 18.                     | 210                          | .....                                     | 315,219              | 122,655                       | 3,311,870                              | 27.00  | .75                      | 3.00     | 1.00    | 2.80                     | 23         | 12       |    |
| Dubuque & Dakota.....                 | .....             | .....                   | .....                   | .....           | .....                   | .....                        | .....                                     | .....                | .....                         | .....                                  | .....  | .09                      | 3.50     | 2.00    | 2.34                     | 20         | 12       |    |
| Humeston & Shenandoah.....            | 143,510           | 2.55                    | 86                      | 194,927         | 11.90                   | 157                          | 47,379                                    | 12,204               | 398,020                       | 50,712                                 | 1,247,963                                    | 24.50                    | .64      | 3.00    | 1.50                     | 2.50       | 20       | 9  |
| Illinois Central.....                 | 477,357           | 4.32                    | 146                     | 760,563         | 13.24                   | 187                          | 183,107                                   | 69,566               | 1,487,513                     | 351,800                                | 16,450,133                                   | 46.79                    | 1.32     | 4.00    | 1.00                     | 2.82       | 22       | 11 |
| Iowa Northern.....                    | 409,492           | 3.                      | 68                      | 864,280         | 20.                     | 175                          | .....                                     | 19,170               | 1,292,912                     | 310,229                                | 13,453,796                                   | 46.36                    | 1.08     | 4.00    | 1.25                     | 2.50       | 20       | 12 |
| Ottumwa & Kirksville.....             | .....             | .....                   | .....                   | 11,500          | 25.                     | 190                          | .....                                     | 11,500               | 11,367                        | 130,720                                | 11.50  | .....                    | 3.00     | 3.33    | .....                    | 2.80       | 12       | 12 |
| Sioux City & Pacific.....             | 110,960           | 5.                      | 90                      | 86,802          | 20.                     | 251                          | 147,056                                   | 15,146               | 339,964                       | 177,466                                | 6,743,199                                    | 38.00                    | 1.07     | 4.00    | 2.50                     | 2.81       | 25       | 11 |
| Wabash, St. Louis & Pacific.....      | 5,064,832         | 4.37                    | 80                      | 9,414,138       | 19.80                   | 233                          | 3,515,084                                 | 892,434              | 14,886,568                    | 3,910,693                              | 156,604,392                                  | 40.00                    | .91      | 3.00    | .....                    | 2.28       | 39       | 12 |
| Wisconsin, Iowa & Nebraska.....       | 2,560             | 50                      | .....                   | .....           | 12.                     | 150                          | .....                                     | .....                | 3,910,693                     | .....                                  | .....  | .....                    | 4.00     | 1.00    | 3.00                     | 23         | 12       |    |
| NARROW GAUGE ROADS.                   |                   |                         |                         |                 |                         |                              |   |                      |                               |  |  |                          |          |         |                          |            |          |    |
| Burlington & Northwestern.....        | .....             | .....                   | .....                   | 25,060          | 5.                      | 60                           | 7,791                                     | .....                | 32,857                        | 17,949                                 | 406,643                                      | 22.60                    | .57      | 3.00    | 1.00                     | 2.45       | 12       | 12 |
| Burlington & Western.....             | 69,250            | .....                   | 23                      | 69,367          | 8.                      | 96                           | 8,300                                     | .....                | 137,897                       | 25,564                                 | 508,158                                      | 19.82                    | .....    | 3.00    | 1.00                     | 1.91       | 20       | 11 |
| Des Moines, Osceola & Southern.....   | *14,550           | 2.                      | 40                      | 7,540           | 7.                      | 108                          | 130                                       | 2,574                | 24,804                        | .....                                  | .....  | .....                    | .....    | .....   | .....                    | .....      | .....    |    |
| St. Louis, Des Moines & Northern..... | 2.                | .....                   | .....                   | 5.              | .....                   | .....                        | .....                                     | .....                | .....                         | .....                                  | .....  | .....                    | 4.00     | 3.00    | .....                    | 20         | 15       |    |
| Cedar Rapids & Marion St. R'y.....    | 94,170            | 1.                      | .....                   | .....           | .....                   | .....                        | .....                                     | 94,170               | .....                         | .....                                  | .....  | .....                    | 2.50     | 1.00    | 1.75                     | 10         | 10       |    |
| Total.....                            | 25,860,439        | .....                   | .....                   | 47,275,942      | .....                   | 16,581,376                   | 4,266,673                                 | 93,984,432           | 25,014,741                    | 947,035,388                            | 37.85  | .....                    | .....    | .....   | 2.43                     | .....      | .....    |    |

\*For two and a half months only.



TABLE XVII.

FREIGHT TRAFFIC AND CAR MILEAGE.

Table with 12 columns: RAILROADS, No. of tons of local freight carried, Total tons of freight carried, Total tons of freight carried one mile, No. of miles run by loaded cars east and south, No. of miles run by loaded cars west and north, No. of miles run by empty cars east and south, No. of miles run by empty cars west and north, Total freight car mileage, Percentage of empty cars east and south, Percentage of empty cars west and north, Average for local, Average for all, Average cost per ton per mile to move freight, Percentage of freight originating in and moving in Iowa, to total freight in Iowa.

REPORT OF RAILROAD COMMISSIONERS.

TABLE XVIII.

EQUIPMENT.

Table with 10 columns: RAILROADS, LOCOMOTIVES (Total number, Maximum weight, Average weight, Equipped with train brake), CARS (Passenger cars, Baggage, mail and express, Parlor, dining, and sleeping, Box freight cars, Stock cars, Coal cars, Other cars, Total cars, Cars equipped with train brake), STATIONS (Total, In Iowa), EMPLOYES (Total, In Iowa), AMOUNT PAID EMPLOYEES DURING YEAR (Total, In Iowa).

COMPILATION OF RETURNS.

TABLE XIX.  
BRIDGES, CATTLE-GUARDS, AND CROSSINGS IN IOWA.

| RAILROADS.  | TRUSS BRIDGES. |                         |               |                         |         |                         | WOODEN TRESTLE AND PILE.  |                         | IRON TRESTLE.             |                         | ARCH VERTS.  |                | BOX CULVERTS.                                  |             | CROSSINGS.   |          |                             |       |       |       |       |       |       |       |
|---|----------------|-------------------------|---------------|-------------------------|---------|-------------------------|---------------------------|-------------------------|---------------------------|-------------------------|--|----------------|--|-------------|--------------|----------|-----------------------------|-------|-------|-------|-------|-------|-------|-------|
|   | WOOD-EN.       |                         | COMBI-NATION. |                         | IRON.   |                         | Aggregate length in feet. |                         | Aggregate length in feet. |                         | With 20 feet opening or more. Less than 20 feet opening. |                | Bridges built within the year, length in feet. |             | RAIL-ROAD.   |          | HIGHWAY.                    |       |       |       |       |       |       |       |
|   | Number.        | Aggregate length in ft. | Number.       | Aggregate length in ft. | Number. | Aggregate length in ft. | Number.                   | Aggregate length in ft. | Number.                   | Aggregate length in ft. | Number at grade.   | Over or under. | At grade.                                      | Over track. | Under track. | BRIDGES. | At which there are flagmen. |       |       |       |       |       |       |       |
| Burlington, Cedar Rapids & N.....   | 43             | 2,780                   | 24            | 5,575                   | 1       | 113                     | 1,290                     | 77,247                  | .....                     | .....                   | .....  | 4              | 1,310  | 148         | 898          | 1,204    | 27                          | 3     | 968   | 3     | 7     | 3     | ..... | 4     |
| Central Iowa.....   | 11             | 2,290                   | 3             | 388                     | .....   | .....                   | 406                       | 51,021                  | .....                     | .....                   | .....  | .....          | .....  | 225         | 703          | 703      | 29                          | 3     | 377   | 3     | 5     | 3     | ..... | ..... |
| Chicago, Burlington & Quincy.....   | 40             | 5,147                   | .....         | .....                   | 34      | 5,880                   | 946                       | 95,007                  | 66                        | 2,541                   | 2  | 30             | 736  | 413         | 774          | 999      | 17                          | 1     | 1,002 | 30    | 18    | 29    | 1     | 11    |
| Chicago, Burlington & Kansas C.<br>Kansas City, St. Jo & Council B.<br>St. Louis, Keokuk & Northwestern | 8              | 1,629                   | .....         | .....                   | .....   | .....                   | 139                       | 12,328                  | .....                     | .....                   | .....  | .....          | .....  | .....       | 147          | 189      | 3                           | ..... | 60    | ..... | 1     | ..... | ..... | ..... |
| Chicago, Iowa & Dakota.....   | 8              | 1,029                   | .....         | .....                   | 2       | 394                     | 42                        | 3,423                   | .....                     | .....                   | .....  | .....          | .....  | 6           | 1,180        | 78       | 2                           | 1     | 36    | ..... | 3     | 4     | ..... | ..... |
| Chicago & Northwestern.....   | 60             | 10,152                  | 18            | 2,589                   | 3       | 1,414                   | 2,305                     | 200,896                 | .....                     | .....                   | .....  | .....          | .....  | 8           | 1,262        | 156      | 790                         | 1,753 | 40    | 12    | 1,323 | 31    | 33    | 12    |
| Chicago, Rock Island & Pacific.....   | 23             | 3,081                   | 27            | 3,992                   | 42      | 5,417                   | 1,682                     | 109,272                 | 8                         | 1,614                   | 5  | 18             | 502  | 341         | 75           | 17,193   | 1,489                       | 39    | 7     | 1,096 | 9     | 23    | 5     | 10    |
| Chicago, St. Paul, Minneapolis & O.<br>Crooked Creek.....   | 1              | 370                     | .....         | .....                   | .....   | .....                   | 136                       | 8,250                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | 50    | ..... | ..... | ..... | ..... | 3     |
| Des Moines & Fort Dodge.....  | 1              | 110                     | 3             | 200                     | .....   | .....                   | 112                       | 6,155                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Dubuque & Dakota.....   | 14             | 840                     | .....         | .....                   | .....   | .....                   | 78                        | 11,312                  | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Hanneston & Shenandoah.....   | .....          | .....                   | .....         | .....                   | .....   | .....                   | 166                       | 23,714                  | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Illinois Central.....   | 25             | 3,688                   | .....         | .....                   | 1       | 110                     | 623                       | 51,145                  | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Iowa Northern.....  | .....          | .....                   | .....         | .....                   | .....   | .....                   | 9                         | 3,112                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Minneapolis & St. Louis.....  | 1              | 163                     | 3             | 360                     | .....   | .....                   | 108                       | 6,949                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ottumwa & Kirksville.....   | .....          | .....                   | .....         | .....                   | .....   | .....                   | 12                        | 544                     | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sioux City & Pacific.....   | .....          | .....                   | .....         | .....                   | .....   | .....                   | 67                        | 6,058                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wabash, St. Louis & Pacific.....  | 23             | 3,616                   | .....         | .....                   | .....   | .....                   | 572                       | 45,772                  | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wisconsin, Iowa & Nebraska.....   | .....          | .....                   | .....         | .....                   | .....   | .....                   | 255                       | 24,728                  | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| NARROW GAUGE ROADS.   |                |                         |               |                         |         |                         |                           |                         |                           |                         |  |                |  |             |              |          |                             |       |       |       |       |       |       |       |
| Burlington & Northwestern.....  | .....          | .....                   | .....         | .....                   | .....   | .....                   | 39                        | 2,830                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Burlington & Western.....   | .....          | .....                   | .....         | .....                   | .....   | .....                   | 54                        | 7,190                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Des Moines, Osceola & Southern.....   | 3              | 850                     | .....         | .....                   | .....   | .....                   | 152                       | 11,411                  | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Ft. Madison & Northwestern.....   | .....          | .....                   | .....         | .....                   | .....   | .....                   | 78                        | .....                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis, Des Moines & Northern.....   | 1              | 2,056                   | 71            | 8,366                   | .....   | .....                   | .....                     | .....                   | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Cedar Rapids & Marion Street R'y.....   | .....          | .....                   | .....         | .....                   | .....   | .....                   | 1                         | 30                      | .....                     | .....                   | .....  | .....          | .....  | .....       | .....        | .....    | .....                       | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total.....  | 272            | 38,268                  | 170           | 26,591                  | 98      | 16,365                  | 11,090                    | 898,361                 | 74                        | 4,155                   | 26   | 738            | 6,287  | 1,414       | 27,589       | 11,510   | 257                         | 52    | 7,310 | 116   | 176   | 108   | 4     | 73    |

TABLE XX.  
TONNAGE CLASSIFIED.

| RAILROADS.  | Grain.    | Flour.    | Provisions. | Animals.  | Other agricultural products. | Lumber and forest products. | Coal.     | Plaster, lime and cement. | Salt.   | Petroleum and oil. | Iron, steel and cast-ings. | Stone and brick. | Manufacture. | Merchandise and other articles not enumerated. | Total.     |
|---|-----------|-----------|-------------|-----------|------------------------------|-----------------------------|-----------|---------------------------|---------|--------------------|----------------------------|------------------|--------------|--|------------|
| Burlington, Cedar Rapids & Northern.....                  | 246,968   | 192,672   | 42,563      | 124,580   | 73,469                       | 141,179                     | 510,893   | 68,296                    | .....   | .....              | 66,068                     | .....            | .....        | 61,312   | 220,118    |
| Central Iowa.....   | 78,460    | 2,642     | .....       | 32,171    | 1,920                        | 31,410                      | 556,158   | 1,318                     | 1,721   | 417                | 4,215                      | 8,473            | .....        | 60,920   | 779,225    |
| Chicago, Burlington & Quincy.....                         | 1,945,231 | 120,569   | 80,692      | 555,459   | 52,772                       | 604,406                     | 1,258,215 | 88,008                    | 74,403  | .....              | 132,812                    | 75,977           | 98,247       | 725,522  | 5,851,453  |
| Chicago, Burlington & Kansas City.....                    | 11,367    | 3,390     | 1,130       | 22,615    | 3,390                        | 11,367                      | 23,186    | 1,130                     | 565     | 565                | 665                        | 1,130            | 1,130        | 31,674   | 115,078    |
| Kansas City, St. Jo & Council Bluffs.....                 | 138,014   | 24,413    | 20,553      | 103,250   | 5,186                        | 145,908                     | 56,490    | 5,490                     | 5,528   | 1,632              | 7,410                      | 3,653            | 10,656       | 236,218  | 705,707    |
| St. Louis, Keokuk & Northwestern.....                     | 71,476    | 10,721    | 3,573       | 28,590    | 7,147                        | 33,607                      | 25,017    | 10,721                    | 3,573   | 1,787              | 10,721                     | 7,147            | 116,153      | 357,390  |            |
| Chicago, Iowa & Dakota.....                               | 618       | 78        | .....       | 538       | 174                          | 1,070                       | 1,645     | .....                     | 342     | 280                | .....                      | .....            | .....        | 4,944  | 9,587      |
| Chicago, Milwaukee & St. Paul.....                        | 1,406,287 | 395,799   | 62,425      | 353,039   | 235,214                      | 965,106                     | 674,184   | 96,781                    | 55,415  | .....              | 84,817                     | 248,132          | 7,380        | 1,600,731                                      | 6,325,310  |
| Chicago & Northwestern.....                               | 1,580,244 | 224,849   | 83,343      | 378,609   | 162,965                      | 977,370                     | 1,114,894 | 74,886                    | 54,472  | 48,772             | 288,028                    | 199,355          | 356,773      | 2,708,273                                      | 8,252,743  |
| Chicago, Rock Island & Pacific.....                       | 793,440   | 200,805   | 75,449      | 297,928   | 77,931                       | 303,220                     | 613,182   | 52,465                    | 41,324  | 47,530             | 212,361                    | 169,169          | 146,004      | 550,091  | 3,646,096  |
| Chicago, St. Paul, Minneapolis & O.<br>Crooked Creek..... | 254,205   | 392,283   | 18,359      | 67,385    | 68,594                       | 608,678                     | 163,935   | 31,099                    | 7,666   | .....              | 20,631                     | 194,365          | 40,744       | 363,649  | 2,017,593  |
| Des Moines & Fort Dodge.....                              | 544       | 43        | 8           | 64        | .....                        | 798                         | 12,244    | 32                        | 31      | .....              | .....                      | 450              | .....        | 275  | 14,497     |
| Dubuque & Dakota.....                                     | 32,353    | 2,587     | 69          | 8,694     | 4,696                        | 36,306                      | 175,336   | 6,048                     | .....   | 611                | 529                        | 173              | 5,224        | 13,977   | 290,562    |
| Hanneston & Shenandoah.....                               | 9,716     | 468       | 1,284       | 7,640     | 828                          | 7,029                       | 3,729     | 80                        | 468     | 156                | .....                      | 615              | 450          | 9,430  | 41,855     |
| Illinois Central.....                                     | 29,730    | 1,097     | 265         | 8,248     | 915                          | 5,138                       | 16,345    | 35                        | 666     | 194                | 63                         | 628              | 124          | 4,104  | 67,552     |
| Iowa Northern.....  | 104,084   | 7,882     | 2,952       | 60,878    | 17,742                       | 67,558                      | 129,374   | .....                     | 8,342   | 6,288              | .....                      | .....            | 7,730        | 147,975  | 550,905    |
| Minneapolis & St. Louis.....                              | 139,774   | 203,088   | 9,300       | 17,396    | 12,403                       | 235,328                     | 300,357   | 23,014                    | 2,841   | 5,070              | 86,147                     | 33,960           | 18,289       | 133,673  | 1,228,825  |
| Ottumwa & Kirksville.....                                 | .....     | .....     | .....       | .....     | .....                        | .....                       | 124,000   | .....                     | .....   | .....              | .....                      | .....            | .....        | 3,120  | 217,120    |
| Sioux City & Pacific.....                                 | 88,770    | 2,902     | 4,391       | 38,544    | 7,800                        | 66,677                      | 19,761    | 2,866                     | 2,887   | 1,995              | 1,828                      | 54,453           | 6,159        | 42,912   | 340,549    |
| Wabash, St. Louis & Pacific.....                          | 2,067,646 | .....     | .....       | 545,933   | 287,330                      | 639,014                     | 1,369,629 | 314,704                   | .....   | .....              | 53,720                     | .....            | .....        | 962,252  | 6,319,890  |
| Wisconsin, Iowa & Nebraska.....                           | 6,931     | 1,114     | 4,611       | 4,488     | 1,082                        | 10,362                      | 31,493    | 1,914                     | 1,767   | 1,016              | 845                        | 2,166            | 552          | 12,638   | 81,061     |
| NARROW GAUGE ROADS.                                       |           |           |             |           |                              |                             |           |                           |         |                    |                            |                  |              |  |            |
| Burlington & Northwestern.....                            | 10,512    | 357       | 654         | 2,614     | 259                          | 1,363                       | 2,251     | 15                        | 449     | 12                 | 122                        | 270              | 928          | 2,115  | 21,921     |
| Burlington & Western.....                                 | 5,238     | 230       | .....       | 2,932     | 1,047                        | 7,092                       | 3,562     | 73                        | 450     | 11                 | 140                        | 1,267            | 618          | 3,560  | 26,230     |
| St. Louis, Des Moines & Northern.....                     | 5,428     | 525       | 156         | 4,300     | 230                          | 658                         | 5,110     | 110                       | 95      | 475                | 285                        | 603              | 2,840        | 14,485   | 35,350     |
| Total.....  | 7,621,347 | 1,330,513 | 308,347     | 2,312,965 | 788,719                      | 4,055,659                   | 6,605,396 | 841,250                   | 212,765 | 118,553            | 883,001                    | 672,410          | 702,222      | 6,266,078                                      | 32,829,415 |

TABLE XXI.  
IOWA TONNAGE CLASSIFIED.

| RAILROADS.                          | Grain.    | Flour.  | Provisions. | Animals.  | Other agricultural products. | Lumber and forest product. | Coal.     | Plaster, lime and cement. | Salt.   | Petroleum and oil. | Iron, steel and cast-ings. | Stone and brick. | Manufactures. | Merchandise. | Total.     |
|-------------------------------------|-----------|---------|-------------|-----------|------------------------------|----------------------------|-----------|---------------------------|---------|--------------------|----------------------------|------------------|---------------|--------------|------------|
| Burlington, Cedar Rapids & Northern | 245,537   | 191,927 | 42,563      | 124,570   | 73,409                       | 138,165                    | 519,893   | 56,110                    | 911     | 295                | 66,058                     | .....            | 61,223        | 228,820      | 1,741,375  |
| Central Iowa                        | 8,366     | 596     | .....       | 4,641     | 22                           | 5,827                      | 477,935   | .....                     | .....   | 123                | 283                        | 7,793            | .....         | 25,067       | 631,809    |
| Chicago, Burlington & Quincy        | 1,185,074 | 36,524  | 43,295      | 247,203   | 24,086                       | 298,547                    | 446,419   | 23,485                    | 42,287  | .....              | 52,145                     | 21,805           | 39,008        | 283,645      | 2,763,613  |
| Chicago, Burlington & Kansas City   | 11,307    | 3,390   | 1,130       | 22,615    | 3,390                        | 11,307                     | 23,180    | 1,130                     | .....   | .....              | 565                        | 565              | 1,130         | 31,674       | 113,073    |
| St. Louis, Keokuk & Northwestern    | 11,476    | 2,720   | 1,513       | 8,250     | 2,147                        | 23,205                     | 5,011     | 1,720                     | 1,131   | .....              | 373                        | 485              | 1,539         | 2,024        | 86,786     |
| Chicago, Iowa & Dakota              | 618       | 76      | .....       | 538       | 174                          | 1,070                      | 1,545     | .....                     | 342     | 280                | .....                      | .....            | .....         | 4,944        | 9,887      |
| Chicago, Milwaukee & St. Paul       | 308,640   | 10,287  | 16,327      | 141,333   | 83,861                       | 127,957                    | 114,709   | 6,372                     | 494     | .....              | 16,474                     | 51,907           | 4,714         | 190,170      | 1,045,335  |
| Chicago & Northwestern              | 305,861   | 6,664   | 20,871      | 125,927   | 29,619                       | 149,349                    | 337,242   | 10,448                    | 426     | 3,465              | 1,057                      | 72,918           | 12,697        | 110,903      | 1,187,047  |
| Chicago, Rock Island & Pacific      | 698,845   | 192,637 | 75,449      | 231,292   | 68,175                       | 296,507                    | 424,906   | 22,655                    | 27,454  | 36,655             | 170,022                    | 64,705           | 122,960       | 306,140      | 2,798,422  |
| Chicago, St. Paul, Minneapolis & O. | 58,525    | 45,061  | 2,489       | 9,139     | 9,303                        | 58,498                     | 20,877    | 4,214                     | 1,039   | .....              | 3,612                      | 14,146           | 5,472         | 41,233       | 273,611    |
| Crooked Creek                       | 544       | 43      | 8           | 64        | .....                        | 798                        | 12,244    | 32                        | 31      | .....              | 8                          | .....            | 450           | 275          | 14,407     |
| Des Moines & Fort Dodge             | 82,393    | 2,587   | 69          | 8,694     | 4,926                        | 36,306                     | 175,836   | 6,048                     | 611     | 550                | 173                        | 5,234            | 2,919         | 13,077       | 290,502    |
| Dubuque & Dakota                    | 9,716     | 468     | 1,284       | 7,040     | 828                          | 7,020                      | 8,720     | 60                        | 468     | 156                | .....                      | 615              | 450           | 9,430        | 41,855     |
| Humeston & Shenandoah               | 29,730    | 1,097   | 265         | 8,248     | 915                          | 5,138                      | 16,345    | 35                        | 666     | 194                | 63                         | 628              | 124           | 4,164        | 67,552     |
| Illinois Central                    | 104,084   | 7,882   | 2,952       | 60,878    | 17,742                       | 67,658                     | 129,374   | .....                     | 8,342   | 6,288              | .....                      | .....            | 7,730         | 147,975      | 550,905    |
| Iowa Northern                       | .....     | .....   | .....       | .....     | .....                        | .....                      | 59,798    | .....                     | .....   | .....              | .....                      | .....            | .....         | .....        | 59,798     |
| Minneapolis & St. Louis             | 14,706    | 4,578   | 452         | 6,563     | 6,278                        | 66,384                     | 116,961   | 11,703                    | 587     | 105                | 539                        | 1,916            | 905           | 7,997        | 239,674    |
| Ottumwa & Kirksville                | .....     | .....   | .....       | .....     | .....                        | .....                      | 214,060   | .....                     | .....   | .....              | 1,874                      | 1,375            | 50,741        | 5,352        | 312,010    |
| Sioux City & Pacific                | 82,125    | 1,426   | 4,262       | 35,212    | 6,929                        | 62,885                     | 19,105    | 2,671                     | .....   | .....              | .....                      | .....            | .....         | 35,169       | 311,944    |
| Wabash, St. Louis & Pacific         | 296,242   | .....   | .....       | 85,221    | 41,020                       | 91,212                     | 201,105   | .....                     | 72,101  | .....              | 7,412                      | .....            | .....         | 143,022      | 937,335    |
| Wisconsin, Iowa & Nebraska          | 6,551     | 1,117   | 4,311       | 4,486     | 1,082                        | 10,362                     | 81,433    | 1,914                     | 1,757   | 1,016              | 845                        | 2,160            | 722           | 12,638       | 81,064     |
| NARROW GAUGE ROADS.                 |           |         |             |           |                              |                            |           |                           |         |                    |                            |                  |               |              |            |
| Burlington & Northwestern           | 10,512    | 357     | 654         | 2,614     | 259                          | 1,363                      | 2,251     | 15                        | 449     | 12                 | 122                        | 270              | 928           | 2,115        | 21,921     |
| Burlington & Western                | 5,258     | 230     | .....       | 2,932     | 1,047                        | 7,032                      | 3,562     | 73                        | 450     | 11                 | 140                        | 1,257            | 618           | 3,560        | 26,230     |
| St. Louis, Des Moines & Northern    | 5,428     | 525     | 156         | 4,350     | 230                          | 658                        | 5,110     | 110                       | 95      | 475                | 285                        | 603              | 2,810         | 14,485       | 35,350     |
| Total                               | 3,123,278 | 409,028 | 201,923     | 1,001,077 | 291,651                      | 1,329,351                  | 3,239,012 | 145,334                   | 161,914 | 62,359             | 305,131                    | 247,910          | 267,222       | 1,524,935    | 12,391,025 |

TABLE XXII.  
ACCIDENTS TO PERSONS.

| RAILROADS.                             | KILLED.     |            |         |        |              |             |                  |                |                  |                            | INJURED.           |                |                 |                    |                       |                   |             |            |         |        |              |             |                  |                |                  |                            |                    |                |                        |                 |                       |                    |       |       |       |       |       |
|--|-------------|------------|---------|--------|--------------|-------------|------------------|----------------|------------------|----------------------------|--------------------|----------------|-----------------|--------------------|-----------------------|-------------------|-------------|------------|---------|--------|--------------|-------------|------------------|----------------|------------------|----------------------------|--------------------|----------------|------------------------|-----------------|-----------------------|--------------------|-------|-------|-------|-------|-------|
|  | Passengers. | Employees. | Others. | Total. | Derailments. | Collisions. | Caught in frogs. | Coupling cars. | Fall from train. | Getting on and off trains. | Highway crossings. | Miscellaneous. | Stealing rides. | While intoxicated. | Trespassing on track. | Suicides in Iowa. | Passengers. | Employees. | Others. | Total. | Derailments. | Collisions. | Caught in frogs. | Coupling cars. | Fall from train. | Getting on and off trains. | Highway crossings. | Miscellaneous. | Overhead obstructions. | Stealing rides. | Trespassing on track. | While intoxicated. |       |       |       |       |       |
| Burlington, Cedar Rapids & Northern    | 6           | 5          | 11      | 22     | 1            | 4           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1               | 1                  | 1                     | 1                 | 24          | 1          | 1       | 26     | 2            | 5           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     |       |       |
| Central Iowa                           | 1           | 1          | 2       | 3      | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1               | 1                  | 1                     | 1                 | 14          | 1          | 1       | 16     | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     |       |
| Chicago, Burlington & Quincy           | 7           | 20         | 56      | 83     | 7            | 8           | 2                | 1              | 1                | 1                          | 1                  | 1              | 1               | 1                  | 1                     | 1                 | 3           | 49         | 43      | 500    | 69           | 31          | 1                | 72             | 1                | 49                         | 1                  | 268            | 4                      | 10              | 10                    | 2                  | 1     | 1     | 1     | 1     |       |
| Chicago, Burlington & Kansas City      | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | 1           | 3          | 1       | 5      | 1            | 1           | 1                | 3              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     |       |
| Kansas City, St. Jo & Council Bluffs   | 1           | 1          | 2       | 3      | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1               | 1                  | 1                     | 1                 | 1           | 6          | 6       | 6      | 6            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     | 1     |
| St. Louis, Keokuk & Northwestern       | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | 1           | 1          | 1       | 3      | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     | 1     |
| Chicago, Milwaukee & St. Paul          | 9           | 13         | 23      | 32     | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1               | 1                  | 1                     | 1                 | 29          | 8          | 44      | 8      | 8            | 4           | 1                | 6              | 4                | 3                          | 4                  | 13             | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     |       |
| Chicago & Northwestern                 | 1           | 9          | 19      | 29     | 2            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1               | 1                  | 1                     | 1                 | 3           | 107        | 16      | 126    | 10           | 3           | 1                | 42             | 11               | 15                         | 3                  | 28             | 1                      | 6               | 6                     | 1                  | 1     | 1     | 1     | 1     |       |
| Chicago, Rock Island & Pacific         | 1           | 5          | 18      | 24     | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1               | 1                  | 1                     | 1                 | 11          | 12         | 5       | 1      | 8            | 2           | 3                | 1              | 13               | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     | 1     |
| Chicago, St. Paul, Minneapolis & Omaha | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | 1           | 3          | 2       | 5      | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     | 1     |
| Des Moines & Fort Dodge                | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | 1           | 1          | 1       | 3      | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     | 1     |
| Dubuque & Dakota                       | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | 1           | 3          | 1       | 4      | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     | 1     |
| Humeston & Shenandoah                  | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | 1           | 1          | 1       | 2      | 1            | 1           | 1                | 1              | 1                | 1                          | 1                  | 1              | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     | 1     |
| Illinois Central                       | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | 1           | 15         | 25      | 7      | 47           | 11          | 1                | 4              | 4                | 4                          | 3                  | 19             | 1                      | 1               | 1                     | 1                  | 1     | 1     | 1     | 1     |       |
| Iowa Northern                          | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| Minneapolis & St. Louis                | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| Ottumwa & Kirksville                   | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| Sioux City & Pacific                   | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| Wabash, St. Louis & Pacific            | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| Wisconsin, Iowa & Nebraska             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| NARROW GAUGE ROADS.                    |             |            |         |        |              |             |                  |                |                  |                            |                    |                |                 |                    |                       |                   |             |            |         |        |              |             |                  |                |                  |                            |                    |                |                        |                 |                       |                    |       |       |       |       |       |
| Burlington & Northwestern              | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| Burlington & Western                   | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... | ..... |
| St. Louis, Des Moines & Northern       | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....           | .....              | .....                 | .....             | .....       | .....      | .....   | .....  | .....        | .....       | .....            | .....          | .....            | .....                      | .....              | .....          | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... | ..... |       |
| Total                                  | 972         | 75         | 156     | 145    | 213          | 16          | 9                | 825            | 7                | 3                          | 40                 | 4              | 89              | 720                | 66                    | 875               | 117         | 44         | 3       | 174    | 34           | 80          | 15               | 356            | 7                | 17                         | 23                 | 5              | .....                  | .....           | .....                 | .....              | ..... | ..... | ..... |       |       |

TABLE XXIII.

PROPERTY ACCOUNTS, CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

| RAILROADS.                             | CONSTRUCTION. |                       |                                  |                                 |                                  |   |  |  |                          |                          |
|--|---------------|-----------------------|----------------------------------|---------------------------------|----------------------------------|---|--|--|--------------------------|--------------------------|
|  | Grading.      | Bridging and masonry. | Superstructure, including rails. | Land, land dam-ages and fences. | Passenger and freight sta-tions. | Engine houses, car sheds and turn-tables. | Machine shops, including ma-chinery and tools. | Engineering, agencies, sal-aries and con-struction expenses. | Purchase of other roads. | Total for con-struction. |
| Burlington-Cedar Rapids & Northern     | \$.....       | \$.....               | \$ 15,917.39                     | \$25,990.25                     | \$18,344.96                      | \$.....                                   | \$11,154.53                                    | \$ 6,106.30  | \$ 3,183,037.05          | \$ 3,260,490.48          |
| Central Iowa                           | .....         | 59.19                 | 12,262.50                        | 3,970.89                        | 11,844.39                        | .....                                     | 256.39   | 3,160.12   | 49,006.00                | 80,053.48                |
| Chicago, Burlington & Quincy           | .....         | 129,324.90            | 168,749.74                       | 59,265.09                       | 21,307.54                        | 1,867.49                                  | 87,505.49                                      | 16,302.47  | 312,069.50               | 817,932.21               |
| Chicago, Burlington & Kansas City      | .....         | 16,137.37             | 839.00                           | 11,096.94                       | 3,278.07                         | .....                                     | .....  | 7,013.70   | 284,029.72               | 322,484.80               |
| Kansas City, St. Jo & Council Bluffs   | .....         | 65,006.21             | 18,760.72                        | .....                           | 58,576.95                        | 61,667.43                                 | .....  | .....  | .....                    | 204,010.71               |
| St. Louis, Keokuk & Northwestern       | .....         | 23,586.17             | 34,998.88                        | 9,103.59                        | 12,518.85                        | 2,896.13                                  | .....  | 192.50   | 2,972.20                 | 86,248.32                |
| Chicago, Milwaukee & St. Paul          | .....         | .....                 | 196,185.22                       | 153,955.32                      | 46,973.43                        | 134,975.59                                | 5,648.10                                       | 41,251.14  | 1,751,070.35             | 2,940,180.00             |
| Chicago & Northwestern                 | .....         | 498,211.98            | 371,563.39                       | 457,791.97                      | 150,911.46                       | .....                                     | 177,804.41                                     | 11,423.06  | 19,643,095.83            | 21,310,832.10            |
| Chicago, Rock Island & Pacific         | .....         | .....                 | 619,907.42                       | .....                           | 7,167.49                         | 4,036.69                                  | .....  | 10,087.57  | 14,231.37                | 655,430.54               |
| Chicago, St. Paul, Minneapolis & Omaha | .....         | 90,031.36             | 34,128.65                        | 178,479.45                      | 59,033.92                        | 81,036.05                                 | 790.05   | 5,016.25   | 304.38                   | 816,498.31               |
| Des Moines & Fort Dodge                | .....         | 89.00                 | .....                            | 1,728.92                        | 2,993.36                         | .....                                     | 49.25  | .....  | 62.85                    | 4,923.38                 |
| Dubuque & Dakota                       | .....         | 426.55                | 2,075.98                         | .....                           | 385.05                           | 304.39                                    | .....  | 459.74   | .....                    | 3,651.72                 |
| Minneapolis & St. Louis                | .....         | 729.30                | 15,770.77                        | 15,021.14                       | 37,661.73                        | 2,886.55                                  | .....  | 5,607.77   | 105.07                   | 78,382.33                |
| Ottumwa & Kirksville                   | .....         | 16,555.00             | .....                            | .....                           | .....                            | .....                                     | .....  | 3,690.65   | .....                    | 20,251.45                |
| Sioux City & Pacific                   | .....         | 168.98                | .....                            | 9,111.02                        | 874.08                           | 371.47                                    | 16,002.79                                      | .....  | .....                    | 26,528.34                |
| NARROW GAUGE ROADS.                    |               |                       |                                  |                                 |                                  |   |  |  |                          |                          |
| Burlington & Northwestern              | .....         | .....                 | .....                            | 2,293.66                        | .....                            | .....                                     | .....  | .....  | .....                    | 2,293.66                 |
| Burlington & Western                   | .....         | 1,463.54              | 392.31                           | 7,118.37                        | 3,703.16                         | 1,288.76                                  | 4,283.39                                       | 2,159.08   | 668,003.63               | 688,453.64               |
| Total                                  | 696,250.00    | 1,439,304.80          | 1,030,778.41                     | 475,037.72                      | 344,338.01                       | 206,445.48                                | 182,990.65                                     | 1,338,138.29   | 25,636,024.82            | 31,319,308.27            |

TABLE XXIII—CONTINUED.

| RAILROADS.                             | EQUIPMENT.   |  |                         |                       |   |   | TOTAL.                         |                 | Net additions to property ac-counts. |
|--|--------------|--|-------------------------|-----------------------|---|---|--------------------------------|-----------------|--------------------------------------|
|  | Locomotives. | Passenger, bag-gage and ex-press cars. | Freight and other cars. | Total for equip-ment. | Other expendi-tures charged to property accounts. | Total expendi-tures charged to property accounts. | Credits to prop-erty accounts. |                 |                                      |
| Burlington, Cedar Rapids & Northern    | \$ 74,840.70 | \$ 24,200.00                           | \$ 400,838.79           | \$ 499,679.49         | \$ 5,265.49                                       | \$ 3,705,425.46                                   | \$.....                        | \$ 3,705,436.46 |                                      |
| Central Iowa                           | 54,733.25    | 19,480.90                              | 144,015.22              | 218,229.43            | .....   | 298,882.01  | 1,057.23                       | 297,225.08      |                                      |
| Chicago, Burlington & Quincy           | 95,978.87    | 68,423.84                              | 714,960.94              | 869,363.65            | 11,820.02   | 1,687,395.86                                      | .....                          | 1,687,395.86    |                                      |
| Chicago, Burlington & Kansas City      | 9,000.00     | .....                                  | 2,220.02                | 11,220.02             | .....   | 334,304.82  | .....                          | 334,304.82      |                                      |
| Kansas City, St. Jo & Council Bluffs   | 22,024.56    | 4,648.24                               | 402.70                  | 27,675.60             | .....   | 231,686.31  | .....                          | 231,686.31      |                                      |
| St. Louis, Keokuk & Northwestern       | 8,400.00     | 1,123.28                               | .....                   | 9,523.28              | .....   | 95,771.60   | .....                          | 95,771.60       |                                      |
| Chicago, Milwaukee & St. Paul          | 61,508.83    | 142,142.47                             | 99,242.00               | 300,893.30            | 473,115.07  | 3,246,073.35                                      | 1,729,048.12                   | 1,958,451.62    |                                      |
| Chicago & Northwestern                 | .....        | .....                                  | .....                   | 237,771.72            | .....   | 743,151.54  | 875.00                         | 743,151.44      |                                      |
| Chicago, Rock Island & Pacific         | 5,765.22     | 90,338.33                              | 15,580.21               | 111,683.76            | 85,456.83   | 973,430.50  | 9,405.52                       | 972,564.50      |                                      |
| Chicago, St. Paul, Minneapolis & Omaha | .....        | .....                                  | 4,480.14                | .....                 | .....   | 9,405.52  | .....                          | 9,405.52        |                                      |
| Des Moines & Fort Dodge                | .....        | .....                                  | .....                   | 87,721.00             | .....   | 3,651.72  | .....                          | 3,651.72        |                                      |
| Dubuque & Dakota                       | .....        | .....                                  | .....                   | 9,139.17              | .....   | 78,382.33   | .....                          | 78,382.33       |                                      |
| Minneapolis & St. Louis                | .....        | .....                                  | .....                   | .....                 | .....   | 29,390.82   | .....                          | 29,390.82       |                                      |
| Ottumwa & Kirksville                   | .....        | .....                                  | .....                   | .....                 | .....   | 338,982.01  | .....                          | 338,982.01      |                                      |
| Sioux City & Pacific                   | .....        | .....                                  | .....                   | 333,662.95            | 5,319.06  | .....   | .....                          | .....           |                                      |
| Wabash, St. Louis & Pacific            | .....        | .....                                  | .....                   | .....                 | .....   | 3,949.32  | 1,467.24                       | 2,482.08        |                                      |
| NARROW GAUGE ROADS.                    |              |  |                         |                       |   |   |                                |                 |                                      |
| Burlington & Northwestern              | 179.78       | 293.11                                 | 1,182.77                | 1,655.66              | .....   | 680,205.91  | .....                          | 680,205.91      |                                      |
| Burlington & Western                   | 229.08       | 102.63                                 | 420.56                  | 752.27                | .....   | .....   | .....                          | .....           |                                      |
| Total                                  | 336,460.29   | 300,752.96                             | 1,383,343.40            | 2,688,851.49          | 569,166.45  | 34,577,316.21                                     | 3,797,212.86                   | 30,780,103.35   |                                      |

TABLE XXIV.

COMPARATIVE SUMMARY FOR THE YEARS ENDING JUNE 30, 1878, 1880, 1882, 1884 AND 1885.

|  | 1878.            | 1880.            | 1882.            | 1884.            | 1885.            |
|--|------------------|------------------|------------------|------------------|------------------|
| <b>TOTAL LENGTH OF ROADS AND BRANCHES:</b>               |                  |                  |                  |                  |                  |
| Total length of roads and branches in Iowa.....          | 4,157.17         | 4,977.01         | 6,337.43         | 7,219.25         | 7,478.43         |
| Total length of double track in Iowa.....                | 3.00             | 24.76            | 47.06            | 48.08            | 62.88            |
| Total length of sidings in Iowa.....                     | 432.61           | 539.55           | 700.73           | 972.32           | 1,003.53         |
| Capital stock paid in.....                               | \$183,488,642.54 | \$246,482,954.21 | \$345,918,003.27 | \$300,586,766.44 | \$400,699,755.03 |
| Total funded debt.....                                   | 21,923.62        | 17,426.72        | 18,649.22        | 18,464.00        | 18,388.83        |
| Total unfunded debt.....                                 | 154,155,222.38   | 217,991,735.53   | 368,782,177.78   | 424,108,230.74   | 440,525,181.64   |
| Total debt.....  | 5,983,587.14     | 10,742,168.86    | 17,448,150.22    | 16,105,962.91    | 16,555,981.67    |
| Total stock per mile.....                                | 160,140,809.52   | 228,733,894.39   | 386,228,328.01   | 440,214,133.05   | 457,081,163.31   |
| Total debt per mile.....                                 | 19,108.27        | 16,607.02        | 20,822.40        | 20,809.97        | 20,976.28        |
| Total stock and debt.....                                | 344,429,432.06   | 493,216,848.60   | 732,146.9 3.28   | 830,300,900.09   | 857,780,918.34   |
| Total stock and debt per mile of road.....               | 41,425.00        | 40,461.90        | 39,471.62        | 39,274.00        | 39,365.11        |
| Total cost of road and equipment.....                    | 316,188,372.00   | 309,730,231.59   | 669,722,467.04   | 793,023,488.63   | 806,365,013.62   |
| Total cost of road and equipment per mile.....           | 40,498.76        | 44,435.20        | 36,413.81        | 37,296.00        | 37,485.16        |
| Proportion of cost for Iowa.....                         | 130,967,491.55   | 202,963,513.02   | 215,979,324.81   | 250,336,418.94   | 266,784,535.99   |
| <b>EARNINGS:</b>   |                  |                  |                  |                  |                  |
| From passengers.....                                     | 9,819,118.44     | 13,809,589.43    | 21,759,616.01    | 25,013,224.57    | 23,075,616.19    |
| From express.....  | 627,036.91       | 1,147,126.73     | 1,862,688.90     | 2,368,637.39     | 2,394,422.65     |
| From mails.....  | 766,194.24       | 1,188,471.44     | 1,723,221.26     | 2,268,877.71     | 2,354,531.94     |
| From freight.....  | 32,211,873.46    | 47,156,836.57    | 66,353,972.66    | 72,564,849.83    | 71,132,042.73    |
| From other sources.....                                  | 835,882.93       | 1,162,746.80     | 1,659,707.39     | 2,162,327.51     | 1,809,758.21     |
| Total earnings.....                                      | 44,119,285.04    | 64,464,761.02    | 92,769,206.22    | 104,397,917.01   | 100,766,371.73   |
| Proportion for Iowa.....                                 | 5,902.52         | 5,491.23         | 5,606.66         | 5,480.92         | 5,176.35         |
| Earnings per mile of road.....                           | 1.60             | 1.28             | 1.36             | 1.22             | 1.07             |
| Earnings per train mile, passenger trains.....           | 2.03             | 1.13             | 1.69             | 1.60             | 1.50             |
| Earnings per train mile, all trains earning revenue..... | 1.89             | 1.17             | 1.60             | 1.47             | 1.37             |
| Earnings above operating expenses.....                   | 19,087,374.45    | 28,817,321.35    | 33,982,731.69    | 37,671,188.83    | 34,740,169.16    |
| Earnings above operating expenses for Iowa.....          | 44,119,285.04    | 64,464,761.02    | 92,769,206.22    | 104,397,917.01   | 100,766,371.73   |
| Total income from all sources.....                       | 44,119,285.04    | 64,464,761.02    | 92,769,206.22    | 104,397,917.01   | 100,766,371.73   |

TABLE XXIV—CONTINUED.

|  | Increase of 1880 over 1878. | Increase of 1882 over 1880. | Increase of 1884 over 1882. | Increase of 1886 over 1884. | Decrease of 1880 from 1878. | Decrease of 1882 from 1880. | Decrease of 1884 from 1882. | Decrease of 1886 from 1884. |
|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| <b>TOTAL LENGTH OF ROADS AND BRANCHES:</b>               |                             |                             |                             |                             |                             |                             |                             |                             |
| Total length of roads and branches in Iowa.....          | 819.86                      | 1,300.42                    | 911.82                      | 229.18                      | .....                       | .....                       | .....                       | .....                       |
| Total length of double track in Iowa.....                | 21.76                       | 22.30                       | 1.02                        | 14.80                       | .....                       | .....                       | .....                       | .....                       |
| Total length of sidings in Iowa.....                     | 86.94                       | 161.18                      | 271.59                      | 131.21                      | .....                       | .....                       | .....                       | .....                       |
| Capital stock paid in.....                               | \$ 80,993,951.07            | \$ 81,435,651.00            | \$ 44,668,161.17            | \$ 10,112,988.59            | .....                       | .....                       | .....                       | .....                       |
| Total funded debt.....                                   | 1,222.50                    | .....                       | .....                       | 3,501.90                    | .....                       | .....                       | 185.22                      | 75.17                       |
| Total unfunded debt.....                                 | 4,756,581.72                | 6,763,981.37                | 53,926,032.96               | 16,416,959.96               | 400,078.70                  | .....                       | 1,340,247.32                | .....                       |
| Total debt.....  | 68,593,084.87               | 157,494,433.62              | 53,985,805.64               | 16,867,029.66               | .....                       | .....                       | .....                       | .....                       |
| Total debt per mile.....                                 | 4,210.38                    | .....                       | 166.31                      | 2,551.25                    | .....                       | .....                       | 12.43                       | .....                       |
| Total stock and debt.....                                | 148,787,396.54              | 238,930,084.68              | 98,603,966.81               | 26,980,018.25               | .....                       | .....                       | .....                       | .....                       |
| Total stock and debt per mile of road.....               | 83,834,859.59               | 270,002,233.45              | 123,301,021.59              | 13,341,521.59               | 903.10                      | 990.28                      | 197.62                      | .....                       |
| Total cost of road and equipment.....                    | 3,929.44                    | .....                       | 882.19                      | .....                       | .....                       | .....                       | .....                       | .....                       |
| Proportion of cost for Iowa.....                         | 71,896,111.47               | 13,015,811.79               | 34,337,094.13               | 16,448,117.05               | .....                       | .....                       | .....                       | .....                       |
| <b>EARNINGS:</b>   |                             |                             |                             |                             |                             |                             |                             |                             |
| From passengers.....                                     | 3,990,470.99                | 7,950,026.58                | 3,253,908.56                | .....                       | .....                       | .....                       | .....                       | 1,937,608.38                |
| From express.....  | 629,089.82                  | 715,662.17                  | 505,948.49                  | 25,786.26                   | .....                       | .....                       | .....                       | .....                       |
| From mails.....  | 422,577.20                  | 531,749.82                  | 535,636.45                  | 95,664.23                   | .....                       | .....                       | .....                       | .....                       |
| From freight.....  | 14,944,983.11               | 19,197,146.00               | 6,210,871.77                | .....                       | .....                       | .....                       | .....                       | 1,432,807.16                |
| From other sources.....                                  | 467,084.77                  | .....                       | 1,102,020.12                | .....                       | .....                       | .....                       | .....                       | 392,509.30                  |
| Total earnings.....                                      | 20,346,476.88               | 28,294,444.30               | 11,508,710.79               | .....                       | .....                       | .....                       | .....                       | 3,601,545.29                |
| Proportion for Iowa.....                                 | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       |
| Earnings per mile of road.....                           | 115.43                      | .....                       | .....                       | 411.29                      | .....                       | .....                       | 125.74                      | 301.67                      |
| Earnings per train mile, passenger trains.....           | .08                         | .....                       | .....                       | .32                         | .....                       | .....                       | .04                         | .15                         |
| Earnings per train mile, freight trains.....             | .30                         | .....                       | .....                       | .90                         | .....                       | .....                       | .09                         | .10                         |
| Earnings per train mile, all trains earning revenue..... | .....                       | .....                       | .....                       | .72                         | .....                       | .....                       | .13                         | .19                         |
| Earnings above operating expenses.....                   | 9,729,946.90                | 5,165,410.34                | 3,688,457.14                | .....                       | .....                       | .....                       | .....                       | 2,931,090.67                |
| Earnings above operating expenses for Iowa.....          | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       |
| Total income from all sources.....                       | 20,346,476.88               | 30,567,393.47               | 14,113,030.52               | .....                       | .....                       | .....                       | .....                       | 6,018,189.58                |

TABLE XXIV—CONTINUED.

|  | 1878.           | 1880.           | 1882.            | 1884.            | 1885.            |
|--|-----------------|-----------------|------------------|------------------|------------------|
| <b>OPERATING EXPENSES:</b>   |                 |                 |                  |                  |                  |
| Maintenance of way and buildings.....                              | \$ 7,076,042.61 | \$ 9,698,394.99 | \$ 16,354,670.75 | \$ 15,385,261.19 | \$ 14,505,296.85 |
| Motive power and cars.....   | 3,944,677.28    | 5,125,000.67    | 7,902,804.06     | 10,175,679.67    | 10,295,407.43    |
| Conducting transportation.....                                     | 10,511,914.51   | 16,171,418.16   | 20,634,596.17    | 31,922,456.58    | 32,371,084.31    |
| General expenses.....  | 2,594,028.44    | 4,652,565.85    | 7,894,403.55     | 9,213,330.74     | 8,854,413.97     |
| Total operating expenses.....                                      | 25,026,662.84   | 35,647,439.67   | 58,776,474.53    | 66,696,728.18    | 66,026,202.56    |
| Proportion for Iowa.....   | 12,565,394.23   | 13,982,653.77   | 20,512,393.65    | 23,250,916.03    | 23,083,581.04    |
| Operating expenses per mile of road.....                           | 3,548.20        | 3,036.31        | 3,522.42         | 3,662.61         | 3,388.65         |
| Operating expenses per train mile.....                             | 1.09            | .66             | .75              | .94              | .90              |
| Operating expenses, per cent of earnings.....                      | .57             | .55             | .63              | .64              | .65              |
| Interest and rental.....   | 11,518,010.88   | 13,658,350.37   | 21,845,092.58    | 23,575,447.27    | 25,409,103.49    |
| Interest and rental per mile of road.....                          | 1,409.35        | 1,170.29        | 1,320.38         | 1,305.78         | 1,318.17         |
| Interest and rental, per cent of earnings.....                     | .26             | .21             | .23              | .24              | .25              |
| Operating expenses, interest and rental.....                       | 36,544,673.72   | 49,205,790.04   | 80,621,567.11    | 92,971,046.92    | 93,344,773.69    |
| Operating expenses, interest and rental per mile.....              | 4,880.14        | 4,191.44        | 4,873.02         | 4,746.76         | 4,825.44         |
| Operating expenses, interest and rental per train mile.....        | 1.58            | .91             | 1.03             | 1.31             | 1.37             |
| Operating expenses, interest and rental, per cent of earnings..... | .83             | .76             | .87              | .89              | .92              |
| <b>TRAIN MILEAGE:</b>  |                 |                 |                  |                  |                  |
| Miles run by passenger trains.....                                 | 6,649,187       | 12,618,247      | 18,575,194       | 24,235,381       | 25,860,439       |
| Miles run by freight trains.....                                   | 15,871,538      | 41,513,231      | 39,106,906       | 46,788,236       | 47,375,942       |
| Miles run by mixed trains.....                                     | 510,180         | .....           | 6,744,011        | .....            | .....            |
| Miles run by trains earning revenue.....                           | 23,030,905      | 54,131,478      | 64,436,111       | 71,023,617       | 73,136,381       |
| Miles run by construction and other trains.....                    | 1,415,729       | 5,742,068       | 14,005,754       | 22,727,276       | 20,848,051       |
| <b>PASSENGERS:</b>   |                 |                 |                  |                  |                  |
| Total number carried.....  | 7,511,770       | 11,423,337      | 20,927,026       | 24,634,853       | 25,014,741       |
| Total number carried one mile.....                                 | 280,274,228     | 475,410,765     | 787,021,961      | 993,314,663      | 947,035,388      |
| Average rate of fare per mile per passenger, cents.....            | 3.50            | 2.00            | 2.75             | 2.52             | 2.43             |
| Average distance traveled by each passenger, miles.....            | 37.30           | 41.60           | 37.47            | 40.32            | 37.85            |
| <b>FREIGHT:</b>  |                 |                 |                  |                  |                  |
| Total tons carried.....  | 6,804,338       | 21,695,716      | 31,062,765       | 35,118,142       | 36,085,081       |
| Total tons carried one mile.....                                   | 1,514,083,462   | 3,603,913,923   | 4,631,564,735    | 6,003,716,737    | 6,386,983,504    |
| Average rate in cents.....   | 2.10            | 1.30            | 1.29             | 1.20             | 1.11             |
| Average length of haul for each ton carried, miles.....            | 222.50          | 168.30          | 149.10           | 172.05           | 176.99           |

TABLE XXIV—CONTINUED.

|  | Increase of 1880 over 1878. | Increase of 1882 over 1880. | Increase of 1884 over 1882. | Increase of 1885 over 1884. | Decrease of 1880 from 1878. | Decrease of 1882 from 1880. | Decrease of 1884 from 1882. | Decrease of 1885 from 1884. |
|--|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| <b>OPERATING EXPENSES:</b>   |                             |                             |                             |                             |                             |                             |                             |                             |
| Maintenance of way and buildings.....                              | \$ 1,722,352.38             | \$ 6,656,275.76             | \$ 2,272,875.61             | \$ 119,727.70               | .....                       | .....                       | .....                       | \$ 870,961.34               |
| Motive power and cars.....   | 1,180,383.30                | 2,777,743.39                | 5,287,909.41                | 448,627.73                  | .....                       | .....                       | .....                       | .....                       |
| Conducting transportation.....                                     | 5,629,503.65                | 10,463,78.01                | 1,328,927.19                | .....                       | .....                       | .....                       | .....                       | 358,916.77                  |
| General expenses.....  | 2,058,537.41                | 3,231,837.70                | 7,920,253.65                | .....                       | .....                       | .....                       | .....                       | 670,925.62                  |
| Total operating expenses.....                                      | 10,620,776.83               | 23,129,034.86               | 2,738,522.94                | .....                       | .....                       | .....                       | .....                       | 157,331.96                  |
| Proportion for Iowa.....   | 1,410,763.54                | 6,529,739.28                | .....                       | .....                       | .....                       | .....                       | .....                       | 113.96                      |
| Operating expenses per mile of road.....                           | .....                       | 516.13                      | .....                       | .....                       | 311.09                      | .....                       | .....                       | .....                       |
| Operating expenses per train mile.....                             | .....                       | .09                         | .....                       | .....                       | .43                         | .....                       | .....                       | .....                       |
| Operating expenses, per cent of earnings.....                      | .....                       | .08                         | .....                       | .....                       | .02                         | .....                       | .....                       | .....                       |
| Interest and rental.....   | 2,010,315.49                | 8,286,736.21                | 3,730,354.09                | .....                       | .....                       | .....                       | .....                       | 76,253.78                   |
| Interest and rental per mile of road.....                          | .....                       | 150.12                      | .....                       | .....                       | 12.30                       | 299.09                      | .....                       | 14.60                       |
| Interest and rental, per cent of earnings.....                     | .....                       | .02                         | .....                       | .....                       | .01                         | .05                         | .....                       | .....                       |
| Operating expenses, interest and rental.....                       | 12,661,122.32               | 31,415,771.07               | 12,310,479.81               | 373,726.17                  | .....                       | .....                       | .....                       | .....                       |
| Operating expenses, interest and rental per mile.....              | .....                       | 681.58                      | .....                       | .....                       | 78.69                       | 697.70                      | .....                       | 126.27                      |
| Operating expenses, interest and rental per train mile.....        | .....                       | .12                         | .....                       | .....                       | .67                         | .....                       | .....                       | .....                       |
| Operating expenses, interest and rental, per cent of earnings..... | .....                       | .11                         | .....                       | .....                       | .07                         | .....                       | .....                       | .....                       |
| <b>TRAIN MILEAGE:</b>  |                             |                             |                             |                             |                             |                             |                             |                             |
| Miles run by passenger trains.....                                 | 5,909,069                   | 5,956,947                   | 5,690,187                   | 1,625,058                   | .....                       | 2,896,323                   | .....                       | .....                       |
| Miles run by freight trains.....                                   | 25,641,6.3                  | 6,744,011                   | 7,081,330                   | 487,708                     | .....                       | .....                       | .....                       | .....                       |
| Miles run by mixed trains.....                                     | .....                       | .....                       | .....                       | .....                       | 510,180                     | .....                       | 6,744,011                   | .....                       |
| Miles run by trains earning revenue.....                           | 31,100,573                  | 10,294,613                  | 6,507,506                   | 2,112,764                   | .....                       | .....                       | .....                       | .....                       |
| Miles run by construction and other trains.....                    | 4,296,339                   | 8,263,096                   | 8,721,522                   | .....                       | .....                       | .....                       | .....                       | 1,879,225                   |
| <b>PASSENGERS:</b>   |                             |                             |                             |                             |                             |                             |                             |                             |
| Total number carried.....  | 3,911,567                   | 9,503,689                   | 3,707,827                   | 379,888                     | .....                       | .....                       | .....                       | .....                       |
| Total number carried one mile.....                                 | 195,130,537                 | 311,611,196                 | 206,292,702                 | .....                       | .....                       | .....                       | .....                       | 46,979,275                  |
| Average rate of fare per mile per passenger, cents.....            | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       |
| Average distance traveled by each passenger, miles.....            | 4.30                        | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       |
| <b>FREIGHT:</b>  |                             |                             |                             |                             |                             |                             |                             |                             |
| Total tons carried.....  | 14,861,378                  | 9,397,049                   | 4,053,377                   | 900,939                     | .....                       | .....                       | .....                       | .....                       |
| Total tons carried one mile.....                                   | 1,069,860,461               | 1,027,620,812               | 1,432,152,002               | 323,266,707                 | .....                       | .....                       | .....                       | .....                       |
| Average rate in cents.....   | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       | .....                       |
| Average length of haul for each ton carried, miles.....            | .....                       | .....                       | 23.55                       | 4.24                        | 56.20                       | 17.20                       | .....                       | .....                       |

The following matter prepared by Mr. Coffin was received after the report was in type:

SAFETY AND AUTOMATIC CAR COUPLERS.

On page twenty-four of this report is given the number of accidents caused by going between cars to couple and uncouple them. It is not a pleasant thing for the Commissioners to report year after year this sickening array of facts. They feel that this frightful maiming and killing of men should no longer be allowed to go on without an earnest protest from this Board, and an urgent appeal to the legislature for some action that will hasten the day when railway companies shall be required to adopt some safety or automatic device that will no longer necessitate the going between cars in order to couple or uncouple them, as is the practice now, and from which so many accidents result. It is gratifying to be able to recognize the fact that not only is the public mind becoming aroused upon this matter, but the railroad companies are moving in the direction of securing some practical safety device so as to avoid this fearful loss of life and limb that has saddened the entire railroad history of the country. Inventive genius has already brought out and patented over 3,500 car couplers, and many of these have been urged upon railroad companies for trial. The National Master Car Builders' Association in their annual and other meetings have spent much time in discussing the merits of many of these. This Association of Master Car Builders is composed of the able mechanics and superintendents of motive power of the leading railroad companies of the nation. Among them are probably as able practical mechanics as can be found. Year after year these men have discussed this question of automatic and safety car couplers, without being able to come to any definite conclusion as to which is the best one, or the best two, three or four. In the minds of this Board there are very grave doubts about any definite conclusion ever being reached by these men. The very fact of the great and superior mechanical ability of the many men who compose the membership of this association is of itself the reason why they may never unite on any one, two, or any three of the couplers brought out.

Each man has his own peculiar and particular ideas as to what the perfect coupler should be, and is so well able to fortify these views by solid reasoning that he will not readily if ever yield them for those of his fellow member and mechanic. His pride of opinion will

hold him aloof from accepting the views and opinions of another. In the third week of last September there was had a testing of automatic and safety car couplers at Buffalo, New York, under the auspices of the National Car Builders' Association, which was witnessed by a member of this Board. There were on exhibition some fifty different couplers, but as the published rules for the test required that at least two cars should be rigged with each coupler entered for the test, there were only forty-six which complied with the rule and were tested. A committee of twelve selected men—experts—from the association had charge of the tests. This was most faithfully, patiently and impartially done, occupying three days time. After the three days trial, the committee went into session by themselves, the railroad commissioners from the several states alone being invited to listen to their discussions on the relative merits of the couplers tested. After long and very elaborate discussion the list of forty-six couplers was voted down to twelve. These twelve were to be put on probation, some one railroad company agreeing to put fifty of one kind on its cars, another company fifty of another [kind, and so on through the twelve couplers. They were to keep an accurate record of the work of each for the next six or eight months, or until the next annual meeting of the association, when the relative value of each would again be canvassed from the record of its work in actual every day practice. It was freely admitted on the floor of that committee room by the representatives of the railroad companies in the persons of their ablest mechanics, that while it was due to the train men to adopt *at once* some of the devices that would save so many lives and such great suffering, still, unless the legislature of the several states should by law require the adoption of some one or some small number that could with safety be coupled with each other, it might be a long time before the railroads themselves would voluntarily fix upon and adopt any one, or any two or three. The tests made at Buffalo went far enough to show *conclusively* that there are already perfected devices that can be applied to cars at a very moderate expense, which would do away with most of the danger now so imminent to train men under the present method of coupling cars, and we cannot refrain from urging upon the legislature the imperative necessity of such action as will insure the speedy adoption of some one or more of these safety devices, in place of the dangerous couplers now in vogue.

## AUTOMATIC OR POWER BRAKES FOR FREIGHT CARS.

Equalling in importance an automatic or safety car coupler is an automatic or power brake for freight cars. If the same ratio holds between the numbers killed by falling from trains and those by coupling cars in other states as exists in Iowa, the number killed each year from this one cause is appalling. For the years 1882, 1883, 1884 and 1885 the number killed in this State from coupling cars was fifty-three, falling from trains ninety—nearly twice as many. The fatality of the accidents of falling from cars is much larger than that from coupling cars. In an elaborate editorial article in the *Railroad Gazette*, of September 18 and 25, 1885, it is shown from reliable statistics that there are killed in the United States annually not less than 459 persons, 4,080 seriously injured, and 13,770 injured, but not in railroad parlance “seriously.” The taking off of part of a hand, a finger or thumb or two or three fingers is not reported as a *serious* injury.

Here are fatal and painful accidents, yearly amounting to the vast number of 18,309, an array of figures that is absolutely appalling, and all from the one cause of coupling cars. Now, if as said above, the same per cent holds in other States as here in Iowa between those killed by coupling cars and those by falling from trains, there are not less than 760 men in the very morning of life, when life is worth the most to them and to those dependent on them, sacrificed to this other cause alone, viz.: falling from trains.

How fearful to contemplate is this long list of fatal accidents, and how terrible the reality! That men, that human beings should be compelled to go at all times of the night, in all kinds of weather from one end of fast moving trains to the other on top of the cars, no matter how bitter the cold, how blinding the storm, how violent the wind, how icy and slippery the decks of the cars, or however great the peril, is a species of inhumanity that should not be tolerated among civilized people! Human life is too sacred a thing to be so trifled with, and put in the balance against a few dollars and cents. There is really no more necessity for continuing the present practice of using hand brakes on top of freight cars, than there is for putting men on the tops of passenger trains. At Buffalo during the car-coupler trial it was the unanimous opinion of every master car builder who was conversed with upon the subject, that it was only a question of time when all freight cars would be equipped with some

automatic or power brake, as are passenger cars. It was also the invariably expressed opinion that railway companies could not afford to do without them. “Time,” it was said, “is now a very important factor in the competition for freight traffic.” Freight trains must be run on much quicker time than in the past, but this could not be done with safety, only as the cars were equipped with some kind of brake, to which the power of the engine could be applied. Still with all these admissions by railway men, the desired improvements will be long delayed, unless legislation shall limit the time when this danger to train men must cease.

From and after some specified date, *and that in the very near future*, every freight car should be equipped with some kind of an automatic or power brake, and a heavy penalty imposed on any company which compelled its men to use a brake that exposed them to the danger inevitably consequent upon the use of the hand brake now common. Since writing the above the Commissioners have had occasion to investigate a serious accident occurring on the Burlington, Cedar Rapids & Northern Railway on the night of the 30th of October, 1885. A wild freight train loaded with stock was ordered to make not less than an average of twenty-five miles an hour from Albert Lea to Cedar Rapids. The accident occurred at Northwood, Worth county. From the “speed record sheet” it appears that the train made an average of thirty-two miles an hour from Albert Lea to the place where the accident occurred. The engine left the rails at the first switch coming south at the station. The speed at this point was nearly twenty miles an hour. Had the cars been equipped with brakes under the control of the engine, the speed could have been checked down to that demanded by the rules of the company—namely, six to eight miles an hour in passing switches and stations. As it was, the heavy train consisting of twenty-seven cars was not under proper control, because of the inability to keep control at all times by hand brakes, where trains are required to run at such high rates of speed. Here two lives are sacrificed; two young men, the engineer and one of the brakemen, were instantly killed, and the fireman badly scalded, a great amount of property destroyed, some twenty-seven cattle killed and others injured. The loss of property in this one accident would, if it could have been saved, go far toward equipping the company's cars with some kind of automatic brake. *Between the values of the lives of these two young men and the cost of the brakes by which in all probability they could have been saved, there can be instituted no*



*comparison.* No general manager, no president or superintendent of a railway company, no stockholder or director would for any sum of money risk his life as these brakemen hourly and daily risk theirs. To them life is just as dear, and just as important to their families as are the lives of the former. The fact that trains of cars are run with almost perfect safety to trainmen, because of the use of air and other automatic brakes, and this other fact that with the use of the common hand brake there is every year a fearful loss of life, as well as of property, and a great amount of suffering--these facts we repeat, are sufficient to warrant legislation that will require railway companies to adopt such appliances as will prevent this loss of life and property, or rest under a heavy responsibility for the same. We as Commissioners, cognizant of these facts, under oath to do our duty to all parties interested, most earnestly call the attention of the law making power to this unnecessary loss of life, and plainly ask if the public will hold the legislature blameless, unless it promptly provides against the further continuance of this great wrong.

#### SUNDAY TRAINS.

In former reports from this office attention has been called to the matter of Sunday work by railroads. We feel it an imperative duty to again refer to this subject. We are sorry to be obliged to recognize the fact that on some of the great lines that cross our State this Sunday work is still allowed, and in some cases we fear is increasing. On some roads this day is taken, to use the language of the railroad men, "to clear up the road," and if the report of some of the employes is correct, there are on some roads more freight trains moved on that day than on any other of the week. It has been the endeavor of the Commissioners to learn as nearly as may be what the real wishes of the employes were in regard to Sunday work, and thus far we have yet to find any exception to the expressed wish of these men to have the hours of Sunday to themselves, as nearly as it were practically possible to do so.

As a rule, the employes of railway companies desire to comply with the wishes of their superiors in office, to retain their good opinion, and to be continued in the service. While they wish very much to be relieved from Sunday work, they are reluctant to take any decided stand upon the subject, against the wishes of those whom they desire to please. Hence it becomes more emphatically the duty of

those by whose authority alone it can be accomplished, to see to it that this large number of railway employes should be given what is so reasonably asked, viz.: the Sabbath for rest and to be with their families. The Commissioners feel that some definite legislation should be had upon the matter of railroad work on the Sabbath, and they would most respectfully but earnestly ask of the coming legislature to provide by proper enactment that the rest and sanctity of the Sabbath shall not be intrenched upon, nor the rights of railroad employes to the hours of Sunday be disregarded.

With no good reason for it, yet the general public seems to have taken it for granted that the employes of a railroad company are part and parcel of the corporation itself, and the individualities and rights of these employes have not been recognized by the general public, and by the law making power, as their number and merit deserve. As our reports show, there are in this State something like 25,000 employes in railroad work. This must represent not far from 75,000 to 100,000 of our people who are more or less directly affected in their social and moral relations by railroad management as to Sunday work. Certainly this is a number sufficiently large to warrant the inquiry whether the railroad management in this State was such as consulted the "accommodation, safety and convenience" of this large class of the general public. If it is said by a railroad corporation that its business has so increased that it cannot do its work in the six working days of the week, and therefore must work its men on Sunday, we reply that this is not a valid excuse and cannot be accepted. As well admit that the farmer whose work had increased as his farm operations had grown from its first small beginnings, so that his one team could not do what was needed in the six days, therefore he must work it and his men on the seventh, instead of furnishing himself with another team. That railway corporation which is so fortunately located and managed that its business has grown beyond the capacity of its single track to do on the regular work days of the week, can well afford to let its neighbor have part of its increased business or build a double track to accommodate and keep it.

In conclusion, then, we would respectfully submit to and ask of the general public, who are served so faithfully by this large class of laboring men, of the legislature, and of railroad stockholders, directors and general managers, if you can, with any fair sense of justice and right, any longer ignore the reasonable claims of this now large and respectable class of our citizens in regard to what is claimed for them

in the matter of safety devices for coupling cars, for power brakes, and for their rights to Sunday exemption from demands upon their time? It is understood, of course, all the while, that we recognize the fact that there will be ever recurring occasions where there will be exceptions to the rule of "no work on Sunday" in railroad as well as in all other kinds of business.

The general rule only is what is asked for: let railroad work come under the same general rule as all other business, as far as practicable. We are well aware that it is said that many of these Sunday trains are stock trains, and must go through. We will reply by saying that there is no part of Iowa so distant from the Chicago market that trains of stock cannot reach there in ample time for sale in the week, if started Monday.

Stock that comes from the west part of the State would be all the better for stopping over Sunday for rest and feed. Shipments of green fruits from the far west, destined for markets east of us may be one of the exceptions to the general rule.

#### STATION HOUSES.

On many of our roads, even on important through trunk lines, the station houses are a disgrace to the companies owning them, and an insult to the communities they are supposed to accommodate. Many of them are small and contain only one waiting room, where ladies are often compelled to wait for trains under circumstances anything else than pleasant. The foolish and disgusting habit of tobacco using, and the constant habit of profane and coarse language indulged in by many men, who would be insulted by any insinuation that they were lacking in gentlemanly deportment by such habits practiced in waiting rooms, is a source of great and constant annoyance, not only to ladies but to gentlemen, who, from principle or out of due respect to the rights of others, observe the due proprieties of the place. While we recognize that it might be a hardship to force by law all railroad companies to maintain two waiting rooms at every station, still would it not be wise that all stations in towns of, say 1,000 inhabitants or over, or stations that do a certain amount of passenger business such as will warrant the expenditure, to have two waiting rooms, so that ladies and others, who are annoyed by tobacco using and rude talk by the roughs who often are found in railway stations, can have a place to retreat? If we mistake not, Minnesota has such a law, and its effects are very pleasing.

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## RETURNS

OF THE

## RAILROAD COMPANIES,

FOR THE YEAR ENDING JUNE 30, 1885.

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STATE OF IOWA,  
OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,  
DES MOINES, June 30, 1885.

To the President and Directors of the Burlington, Cedar Rapids & Northern Railway Company:

GENTLEMEN—Blanks for the annual return of your corporation to this Board, as required by sections 4 and 5, Chapter 77, Laws of the Seventeenth General Assembly, are herewith transmitted.

The value of the returns, not only to the legislature and the public, but to the corporations themselves, depends upon their accuracy and completeness. The Commissioners would, therefore, again urge upon the managers of the roads that they take special pains to make their returns as perfect as possible, so that they may be more valuable for the purpose of comparison, and that all deductions from them may be reliable.

The Commissioners, in arranging their blanks, have endeavored to modify their questions to meet the distribution of expenses and classification of accounts as adopted by the Convention of State Railroad Commissioners, held at Saratoga, in June, 1879. They publish in this blank the distribution of railroad expenses as adopted by the auditors and accountants of the railway systems of Michigan.

In his preface to the publication, Commissioner Williams says: "For the purpose of securing as nearly as possible uniformity in the charging of expenses to the same general heads of accounts by all the companies doing business in the State, a meeting of the auditors and accountants of the different railroads was called by the Commissioner of Railroads at Detroit, on the 19th day of January, 1882, and their deliberations resulted in the adoption of the distribution that follows.

"It is believed to be a comprehensive and logical distribution of railway expenses, and it is desired that it be closely adhered to by all officers and employes having relations with the accounting departments of their respective roads."

This Board would respectfully call attention to the paper referred to, which is published as an appendix to the blanks, and would ask for it a careful examination on the part of those to whom the keeping of railroad accounts are entrusted, feeling assured that if this arrangement is followed the making of the annual returns to this Board by the several companies will be simplified, and the information furnished by all the companies will be uniform.

Every question asked has been for a specific purpose. In case it cannot be answered, please so state. It is too often the case that the questions are passed by without any effort to understand or answer them.

You are respectfully reminded that the law requires that the annual return shall be made on or before the fifteenth day of September, under a penalty of one hundred dollars a day for each day's neglect. Should you, for any reason, be unable to complete your report by the fifteenth, please send what you have, and let the full report follow.

PETER A. DEY,  
JAS. W. MCDILL,  
L. S. COFFIN, } Commissioners.

Attest: E. G. MORGAN, Secretary.

REPORT  
OF THE  
BURLINGTON, CEDAR RAPIDS & NORTHERN  
RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|  |                  |                 |
|--|------------------|-----------------|
| Amount authorized by articles of association...  | \$ 10,000,000.00 |                 |
| Amount authorized by vote of the company...  | 30,000,000.00    |                 |
| Amount issued, number of shares, 55,000;<br>amount paid in.....                            |                  | \$ 5,500,000.00 |
| Amount of common stock issued..  | \$5,500,000      |                 |
| Amount of preferred stock issued, and<br>conditions of preferment.....                     | None.            |                 |
| Cedar Rapids, Iowa Falls & Northwestern R'y,<br>authorized by articles of association..... | 2,000,000.00     |                 |
| Cedar Rapids, Iowa Falls & Northwestern R'y,<br>by vote of the company.....                | 18,000,000.00    | 605,000.00      |
| No. of shares issued.....  | 6,050            |                 |
| Iowa City & Western Railway, authorized by<br>articles of incorporation.....               | 2,000,000.00     | 600,000.00      |
| No. of shares issued.....  | 6,000            |                 |
| Cedar Rapids & Clinton Railway, authorized<br>by articles of incorporation.....            | 2,000,000.00     |                 |
| No stock issued.....   |                  |                 |
| Chicago, Decorah & Minnesota R'y, authorized<br>by articles of incorporation.....          | 2,000,000.00     |                 |
| No stock issued.....   |                  |                 |
| Total amount paid in, as per books of the company...                                       |                  | \$ 6,705,000.00 |

|  |              |
|--|--------------|
| Amount of stock per mile of road, (574.44 miles) | \$ 7,667.76  |
| Amount of stock representing the road in Iowa:   |              |
| Burlington, Cedar Rapids & N. \$5,500,000.00     |              |
| Iowa City & Western..... 600,000.00              | 6,660,300.83 |
| Cedar Rapids, I. F. & N.-W.... 560,300.83        |              |
| Amount of stock held in Iowa.....                | 6,000,000.00 |
| Total number of stockholders.....                | 467          |
| Number of stockholders in Iowa.....              | 10           |

## DEBT.

|  |                  |
|--|------------------|
| Funded debt as follows:  |                  |
| First mortgage bonds, due June, 1906; rate of interest, five per cent. ....                                  | \$ 6,500,000.00  |
| Amount of interest paid on same during the year .....  | \$ 325,000.00    |
| Total amount of funded debt .....  | \$ 6,500,000.00  |
| Floating debt:   |                  |
| Incurred for vouchers and pay rolls .....  | \$ 191,358.62    |
| Incurred for bills payable .....   | 39,000.00        |
| Total amount of floating debt .....  | \$ 230,358.62    |
| Contingent liability as guarantor of bonds or debts of other roads:  |                  |
| Minneapolis & St. Louis R'y, first mortgage bonds, due June, 1927, at seven per cent. ....                   | 150,000.00       |
| Interest on same .....   | 10,500.00        |
| Iowa City & Western R'y, first mortgage bonds, due June, 1909, at seven per cent. ....                       | 584,000.00       |
| Interest on same .....   | 40,880.00        |
| Cedar Rapids, Iowa Falls & Northwestern R'y, first mortgage bonds, due 1920, at six per cent. ....           | 825,000.00       |
| Interest on same .....   | 49,500.00        |
| Cedar Rapids, Iowa Falls & Northwestern R'y, first mortgage bonds, due October, 1921, at five per cent. .... | 1,905,000.00     |
| Interest on same .....   | 95,250.00        |
| Consolidated bonds, due April, 1934, at five per cent. ....  | 4,666,000.00     |
| Interest on same .....   | 220,000.00       |
|  | 8,130,000.00     |
| Total amount of debt liabilities. ....   | \$ 14,860,358.62 |
| Amount of debt per mile of road. ....  | \$ 15,174.93     |
| Amount of debt representing the road in Iowa (on mileage basis) .....  | 12,518,406.75    |
| Total amount of stock and debt .....   | 21,565,358.62    |
| Amount of stock and debt per mile of road. ....  | 22,021.87        |
| Amount of interest paid representing the road in Iowa .....  | 595,430.89       |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

|  |                  |                  |
|--|------------------|------------------|
| Grading .....  | }                | \$ 16,094,364.92 |
| Bridging and masonry .....   |                  |                  |
| Superstructure, including rails .....  |                  |                  |
| Land, land damages, and fences .....   |                  |                  |
| Passenger and freight stations, coal sheds and water stations .....          |                  |                  |
| Engine houses, car-sheds and turn-tables .....                               |                  |                  |
| Machine shops, including machinery and tools .....                           |                  |                  |
| Interest paid during construction, discounts, etc. ....                      |                  |                  |
| Engineering, agencies, salaries and other expenses during construction ..... |                  |                  |
| All other items charged to construction not enumerated above .....           |                  |                  |
| Total expended for construction .....  | \$ 19,360,120.89 |                  |

|   |               |
|---|---------------|
| Average cost of construction per mile of road, (979.27 miles) ..... | \$ 19,769.95  |
| Proportion of cost of construction for Iowa, (824.94 miles) .....   | 16,309,022.55 |

## COST OF EQUIPMENT.

|  |                  |
|--|------------------|
| Locomotives .....  | \$ 966,926.51    |
| Snow plows on wheels .....   | 1,411.85         |
| Passenger, mail, baggage and express cars .....                                      | 314,441.00       |
| Freight and other cars .....   | 2,037,691.85     |
| Wrecking cars, pile drivers and tools .....  | 1,789.21         |
| Total for equipment .....  | 3,322,240.43     |
| Average cost of equipment per mile of road operated by company, (979.27 miles) ..... | 3,392.73         |
| Proportion of cost of equipment for Iowa .....                                       | 2,798,798.68     |
| Total cost of road and equipment .....   | \$ 22,682,361.32 |
| Average cost of road and equipment per mile, (979.27 miles) .....                    | \$ 23,162.52     |
| Proportion of cost of road and equipment for Iowa .....                              | 19,107,689.25    |
| Average cost of road and equipment per mile in Iowa. (979.27 miles) .....            | 23,162.52        |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |                 |
|--|-----------------|
| Slidings .....   | \$ 15,917.99    |
| Fences .....   | 25,930.23       |
| Passenger and freight stations, coal sheds and water stations .....  | 18,344.96       |
| Machine shops, including machinery and tools .....                   | 11,154.53       |
| Third telegraph line .....   | 6,106.30        |
| Purchase of other roads (specifying same), and all particulars:      |                 |
| Chicago, Clinton & Western, now Cedar Rapids & Clinton Railway ..... | \$ 729,817.71   |
| Cedar Rapids, Iowa Falls & Northwestern Railway .....                | 2,143,558.22    |
| Chicago, Decorah & Minnesota Railway .....                           | 309,661.12      |
| Double track extension .....   | None.           |
| Total for construction .....   | \$ 3,260,490.48 |

## EQUIPMENT.

|  |         |              |
|--|---------|--------------|
|  | Number. |              |
| Locomotives .....  | 9       | \$ 74,640.70 |
| New snow plows .....                                     | 3       | 1,411.85     |
| Passenger, mail, baggage and express cars .....          | 6       | 24,200.00    |
| Freight, and other cars .....                            | 932     | 398,510.00   |
| Wrecking cars, pile drivers, and tools .....             | 1       | 916.91       |
| Total for equipment .....                                |         | 499,679.49   |
| Any other expenditures charged to property account ..... |         | 5,265.49     |
| Total expenditures charged to property accounts .....    |         | 3,765,435.46 |

Property sold (or reduced in valuation on the books) and credited property accounts during the year, (specifying same) ..... None.  
 Amount the capital has been increased by stock or other dividends that is not represented by actual increase of property—dividing surplus, or any other increase. .None.  
 Net addition to property account for the year.....\$ 3,765,435.46

## ANALYSIS OF EARNINGS.

Earnings, passenger:  
 From all passengers.....\$ 673,564.60  
 From express and baggage..... 51,418.77  
 From mails..... 54,331.43  
 Total earnings, passenger department.....\$ 779,314.80

Earnings per train mile run (904,872 miles),...\$ 0.86,124

Earnings, freight:  
 From all freight.....\$ 2,148,119.93  
 From other sources, freight department... 27,171.17  
 Total earnings, freight department..... 2,175,291.10

Earnings per train mile run (1,797,773 miles).\$ 1.21

Total transportation earnings..... \$ 2,954,005.90

Earnings per train mile run, from all trains earning revenue (2,704,645 miles).....\$ 1.09,285

Earnings per mile of road operated (895.56 miles).....\$ 3,299.17

Proportion of earnings for Iowa..... 2,514,074.00  
 Rents received for use of road..... 4,200.00  
 Total earnings from all sources..... \$ 2,958,805.90

Proportion of earnings for Iowa..... 2,518,274.00

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

Repairs of road-bed and track.....\$ 341,609.61  
 Renewal of rails, number tons laid, steel, 1,898 (a)..... 81,722.59  
 Renewal of ties, number laid 168,739 (a)..... 65,042.55  
 Repairs of bridges, including culverts and cattle-guards.... 35,177.33  
 Repairs of fences, road-crossings and signs ..... 9,833.95  
 Repairs of buildings, stations and water tanks..... 44,443.28  
 Total.....\$ 580,829.31

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

Repairs of locomotives..... \$ 158,268.82  
 Repairs of passenger cars ..... 38,020.08  
 Repairs of freight cars..... 101,058.66  
 Total.....\$ 295,347.56

(a) Not including the new extensions built in 1884.

## CLASS 3.—CONDUCTING TRANSPORTATION.

Fuel for locomotives.....\$ 190,809.85  
 Water supply..... 13,257.46  
 Oil and waste..... 24,892.94  
 Locomotive service..... 214,491.81  
 Passenger train service..... 33,247.28  
 Passenger train supplies..... 11,880.51  
 Mileage of passenger cars, (debit balance)..... 13,689.21  
 Freight train service..... 136,198.91  
 Freight train supplies..... 16,902.32  
 Mileage of freight cars, (debit balance)..... 16,585.72  
 Telegraph expenses (maintenance and operating)..... 48,037.74  
 Damage and loss of freight and baggage..... 3,689.46  
 Damages to property and cattle..... 13,319.80  
 Personal injuries..... 23,160.51  
 Agents and station service..... 135,365.81  
 Station supplies..... 16,942.96  
 Total.....\$ 912,461.99

## CLASS 4.—GENERAL EXPENSES.

Salaries of general officers and clerks.....\$ 66,922.58  
 Legal expenses..... 8,018.38  
 Insurance..... 8,748.00  
 Stationery and printing..... 20,482.41  
 Outside agencies and advertising..... 56,297.20  
 Contingencies..... 18,996.71  
 Taxes in Iowa, \$78,957.55; taxes in Minnesota, \$1,752.09; taxes in Dakota, \$160.99; total taxes..... 80,870.63  
 Total.....\$ 260,336.81

## RECAPITULATION OF EXPENSES.

Maintenance of way and buildings.....\$ 580,829.31  
 Maintenance of motive power and cars..... 295,347.56  
 Conducting transportation..... 912,461.99  
 General expenses, including taxes..... 260,336.81  
 Total operating expenses and taxes.....\$ 2,048,975.67

Operating expenses and taxes per mile of road operated, (average 895.56 miles).....\$ 2,287.92  
 Operating expenses and taxes per train mile for trains earning revenue (2,702,645 miles)..... 0.75813  
 Proportion of operating expenses and taxes for Iowa, (on earning basis)..... 1,951,519.61  
 Expenses of running and management of passenger trains..... 371,292.23  
 Expenses of running and management of passenger trains per train mile..... 0.4132  
 Expenses of running and management of freight trains..... 793,340.50  
 Expenses of running and management of freight trains, per train mile..... 0.44129  
 Expenses of running and management of all trains earning revenue..... 1,164,632.73  
 Percentage of expenses to earnings..... 69.348

## GENERAL EXHIBIT.

|  |                      |
|--|----------------------|
| Total earnings .....   | \$ 2,958,805.90      |
| Total expenses, including taxes .....                              | 2,048,975.67         |
| Net earnings .....   | 909,830.23           |
| Rentals, specifying amount paid to each company:                   |                      |
| Central Iowa Railway .....   | \$14,000.00          |
| Chicago, Rock Island & Pacific Railway .....                       | 1,200.00             |
| Interest accruing during the year .....                            | 15,200.00            |
| Interest paid during the year .....                                | 684,554.99           |
| Interest paid during the year on account of the road in Iowa ..... | 685,614.26           |
| Interest on funded debt .....                                      | 595,430.89           |
| Interest paid on funded debt .....                                 | 683,375.00           |
| Interest on floating debt .....                                    | 684,434.27           |
| Interest paid on floating debt .....                               | 1,179.99             |
| Floating debt liquidated during the year .....                     | 1,179.99             |
| Balance for the year .....   | 142,124.38           |
| Balance at commencement of the year .....                          | 66,891.59            |
| Balance at the close of the year, June 30, 1885 .....              | 261,709.54           |
|  | <u>\$ 328,601.13</u> |

## INCOME ACCOUNT.

|  |                        |
|--|------------------------|
| Income from earnings .....                             | \$ 2,958,805.90        |
| Income from lands sold or leased during the year ..... | 813.83                 |
| Income from other sources, (old material sold) .....   | 47,649.25              |
| Total income from all sources for the year .....       | <u>\$ 3,007,268.98</u> |
| Proportion of income for Iowa .....                    | \$2,866,737.08         |

## GENERAL RECAPITULATION.

|   |                   |
|---|-------------------|
| Total income .....  | \$ 3,007,268.98   |
| Total operating expenses and taxes .....                              | 2,048,975.67      |
| Net income above operating expenses and taxes .....                   | 958,293.31        |
| Net income above operating expenses, taxes, interest and rental ..... | <u>257,479.05</u> |
| Gross income per train mile run (2,702,645 miles) .....               | \$ 1.1127         |
| Net income per train mile run (2,702,645 miles) .....                 | 0.952             |
| Percentage of net income to stock and debt .....                      | 4.44              |
| Percentage of net income to cost of road and equipment .....          | 4.22              |

## SURPLUS.

|  |               |
|--|---------------|
| Surplus at the commencement of the year .....          | \$ 261,709.54 |
| Surplus at the close of the year .....                 | 328,601.13    |
| Amount absorbed in construction .....                  | 31,401.34     |
| Amount in material and balances from other roads ..... | 297,199.79    |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|  |                 |                         |
|--|-----------------|-------------------------|
| Capital stock .....  |                 | \$ 30,000,000.00        |
| Funded debt:   |                 |                         |
| Bonds Burlington, Cedar Rapids and Northern R'y five per cent currency ..... | \$ 6,500,000.00 |                         |
| Bonds Minneapolis & St. Louis Railway, seven per cent gold .....             | 150,000.00      |                         |
| Bonds Cedar Rapids, Iowa Falls & Northwestern, six per cent currency .....   | 825,000.00      |                         |
| Bonds Cedar Rapids, Iowa Falls & Northwestern, five per cent currency .....  | 1,905,000.00    |                         |
| Bonds Iowa City & Western, seven per cent currency .....                     | 584,000.00      |                         |
| Consolidated bonds, five per cent currency .....                             | 4,666,000.00    | 14,630,000.00           |
| Unfunded debt:   |                 |                         |
| Unpaid vouchers and pay rolls .....  | \$191,358.62    | 230,358.62              |
| Bills payable .....  | 39,000.00       | 2,656,043.79            |
| Additions, improvements and equipments .....                                 |                 |                         |
| Income:  |                 |                         |
| Net earnings .....   | \$1,187,271.27  |                         |
| Miscellaneous .....  | 47,649.25       | 1,185,734.35            |
| Lots leased and sold .....   | 813.83          |                         |
|  |                 | <u>\$ 48,702,136.76</u> |

## CREDIT.

|   |                 |                         |
|---|-----------------|-------------------------|
| Cost of Burlington, Cedar Rapids & Northern road:     |                 | \$ 14,614,668.86        |
| Equipment and property to June 30, 1885 .....         |                 |                         |
| Cost of leased lines to June 30, 1885:                |                 |                         |
| Cedar Rapids, Iowa Falls & Northwestern Railway ..... | \$ 5,758,261.00 |                         |
| Cedar Rapids & Clinton Railway .....                  | 1,375,929.60    |                         |
| Chicago, Decorah & Minnesota Railway .....            | 386,821.52      | 8,067,692.46            |
| Iowa City & Western Railway .....                     | 646,680.34      | 684,434.27              |
| Coupon interest .....                                 |                 | 24,500,000.00           |
| Capital stock not issued .....                        |                 |                         |
| Assets:   |                 |                         |
| Railroad bonds .....                                  | \$ 266,505.00   |                         |
| Due from railway and express companies .....          | 66,317.49       |                         |
| Due from agents .....                                 | 42,855.46       |                         |
| Real estate .....                                     | 165,209.81      |                         |
| Bills receivable .....                                | 6,498.00        | 640,514.33              |
| Cash on hand .....                                    | 103,123.57      |                         |
| Material and fuel account:                            |                 |                         |
| Machinery department .....                            | 50,833.65       | 194,826.84              |
| Engineer's department .....                           | 143,993.19      |                         |
|   |                 | <u>\$ 48,702,136.76</u> |

## DESCRIPTION OF ROAD.

|  | MILES. |
|--|--------|
| Length main line of road from Burlington to Albert Lea. . . . .                    | 229.25 |
| Length main line of road in Iowa. . . . .  | 229.25 |
| Branches owned by this company:  |        |
| Milwaukee Division from Linn to Postville. . . . .                                 | 94.13  |
| Muscatine Division from Muscatine to Riverside. . . . .                            | 30.58  |
| Pacific Division from Vinton to Holland. . . . .                                   | 48.12  |
| Total length of branches owned by this company in Iowa. . . . .                    | 172.83 |
| Length of double track in Iowa. . . . .  | None.  |
| Total length of road belonging to this company. . . . .                            | 979.27 |
| Total length of road belonging to this company in Iowa. . . . .                    | 824.94 |
| Aggregate length of sidings and other tracks not above enumerated. . . . .         | 100.00 |
| Same in Iowa. . . . .  | 85.66  |
| Aggregate length of track, computed as single track, exclusive of sidings. . . . . | 824.94 |
| Same in Iowa. . . . .  | 824.94 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings. . . . .       | 633.38 |
| Total length of iron rails in tracks in Iowa, exclusive of sidings. . . . .        | 191.66 |
| Weights per yard, steel, 52, 56 and 60 lbs.  |        |
| Weights per yard, iron, 52 and 54 lbs.   |        |
| Gauge of track, 4 feet, 8½ inches.   |        |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

| Name, description and length of each:   |        |
|---|--------|
| Central Iowa Railway, from Manly Junction to Northwood, main line. . . . .                        | 11.39  |
| Minneapolis & St. Louis Railway, State line to Albert Lea. . . . .                                | 12.57  |
| Iowa City & Western Railway, Iowa City to What Cheer and Montezuma. . . . .                       | 73.02  |
| Cedar Rapids, Iowa Falls & North Western Railway, Dows to Madison. . . . .                        | 41.07  |
| Cedar Rapids, Iowa Falls & North Western Railway, Holland to Worthington. . . . .                 | 181.51 |
| Cedar Rapids, Iowa Falls & North Western Railway, Lake Park to Watertown. . . . .                 | 164.12 |
| Cedar Rapids & Clinton Railway, Iowa City to Clinton. . . . .                                     | 81.60  |
| Chicago, Decorah & Minnesota, Postville Junction to Decorah. . . . .                              | 23.30  |
| Total length of above roads. . . . .  | 588.58 |
| Total length of above roads in Iowa. . . . .  | 484.25 |
| Total length of above roads in other States:  |        |
| Minneapolis & St. Louis Railway, State line to Albert Lea, Minnesota. . . . .                     | 12.57  |
| Cedar Rapids, Iowa Falls & North Western Railway State line to Worthington, Minnesota. . . . .    | 13.41  |
| Cedar Rapids, Iowa Falls & North Western Railway State line, Iowa, to State line, Dakota. . . . . | 55.48  |
| Total in Minnesota. . . . .   | 81.46  |
| Cedar Rapids, Iowa Falls & North Western Railway, Territorial line to Watertown, Dakota. . . . .  | 72.87  |

If any part of the road was first opened for operation during the past year, state the date:

|   |        |
|---|--------|
| Dows to Madison, about September 1, 1884.                                 |        |
| Lake Park to Watertown, about November 1, 1884.                           |        |
| Iowa City to Clinton, finished about December 1, 1884.                    |        |
| Decorah Division, finished about November 1, 1884.                        |        |
| Total miles of road operated by this company June 30, 1885                | 990.66 |
| Average. . . . .  | 895.56 |
| Total miles road operated by this company in Iowa, June 30, 1885. . . . . | 836.33 |
| Average. . . . .  | 791.98 |

## STATIONS.

|   |     |
|---|-----|
| Number of stations on all roads owned by this company. . . . .    | 135 |
| Same in Iowa. . . . .   | 118 |
| Number of stations on all roads operated by this company. . . . . | 135 |
| Same in Iowa. . . . .   | 118 |
| Number of telegraph offices in stations in Iowa. . . . .          | 113 |

## EMPLOYES.

|  |                 |
|--|-----------------|
| Number of persons regularly employed on all roads operated by this company, (average). . . . . | 2,160           |
| Same in Iowa, (average). . . . .   | 1,910           |
| Amount paid employes, including officials, on all roads operated by this company. . . . .      | \$ 1,292,615.11 |
| Same in Iowa, (on mileage basis). . . . .  | 1,211,959.11    |

## BRIDGES IN IOWA.

|  | No.   | Aggregate length. |
|--|-------|-------------------|
| Wooden truss bridges under 100 feet in length. . . . . | 1     | 130               |
| Combination bridges over 100 feet in length. . . . .   | 24    | 5,575             |
| Iron bridges over 100 feet in length. . . . .          | 1     | 113               |
| Wooden truss bridges over 100 feet in length. . . . .  | 42    | 2,850             |
| Wooden trestle. . . . .                                | 1,290 | 77,347            |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                       |       |
|---------------------------------------|-------|
| With 20 feet opening or more. . . . . | None. |
| Less than 20 feet opening. . . . .    | 4     |

## BOX CULVERTS IN IOWA.

|                 |      |
|-----------------|------|
| Timber. . . . . | 1316 |
| Stone. . . . .  | 148  |

## CATTLE-GUARDS.

|                             |       |
|-----------------------------|-------|
| Number of, in Iowa. . . . . | 1,204 |
|-----------------------------|-------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |         |
|---|---------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.). . . . . | 208,584 |
| Amount of trestle work replaced with earth during the year (lineal feet). . . . .         | None.   |
| Timber culverts replaced with stone. . . . .  | None.   |
| Timber culverts replaced with sewer pipe. . . . .   | 4       |
| Timber culverts replaced with timber. . . . .   | 13      |

BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.                      | Kind.           | Material.       | When built.            | Length in feet. |
|--------------------------------|-----------------|-----------------|------------------------|-----------------|
| *Mud creek, near Vinton.....   | Combination.... | Iron and wood.. | July and Aug. 1884.    | 116             |
| Cedar river, near Plato.....   | Combination.... | Iron and wood.. | July, Aug., Sept. '84. | 632             |
| Rock creek, near Tipton.....   | Combination.... | Iron and wood.. | July, 1884.....        | 71              |
| Mill creek, near Commanche ... | Pony truss..... | Wood.....       | Winter of 1884-85..... | 80              |
| Total.....                     |                 |                 |                        | 898             |

\*Above replaces iron bridge moved to "Trout run," near Decorah.

Give the average number of years the trestle and pile bridges last on your road in Iowa..... 7

Give the average number of years that wooden truss bridges last on your road in Iowa..... 8

ROAD-BED AND TRACK.

Number of track sections in Iowa..... 139

Average length of sections, miles..... 6

Average number of men in each section gang... 7.6

Number of new ties laid in track during the year in Iowa.... 168,739

Average number of new ties per mile of road..... 236

New rails laid in track during the year in Iowa—iron, none.

New rails laid in track during the year in Iowa—steel, (1,898 tons), miles..... 20.13

Total track laid with new rails during the year in Iowa.... 20.13

What is the average number of years that iron rails last in your track on main line in Iowa? From 3 to 4 years.

What is the average number of years that iron rails last in your track on branches in Iowa? From 4 to 8 years.

What is the average number of years that steel rails last in your track on main line in Iowa? Steel laid in 1876 still good.

What is the average number of years that steel rails last in your track on branches in Iowa?

What is the average number of years that ties last in your track in Iowa? White oak, 6 years; soft wood, 4 years..

CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

Central Iowa, at Morning Sun, Abbott and Belmont.

Chicago, Rock Island & Pacific, at Columbus Junction.

Burlington, Cedar Rapids & Northern, Muscatine Division, at Nichols.

Chicago, Rock Island & Pacific, at West Liberty.

Chicago & Northwestern, at Cedar Rapids.

Chicago, Milwaukee & St. Paul, at Cedar Rapids.

Illinois Central, at Cedar Falls.

Wisconsin, Iowa & Nebraska, at Cedar Falls and Reinbeck.

Dubuque & Dakota, at Clarksville.

Chicago, Milwaukee & St. Paul, at Nora Junction and Plymouth Junction.

Chicago, Milwaukee & St. Paul, at Noel, Dixon and Webster.

Chicago, Milwaukee & St. Paul, at Donnan, Ossian and Garner.

Chicago, Milwaukee & St. Paul, at Emmetsburg, and two miles north of Emmetsburg.

Minneapolis & St. Louis, at Livermore.

Illinois Central, at Independence and Iowa Falls.

Chicago & North Western, at Goldfield.

Chicago, St. Paul, Minneapolis & Omaha, at Sibley.

What railroads cross your road, either over or under and at what locality?

Chicago & Northwestern, at Nassua, overhead, Iowa City Division.

Chicago, Rock Island & Pacific, at Iowa City, under Iowa City Division.

Chicago, Milwaukee & St. Paul, at Linn, under main line, and Milwaukee Division.

Number of highway crossings at grade..... 968

Number of highway crossings at which there are flagmen... 4

Number of highway crossings over railroad..... 3

Number of highway crossings under railroad..... 7

Number of highway bridges 18 feet above track..... 3

Number of highway bridges less than 18 feet above track... None

FENCING IN IOWA.

How many miles of your road in Iowa are fenced..... 577.31

What is the average cost per rod..... \$ 1.00

What is the total cost of same..... 184,739.20

How many miles of new fencing have you built during the year?..... 153.00

Give the number of miles needed on both sides of your track in each county in Iowa:

In Buchanan county..... 19.00

In Benton county..... 1.2

In Dickinson county..... 21.6

In Emmet county..... 16.00

In Fayette county..... 13.5

In Franklin county..... 6.6

In Grundy county..... 12.7

In Hardin county..... 2.3

In Humboldt county..... 18.7

In Hancock county..... 17.4

In Johnson county..... 2.7

In Kossuth county..... 4.1

In Linn county..... 2.6

In Lyon county..... 7.53

In Mahaska county..... 3.6

In Muscatine county..... 2.7

In Osceola county..... 26.2

In Palo Alto county..... 26.2

In Poweshiek county..... 4.1

In Tama county..... 10.6

In Washington county..... 1.1

In Worth county..... 2.9

In Wright county..... 19.3

Total miles..... 247.63

ROLLING STOCK.

Number of locomotives..... 96

Number of passenger cars..... 30

Number of baggage, mail and express cars..... 14

Number of parlor and sleeping cars, combination cars..... 12

Number of dining cars, officers cars..... 2

Number of box freight cars..... 3,169

Number of stock cars..... 113

Number of pla tform and coal cars..... 666

Number of other cars, way cars (69), derrick and pile driver (5)..... 74

Total number of cars..... 4,080



|  |     |
|--|-----|
| Maximum weight of locomotives and tenders, tons.....   | 70  |
| Average weight of locomotive and tenders, tons.....  | 54  |
| Number of locomotives equipped with train brake.....   | 22  |
| Kind of brake? Westinghouse air brake.....   |     |
| Maximum weight of passenger cars, tons.....  | 24  |
| Average weight of passenger cars, tons.....  | 22  |
| Numbers of cars equipped with train brake.....   | 57  |
| Kind of brake? Westinghouse automatic brake.....   |     |
| Number of passenger cars equipped with Miller platform and buffer.....   | 30  |
| Amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. (Weight of engine, 54 tons); tons..... | 250 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 904,872   |
| Miles run by freight trains during the year.....   | 1,797,773 |
| Miles run by switching trains during the year..... | 260,104   |
| Miles run by other trains during the year.....     | 95,555    |
| Total train mileage.....                           | 3,058,304 |

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains.....                        | 3.5 |
| Average weight of passenger trains, exclusive of passengers, tons..... | 75  |
| Average number of cars in freight trains.....                          | 15  |
| Average weight of freight trains, exclusive of freight, tons.....      | 210 |

## PASSENGER TRAFFIC.

|  |            |
|--|------------|
| *Number of through passengers carried.....                   | 107,776    |
| Number of local passengers carried.....                      | 442,576    |
| Total number of passengers carried.....                      | 550,372    |
| Total passenger mileage, or passengers carried one mile..... | 27,884,495 |
| Average distance traveled by each passenger.....             | 49.75      |
| Average amount received from each passenger.....             | \$ 1.2236  |
| Highest rate of fare per mile for any distance, cents.....   | 3.50       |
| Lowest rate of fare per mile for any distance, cents.....    | 1.50       |
| Average rate of fare per mile for all passengers, cents..... | 2.45       |

## FREIGHT TRAFFIC.

|  |           |
|--|-----------|
| Number of tons of through freight carried..... | 1,268,102 |
| Number of tons local freight carried.....      | 478,286   |
| Total tons of freight carried.....             | 1,746,388 |

\*Represents the number of passengers carried on through tickets issued by agents to or from foreign stations, to and from Burlington, Cedar Rapids & Northern points; also tickets issued to passengers to and from foreign points passing over the Burlington, Cedar Rapids & Northern Railway. Last year's report has only reference to this latter class of passengers, hence the difference.

|  |             |
|--|-------------|
| Total mileage of through freight (tons carried one mile).... | 163,913,967 |
| Total mileage of local freight (tons carried one mile).....  | 30,456,800  |
| Total freight mileage, or tons carried one mile.....         | 194,370,827 |

|  |       |
|--|-------|
| Average rate per ton per mile received for through freight.....  |       |
| Average rate per ton per mile received for local freight.....  |       |
| Average rate per ton per mile received for all freight, ..... } cents  | 1.12  |
| Average cost per ton per mile to move freight, cents.....  | 0.40  |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 29.40 |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars south..... | 8,536,935  |
| Number of miles run by loaded freight cars north..... | 11,244,529 |
| Number of miles run by empty freight cars south.....  | 4,433,089  |
| Number of miles run by empty freight cars north.....  | 2,312,108  |
| Total freight car mileage.....                        | 26,526,611 |

|   |        |
|---|--------|
| Percentage of empty freight cars hauled south to all freight cars hauled south..... | 34.179 |
| Percentage of empty freight cars hauled north to all freight cars hauled north..... | 17.055 |

## SPEED OF TRAINS IN IOWA.

|   |               |
|---|---------------|
| Rate of speed of passenger trains, including stops, miles.... | from 23 to 28 |
| Rate of speed of freight trains, including stops, miles.....  | from 10 to 13 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.     | PER CENT. |
|---|-----------|-----------|
| Grain.....  | 246,968   | 14.14     |
| Flour.....  | 192,072   | 11.00     |
| Provisions (beef, pork, lard, etc.).....                    | 42,563    | 2.44      |
| Animals.....  | 124,580   | 7.13      |
| Other agricultural products, bran, hay and seeds.....       | 73,409    | 4.20      |
| Lumber and forest products.....                             | 141,179   | 8.10      |
| Coal.....   | 510,893   | 29.26     |
| Plaster, lime, cement, salt, stone and brick.....           | 58,236    | 3.33      |
| Iron, steel and castings.....                               | 66,058    | 3.78      |
| Manufactures—articles shipped from point of production..... | 61,312    | 3.50      |
| Merchandise, and other articles not enumerated above.....   | 229,118   | 13.12     |
| Total tons carried.....                                     | 1,746,388 | 100.      |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain .....  | 245,537   | 14.10     |
| Flour .....  | 191,927   | 11.02     |
| Provisions (beef, pork, lard, etc.) .....                    | 42,563    | 2.44      |
| Animals .....  | 124,570   | 7.15      |
| Other agricultural products .....                            | 73,409    | 4.20      |
| Lumber and forest products .....                             | 138,165   | 8.00      |
| Coal .....   | 510,893   | 29.34     |
| Plaster, lime, cement, salt, stone and brick .....           | 58,110    | 3.30      |
| Iron, steel and castings .....                               | 66,058    | 3.80      |
| Manufactures—articles shipped from point of production ..... | 61,223    | 3.51      |
| Merchandise, and other articles not enumerated above .....   | 228,820   | 13.14     |
| Total tons carried .....                                     | 1,741,275 | 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? Up to January 1, 1885, the American Express Company paid us \$125.00 a day—business with this company since January, 1885, discontinued. From July 1, 1884, to January 1, 1885, the United States Express Company paid us \$275.00 a month; from January 1st to June 30th, we received from this company \$3,500.00 per month.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-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? The Pullman sleepers run on this road; we pay them 3 cents per mile; by Pullman Palace Car Company; from \$1.50 to \$2.00.

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. Paid to Pullman Palace Car Company, \$13,689.21; 3 cents per mile paid to their treasurer.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$54,469.16. The Government makes its own contract.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$499.15.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? The Western Union Telegraph Company owns 978.27 miles.

## LANDS—CONGRESSIONAL GRANT.

No land grant.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE.       | NAME AND OCCUPATION.         | PLACE.        | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|-------------|------------------------------|---------------|--|
| 1884.       |                              |               |  |
| July 3      | Harry Whittan, clerk         | Cedar Rapids  | Boarding moving train.                     |
| October 29  | Henry Utter, boy             | Cedar Falls   | Boarding moving train.                     |
| November 29 | Fred Phillips, fireman       | Cedar Rapids  | Collision of switch engines.               |
| December 17 | Geo. W. Judd, fireman        | Iowa Junction | Boiler explosion.                          |
| December 17 | August Miller, coal heaver   | Cedar Rapids  | Walking on track.                          |
| 1885.       |                              |               |  |
| January 6   | William McDaniels, policeman | Near Solon    | Walking on track.                          |
| February 12 | Phillip Brady, brakeman      | Ely           | Crushed between cars.                      |
| February 14 | H. E. De Witt, brakeman      | Camanche      | Crushed between cars.                      |
| March 7     | D. R. Stizell, brakeman      | Dows          | Fell between cars.                         |
| April 24    | J. H. Gannon, brakeman       | Oasis         | Fell between cars.                         |
| June 25     | J. H. Bearls, carpenter      | Greene        | Boarding moving train.                     |

INJURED.

|             |                            |                   |  |
|-------------|----------------------------|-------------------|--|
| 1884.       |                            |                   |  |
| July 3      | W. H. McMullen, fireman    | Columbus Junction | Struck by bridge; head cut.  |
| July 7      | A. Hines, laborer          | La Porte          | Run over by cars; foot mashed.   |
| August 24   | A. N. Morgan, clerk        | West Liberty      | Coupling cars; hand mashed.  |
| October 29  | Geo. Eggleston, brakeman   | Dysart            | Coupling cars; finger cut off.   |
| November 2  | Jno. Moran, switchman      | Cedar Rapids      | Coupling cars; finger and thumb cut off.   |
| November 6  | Thos. Quinlan, switchman   | Cedar Rapids      | Coupling cars; back hurt.  |
| November 16 | L. C. Chase, engineer      | Oasis             | Engine ditched; leg broken.  |
| November 29 | Jos. D. Benjamin, engineer | Cedar Rapids      | Collision between Burlington, Cedar Rapids & Northern and Chicago & Northwestern switch engines; hurt in leg and head. |
| December 15 | C. E. Vandever, switchman  | Cedar Rapids      | Coupling cars; foot hurt.  |
| December 17 | Thos. Hirsch, wiper        | Cedar Rapids      | Caught between door and engine in round house; hip injured.  |
| December 25 | Owen Fay, brake man        | Estherville       | Coupling cars; finger crushed.   |
| December 28 | R. H. Law, switchman       | What Cheer        | Coupling cars; finger crushed.   |
| December 31 | Wm. McGuire, switchman     | Cedar Rapids      | Coupling cars; back and hips hurt.   |
| 1885.       |                            |                   |  |
| January 7   | L. Davison, fireman        | Traer             | Cleaning fire pan; both arms crushed.  |
| January 11  | W. W. Dodd, brakeman       | Near Ely          | Fell from train; ankle dislocated and back hurt.   |
| January 16  | J. M. Redebaugh, conductor | Iowa Junction     | Broken rail; back sprained.  |
| February 4  | M. Hogan, conductor        | Wellsburg         | Caught between cars; leg broken.   |
| March 4     | M. F. Gregg, brakeman      | West Liberty      | Coupling cars; fingers mashed.   |
| March 17    | Del. Calkins, engineer     | Near Iowa City    | Collision of freight trains; arm broken and head cut.  |
| March 17    | M. L. Rise, engineer       | Near Iowa City    | Collision of freight trains; leg sprained.   |
| March 17    | Wm. Coffee, fireman        | Near Iowa City    | Collision of freight trains; arm sprained and hurt in stomach.   |
| March 17    | J. E. Murphy, fireman      | Near Iowa City    | Collision of freight trains; wrist sprained.   |
| April 8     | N. H. Wheeler, brakeman    | Decorah           | Switching cars; leg broken.  |
| April 21    | F. A. Foggenspoll, farmer  | Hills Siding      | Jumped from train; ribs broken.  |
| May 7       | Chas. Munger, switchman    | Cedar Rapids      | Struck by moving car; shoulder and head cut.   |
| June 1      | F. E. Tobias, switchman    | Cedar Rapids      | Coupling cars; knee hurt.  |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENTS.            | KILLED.    |         | INJURED.    |         |
|---------------------------------|------------|---------|-------------|---------|
|                                 | Employees. | Others. | Passengers. | Others. |
| Derailment .....                |            |         |             | 3       |
| Collisions .....                |            | 1       |             | 4       |
| Coupling cars .....             | 4          |         |             | 12      |
| Falling from train .....        |            |         |             | 1       |
| Getting on and off trains ..... |            |         | 1           |         |
| Miscellaneous .....             | 1          |         |             | 2       |
| Overhead obstructions .....     |            |         |             | 1       |
| Stealing rides .....            |            | 3       |             |         |
| Trespassers on track .....      | 1          | 1       |             |         |
| Total .....                     | 6          | 5       | 1           | 24      |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |       |
|--|-------|
| Number of persons killed during the year .....                           | 11    |
| Number of persons injured during the year .....                          | 23    |
| Number of casualties purely accidental during the entire year .....      | 17    |
| Number resulting from lack of caution, carelessness, or misconduct ..... | 20    |
| Number of persons killed while intoxicated .....                         | None. |
| Number of persons injured while intoxicated .....                        | 3     |
| Number of trespassers on track killed .....                              | 2     |
| Number of trespassers on track injured .....                             | None. |
| Number of tramps or others stealing rides killed or injured .....        | 3     |
| Suicides in Iowa .....   | None. |

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

*President*—C. J. Ives, Cedar Rapids.  
*Vice-President*—Robert Williams, Cedar Rapids.  
*Secretary and Assistant Treasurer*—S. S. Dorwart, Cedar Rapids.  
*Treasurer*—H. H. Hollister, New York.  
*General Superintendent*—C. J. Ives, Cedar Rapids,  
*Assistant General Superintendent*—Robert Williams, Cedar Rapids.  
*Division Superintendents*—W. P. Brady, Cedar Rapids; Jno. C. Fox, Pipestone, Minnesota.  
*Chief Engineer*—H. T. White, Cedar Rapids.  
*Superintendent of Telegraph*—G. A. Goodell, Cedar Rapids.  
*Auditor*—J. C. Broeksmit, Cedar Rapids.  
*Chief Clerk, General Passenger Agent*—J. E. Hannegan, Cedar Rapids.  
*General Freight Agent*—J. E. Utt, Cedar Rapids.  
*General Solicitor*—S. K. Tracy, Burlington.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

C. J. Ives, Cedar Rapids, Iowa.  
 T. J. Potter, Chicago, Illinois.  
 C. D. Close, Iowa City, Iowa.  
 J. W. Blythe, Burlington, Iowa.  
 J. C. Peasley, Chicago, Illinois.  
 C. Lynde, Rock Island, Illinois.  
 J. N. Dewey, Des Moines, Iowa.  
 R. K. Cable, Chicago, Illinois.  
 E. S. Bailey, Clinton, Iowa.  
 C. P. Squires, Burlington, Iowa.  
 Lyman Cook, Burlington, Iowa.  
 F. H. Griggs, Davenport Iowa.  
 J. Cascadden, Muscatine, Iowa.

Date of annual meeting of stockholders, fourth Tuesday in May each year.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Cedar Rapids, Iowa.

STATE OF IOWA, }  
 COUNTY OF LINN. } ss.

C. J. Ives, President and General Superintendent of the Burlington, Cedar Rapids & Northern Railway 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. 1885, to the best of his knowledge and belief.

[Signed,]

C. J. IVES.

Subscribed and sworn to before me, this 15th day of September, A. D. 1885.

[L. s.]

JOHN C. BROEKSMIT,  
*Notary Public.*

Received and filed in the office of the Commissioner of Railroads, this 16th day of September, A. D. 1885.

E. G. MORGAN,  
*Secretary.*

## REPORT

OF THE

## CENTRAL IOWA RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|   |                  |                        |
|---|------------------|------------------------|
| Amount authorized by articles of association..                      | \$ 19,000,000.00 |                        |
| Amount authorized by vote of the company..                          | 11,274,800.00    |                        |
| Amount issued, number of share 100,268,<br>amount paid in.....      |                  | \$10,026,800.00        |
| Amount of common stock issued.....                                  | 8,076,600.00     |                        |
| Amount of preferred stock issued, and conditions of preferment..... | 1,950,200.00     |                        |
| Total amount paid in, as per books of the company .....             |                  | <u>\$10,026,800.00</u> |

|   |              |
|---|--------------|
| Amount of stock per mile of road.....         | \$ 19,988.67 |
| Amount of stock representing the road in Iowa | 8,254,820.99 |
| Amount of stock held in Iowa.....             | 16,700.00    |
| Total number of stockholders.....             | 1,039        |
| Number of stockholders in Iowa.....           | 8            |

## DEBT.

Funded debt as follows :

|   |               |                        |
|---|---------------|------------------------|
| Bonds due July 15, 1899, rate of interest 7 per cent.....                           |               | \$ 3,700,000.00        |
| Amount of interest paid on same during the year.....                                | \$ 213,837.00 |                        |
| Bonds due April 1, 1912, rate of interest 6 per cent.....                           |               | 2,731,000.00           |
| Amount of interest paid on same during the year.....                                |               |                        |
| Bonds due June 1, 1924, rate of interest 6 per cent.....                            |               | 1,517,000.00           |
| Amount of interest paid on same during the year.....                                |               |                        |
| Coupon debt certificates due at company's pleasure, rate of interest 7 per cent.... |               | 629,000.00             |
| Car trust certificates.....   |               | 508,000.00             |
| Total amount of funded debt.....  |               | <u>\$ 9,085,000.00</u> |

Floating debt :

|                                       |               |                        |
|---------------------------------------|---------------|------------------------|
| Incurred for interest.....            | \$ 286,788.05 |                        |
| Total amount of floating debt.....    |               | \$ 286,788.05          |
| Total amount of debt liabilities..... |               | <u>\$ 9,375,788.05</u> |

|  |               |
|--|---------------|
| Amount of debt per mile of road.....                       | \$ 17,098.46  |
| Amount of debt representing the road in Iowa               | 7,060,000.00  |
| Total amount of stock and debt.....                        | 18,603,800.00 |
| Amount of stock and debt per mile of road...               | 37,087.15     |
| Amount of interest paid representing the road in Iowa..... | 322,564.45    |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

|  |                  |
|--|------------------|
| Total expended for construction.....                               | \$ 18,568,382.16 |
| Average cost of construction per mile of road [501.624 miles]..... | \$ 37,016.53     |
| Proportion of cost of construction for Iowa..                      | 15,241,517.54    |

## COST OF EQUIPMENT.

|   |               |
|---|---------------|
| Locomotives.....                              | \$ 254,733.25 |
| Snow-plows on wheels.....                     | 1,000.00      |
| Passenger, mail, baggage and express cars.... | 85,330.96     |
| Freight and other cars.....                   | 426,690.87    |
| Wrecking-cars, pile-drivers and tools.....    | 4,796.44      |

|   |               |
|---|---------------|
| Total for equipment.....  | \$ 772,551.52 |
| Average cost of equipment per mile of road operated by company in Iowa (495.484 miles).\$ | 1,559.19      |
| Proportion of cost of equipment for Iowa....  | 663,492.24    |

|  |                         |
|--|-------------------------|
| Total cost of road and equipment.....                                    | <u>\$ 19,340,933.68</u> |
| Average cost of road and equipment per mile [501.624 miles].....         | \$ 38,556.64            |
| Proportion of cost of road and equipment for Iowa.....                   | 15,805,009.78           |
| Average cost of road and equipment per mile in Iowa [412.975 miles]..... | 38,513.25               |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |    |                  |
|---|----|------------------|
| Bridging and masonry.....   | \$ | 59.19            |
| Superstructure, including rails.....  |    | 12,362.50        |
| Land, land damages and fences.....  |    | 3,970.89         |
| Passenger and freight stations, coal sheds and water stations               |    | 11,844.39        |
| Machine shops, including machinery and tools and other tools                |    | 256.39           |
| Engineering, agencies, salaries and other expenses during construction..... |    | 3,160.12         |
| Construction, eastern division.....   |    | 45,000.00        |
| Discount on consolidated bonds.....   |    | 4,000.00         |
| Total for construction.....   | \$ | <u>80,653.48</u> |

## EQUIPMENT.

|  |     |    |                         |
|--|-----|----|-------------------------|
| Locomotives.....   | 6   | \$ | 45,733.25               |
| New snow-plows—for engine.....   | 1   |    | 732.52                  |
| Passenger, mail, baggage and express cars.....   | 4   |    | 16,480.96               |
| Freight and other cars.....  | 200 |    | 89,810.50               |
| Rolling stock, Illinois division ...   |     |    | 65,472.20               |
|  |     | {  | Locomotives \$ 9,000.00 |
|  |     | {  | Coaches .... 3,000.00   |
|  |     | {  | Cars..... 53,472.20     |
| Total for equipment.....   |     | \$ | <u>218,229.43</u>       |
| Total expenditures charged to property accounts.....   |     | \$ | <u>298,882.91</u>       |
| Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same): |     |    |                         |
| Mason City elevator.....   |     | \$ | 1,657.23                |
| Net addition to property account for the year.....   |     | \$ | <u>297,225.68</u>       |

## ANALYSIS OF EARNINGS.

|   |    |                     |
|---|----|---------------------|
| Earnings, passenger:  |    |                     |
| From local passengers.....  | \$ | 173,671.37          |
| From through passengers.....  |    | 56,693.20           |
| From all passengers.....  |    | 230,364.57          |
| From express and baggage.....   |    | 14,293.50           |
| From mails.....   |    | 84,308.24           |
| From other sources, passenger department  |    | 1,983.83            |
| Total earnings, passenger department  | \$ | <u>280,950.14</u>   |
| Earning per train mile run [360,556 miles]  |    | \$0.779.            |
| Earnings, freight:  |    |                     |
| From local.....   | \$ | 789,575.44          |
| From through.....   |    | 237,052.64          |
| Total earnings, freight department...   | \$ | <u>1,026,628.08</u> |
| Earnings per train mile run [823,800 miles]   |    | \$1.246.            |
| Total transportation earnings.....  | \$ | <u>1,307,578.22</u> |
| Earnings per train mile run, from all trains earning revenue [1,184,356 miles] \$1.104. |    |                     |
| Earnings per mile of road operated [495,484 miles] \$                                   |    | 2,638.99            |
| Proportion of earnings for Iowa.....  |    | 1,116,543.02        |
| Rents received for use of road.....   |    | 14,000.00           |
| Rents received for use of stations, etc.....  |    | 1,640.96            |
| Car mileage (credit balances).....  |    | 8,200.26            |
| Miscellaneous earnings, July 1, 1884, to July 1, 1885:                                  |    |                     |
| Central Iowa Railway Company's proportion of telegraph receipts.....                    | \$ | 893.34              |
| Old material sold.....  |    | 755.61              |
| Trackage.....   |    | 219.50              |
| Amount in settlement of construction contract:  |    |                     |
| Eastern division.....   |    | 203.00              |
| Various small items.....  |    | 77.28               |
| Total earnings from all sources.....  | \$ | <u>1,833,568.17</u> |
| Proportion of earnings for Iowa.....  |    | 1,140,937.45        |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|  |    |                   |
|--|----|-------------------|
| Repairs of road-bed and track.....                             | \$ | 155,801.19        |
| Renewal of rails, (number tons laid, steel, 525 1450-2240).... |    | 6,274.13          |
| Renewal of ties.....   |    | 23,853.77         |
| Repairs of bridges, including culverts and cattle-guards....   |    | 19,276.04         |
| Renewal of bridges.....  |    | 7,141.33          |
| Repairs of fences, road-crossings and signs.....               |    | 5,449.46          |
| Repairs of tools and machinery.....                            |    | 637.56            |
| Repairs of buildings, stations, water-tanks and renewals....   |    | 19,291.19         |
| Total.....   | \$ | <u>237,724.67</u> |

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

|                                |    |                   |
|--------------------------------|----|-------------------|
| Repairs of locomotives.....    | \$ | 62,555.63         |
| Repairs of passenger cars..... |    | 18,902.77         |
| Repairs of freight cars.....   |    | 49,708.34         |
| Total.....                     | \$ | <u>131,166.74</u> |

## CLASS 3—CONDUCTING TRANSPORTATION.

|  |    |                   |
|--|----|-------------------|
| Fuel for locomotives.....                                  | \$ | 86,175.72         |
| Water supply.....  |    | 3,857.85          |
| Oil and waste.....   |    | 14,644.57         |
| Locomotive service.....                                    |    | 102,946.25        |
| Passenger train service.....                               |    | 12,684.94         |
| Passenger train supplies.....                              |    | 2,611.50          |
| Mileage of passenger and sleeping cars (debit balance).... |    | 1,398.21          |
| Peoria terminals.....                                      |    | 24,518.47         |
| Freight train service.....                                 |    | 53,629.27         |
| Freight train supplies.....                                |    | 2,205.14          |
| Mississippi River transfer.....                            |    | 29,728.59         |
| Telegraph expenses (maintenance and operating).....        |    | 27,270.68         |
| Damage and loss of freight and baggage.....                |    | 1,893.89          |
| Damage to property and cattle.....                         |    | 10,256.17         |
| Personal injuries.....                                     |    | 11,550.07         |
| Agents and station service.....                            |    | 67,661.41         |
| Rent of buildings and grounds.....                         |    | 534.49            |
| Station supplies.....                                      |    | 5,275.27          |
| Total.....   | \$ | <u>458,842.49</u> |

## CLASS 4—GENERAL EXPENSES.

|  |    |                   |
|--|----|-------------------|
| Salaries of general officers and clerks.....                                       | \$ | 42,505.39         |
| Legal expenses.....  |    | 7,316.57          |
| Insurance.....   |    | 4,640.40          |
| Stationery and printing.....   |    | 10,987.83         |
| Outside agencies and advertising.....  |    | 14,909.12         |
| Contingencies.....   |    | 23,303.18         |
| Taxes in Iowa, \$41,859.47; taxes in other States, \$9,602.30;<br>total taxes..... |    | 50,961.77         |
| Total.....   | \$ | <u>154,604.26</u> |

## RECAPITULATION OF EXPENSES.

|   |    |                   |
|---|----|-------------------|
| Maintenance of way and buildings.....     | \$ | 237,724.67        |
| Maintenance of motive power and cars..... |    | 131,166.74        |
| Conducting transportation.....            |    | 458,842.49        |
| General expenses, including taxes.....    |    | 154,604.26        |
| Total operating expenses and taxes.....   | \$ | <u>982,338.16</u> |

|  |    |            |
|--|----|------------|
| Operating expenses and taxes per mile of road,<br>operated (495,484 miles).....                          | \$ | 1,982.58   |
| Operating expenses and taxes per train mile<br>run, for trains earning revenue (1,184,356<br>miles)..... |    | .8294      |
| Proportion of operating expenses and taxes for Iowa.....   | \$ | 813,329.31 |
| Expenses of running and management of passenger trains..   |    | 150,664.79 |
| Expenses of running and management of pas-<br>senger trains per train mile.....                          |    | .4179      |
| Expenses of running and management of freight trains....   |    | 831,673.37 |
| Expense of running and management of<br>freight trains, per train mile.....                              |    | 1.0095     |
| Expense of running and management of all<br>trains earning revenue.....                                  |    | .8294      |
| Percentage of expenses to earnings.....  |    | 73.66      |

## GENERAL EXHIBIT.

|  |    |                   |
|--|----|-------------------|
| Total earnings.....  | \$ | 1,333,568.17      |
| Total expenses, including taxes.....                         |    | 982,338.16        |
| Net earnings.....  |    | 351,230.01        |
| Interest paid during the year on account of the road in Iowa |    | 322,564.45        |
| Interest on funded debt.....                                 |    | 468,235.00        |
| Interest paid on funded debt.....                            |    | 322,564.45        |
| Interest on car trust certificates.....                      |    | 30,480.00         |
| Interest paid on car trust certificates.....                 |    | 30,450.00         |
| Interest falling due during the year and not paid.....       |    | 254,397.50        |
| Freight transportation certificates redeemed.....            |    | 15,934.60         |
| Balance for the year--deficit.....                           |    | 163,419.59        |
| Balance at commencement of the year.....                     |    | 400,572.42        |
| Balance at the close of the year, June 30, 1885.....         |    | <u>237,152.83</u> |

## INCOME ACCOUNT.

|   |          |                     |
|---|----------|---------------------|
| Income from earnings.....   | \$       | 1,333,568.17        |
| Income from other sources for the year. Col-<br>lections: Central Railroad of Iowa accounts\$ | 2,614.13 |                     |
| Mason City elevator.....  | 1,657.23 | 4,271.36            |
| Total income from all sources for the year.....   | \$       | <u>1,337,839.53</u> |

Proportion of income for Iowa.....\$ 1,136,666.09

## GENERAL RECAPITULATION.

|  |    |                   |
|--|----|-------------------|
| Total income.....  | \$ | 1,337,839.53      |
| Total operating expenses and taxes.....                                  |    | 982,338.16        |
| Net operating expenses and taxes.....                                    |    | <u>355,501.37</u> |
| Net deficit after operating expenses, taxes, interest and<br>rental..... |    | <u>159,148.23</u> |

|  |      |
|--|------|
| Gross income per train mile run (1,184,356 miles)\$            | 1.13 |
| Net income per train mile run (1,184,356 miles)                | 0.30 |
| Percentage of net income to stock and debt...                  | 1.91 |
| Percentage of net income to cost of road and<br>equipment..... | 1.84 |

## SURPLUS.

|  |    |                     |
|--|----|---------------------|
| Surplus at the commencement of the year.....   | \$ | 400,572.42          |
| Surplus at the close of the year.....  |    | 237,152.83          |
| Due on vouchers and accounts.....  |    | 848,919.96          |
| Total.....   | \$ | <u>1,086,072.79</u> |
| Amount absorbed in construction and old indebtedness less rolling stock paid for with bonds..... | \$ | 737,133.68          |
| Amount absorbed in leased rolling stock.....   |    | 120,848.85          |
| Amount in material and balances from other roads and cash.....                                   |    | 228,090.26          |
| Total.....   | \$ | <u>1,086,072.79</u> |

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
[JUNE 30, 1885.]

|   |                         |
|---|-------------------------|
| DEBIT.  |                         |
| Cost of all construction, equipment and franchises..... | \$ 18,587,800.00        |
| Charges to construction and equipment.....              | 646,211.46              |
| Paid on old indebtedness (old company).....             | 106,922.22              |
| Leased rolling stock.....                               | 628,848.85              |
| Miscellaneous book accounts.....                        | \$ 71,669.29            |
| Material on hand.....                                   | 98,614.50               |
| Due from stations.....                                  | 9,761.06                |
| Bills receivable.....                                   | 1,784.15                |
| Real estate (farms).....                                | 1,438.73                |
| Stock on other roads.....                               | 2,900.00                |
| Cash on hand.....                                       | 41,922.53               |
| Total.....  | \$ <u>20,197,872.79</u> |

## CREDIT.

|                              |                         |
|------------------------------|-------------------------|
| Capital stock.....           | \$ 10,028,800.00        |
| Funded debt.....             | 8,577,000.00            |
| Car trust certificates.....  | 508,000.00              |
| Vouchers and accounts.....   | 848,919.96              |
| Profit and loss balance..... | 237,152.83              |
| Total.....                   | \$ <u>20,197,872.79</u> |

## DESCRIPTION OF ROAD.

|  |         |
|--|---------|
| Length main line of road from Albia to Northwood.....                          | 189.140 |
| Length main line of road from Oskaloosa to Mississippi River.....              | 95.170  |
| Length of main line of road in Iowa.....                                       | 284.310 |
| Length of main line of road in Illinois.....                                   | 88.849  |
| Branches owned by this company:  |         |
| Belmond branch.....  | 22.203  |
| Story City branch.....   | 34.510  |
| State Center branch.....   | 26.640  |
| Montezuma branch.....  | 13.612  |
| Newton branch, including Lynnville stub.....                                   | 30.200  |
| Muchakinock branch.....  | 1.500   |
| Total length of branches owned by this company.....                            | 128.665 |
| Total length of branches owned by this company in Iowa ..                      | 128.665 |
| Total length of road belonging to this company.....                            | 501.624 |
| Total length of road belonging to this company in Iowa....                     | 422.975 |
| Aggregate length of sidings and other tracks not above enumerated.....         | 58.178  |
| Same in Iowa.....  | 47.628  |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 501.624 |
| Same in Iowa.....  | 412.975 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 135.141 |
| Total length of iron rails in tracks in Iowa.....                              | 277.834 |
| Weights per yard, steel, 52 to 60 lbs.....                                     |         |
| Weights per yard, iron, 52 to 60 lbs.....                                      |         |
| Gauge of track, 4 feet 8½ inches.....  |         |

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY  
THE COMPANY UNDER LEASE OR CONTRACT.

|   |         |
|---|---------|
| Name, description and length of each:   |         |
| Peoria & Pekin Union Railway—Iowa Junction, Illinois, to Peoria, Illinois.....                | 3.5     |
| Mercer County Bridge Company's tracks.....  | 2.0     |
| Total length of above roads.....  | 5.5     |
| Total length of above roads in Iowa.....  | 1.5     |
| Total length of above roads in Illinois.....  | 4.0     |
| Less distance, Manly Junction, Iowa, to Northwood, Iowa, leased to B., C. R. & N. R'y Co..... | 11.64   |
| Total miles of road operated by this company*.....  | 495.484 |
| Total miles of road operated by this company in Iowa.....                                     | 402.835 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company....  | 97 |
| Same in Iowa.....  | 77 |
| Number of stations on all roads operated by this company.. | 97 |
| Same in Iowa.....  | 75 |
| Number of telegraph offices in stations in Iowa.....       | 64 |



## EMPLOYES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company.....       | 1,100         |
| Same in Iowa.....   | 940           |
| Amount paid employes, including officials, on all roads operated by this company..... | \$ 601,525.07 |
| Same in Iowa.....   | 514,410.47    |

## BRIDGES IN IOWA.

|   |     |                   |
|---|-----|-------------------|
|   | No. | Aggregate length. |
| Wooden truss bridges over 100 feet in length..... | 11  | 2,290             |
| Combination bridges over 100 feet in length.....  | 3   | 388½              |
| Wooden trestle and pile.....                      | 496 | 51,021            |

## BOX CULVERTS IN IOWA.

|            |   |     |
|------------|---|-----|
| Stone..... | 2 | 225 |
|------------|---|-----|

## CATTLE-GUARDS.

|                         |     |
|-------------------------|-----|
| Number of, in Iowa..... | 703 |
|-------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |         |
|--|---------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....        | 223,736 |
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... | 10      |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    | 9       |

## ROAD-BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa.....  | 57     |
| Average length of sections, miles.....   | 9      |
| Average number of men in each section gang.....  | 4      |
| Number of new ties laid in track during the year in Iowa..                                       | 49,364 |
| Average number of new ties per mile of road.....   | 120    |
| New rails laid in track during the year in Iowa—steel (510 1375-2240 tons) miles.....            | 5.491  |
| Total track laid with new rails during the year in Iowa, miles.....                              | 5.491  |
| What is the average number of years that iron rails last in your track on main line in Iowa..... | 10     |
| What is the average number of years that ties last in your track in Iowa?                        |        |
| Oak.....   | 7 to 8 |
| Cedar.....   | 6      |

## CROSSINGS IN IOWA.

|  |
|--|
| What railroad crosses your road at grade, and at what locality?<br>Chicago, Milwaukee & St. Paul, at Mason City, State Center Junction and Hedrick.<br>Illinois Central, at Ackley.<br>Burlington, Cedar Rapids & Northern, at Abbott and Morning Sun.<br>Chicago, Iowa & Dakota, at Eldora.<br>Chicago & Northwestern, at Gifford, Marshalltown, and 1 mile west of Wright. |
|--|

Wisconsin, Iowa & Nebraska, at Marshalltown, and 1 mile west of State Center Junction.

Chicago, Rock Island & Pacific, at Grinnell and Given.

Chicago, Burlington & Quincy, at Maxon.

Burlington & Western (narrow gauge), at Winfield.

Burlington & Northwestern (narrow gauge), at one mile east of Oskaloosa, one mile west of Hedrick, one and one-fourth miles west of Martinsburg, and at Brighton.

What railroads cross your road, either over or under, and at what locality?

Chicago, Milwaukee & St. Paul, Council Bluffs Division, at Pickering.

Chicago, Rock Island & Pacific, Washington Branch, at Oskaloosa.

Chicago, Rock Island & Pacific, Southwestern Division, at Brighton.

|  |       |
|--|-------|
| Number of highway crossings at grade.....                  | 377   |
| Number of highway crossings at which there are flagmen...  | 3     |
| Number of highway crossings over railroad.....             | 3     |
| Number of highway crossings under railroad.....            | 5     |
| Number of highway bridges 18 feet above track.....         | 3     |
| Number of highway bridges less than 18 feet above track... | None. |

## FENCING IN IOWA.

|   |              |
|---|--------------|
| How many miles of your road in Iowa are fenced.....   | 247          |
| What is the average cost per rod (this year), cents.....  | 45           |
| What is the total cost of same.....   | \$ 30,596.42 |
| How many miles of new fencing have you built during the year.....   | 34           |
| Give the number of miles needed on both sides of your track in each county in Iowa:<br>Total miles of road..... | 133          |

## ROLLING STOCK.

|  | Leased. | Owned. | Total. |
|--|---------|--------|--------|
| Number of locomotives.....                     | 25      | 32     | 57     |
| Number of passenger cars.....                  | 6       | 14     | 20     |
| Number of baggage, mail, and express cars..... | 5       | 10     | 15     |
| Number of box freight cars.....                | 250     | 386    | 636    |
| Number of stock cars.....                      |         | 60     | 60     |
| Number of platform and coal cars.....          | 300     | 587    | 887    |
| Number of other cars.....                      |         | 22     | 22     |
| Total number of cars.....                      | 561     | 1,079  | 1,640  |

|  |    |
|--|----|
| Maximum weight of locomotives and tenders, tons.....   | 65 |
| Average weight of locomotive and tenders, tons.....  | 48 |
| Number of locomotives equipped with train brake.....   | 14 |
| Kind of brake? Westinghouse.   |    |
| Maximum weight of passenger cars, tons.....  | 22 |
| Average weight of passenger cars, tons.....  | 20 |
| Number of cars equipped with train brake.....  | 32 |
| Kind of brake? Westinghouse.   |    |
| Number of passenger cars equipped with Miller platform and buffer.....   | 32 |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight, Weight of engine, 60 tons; maximum, 525 tons; minimum, 270 tons: |    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 360,556   |
| Miles run by freight trains during the year.....   | 823,900   |
| Miles run by switching trains during the year..... | 303,826   |
| Miles run by other trains during the year.....     | 58,545    |
| Total train mileage.....                           | 1,546,727 |

## CARS AND WEIGHT OF TRAINS.

|   |      |
|---|------|
| Average number of cars in passenger trains.....                                   | 3.2  |
| Average weight of passenger trains, exclusive of passengers and engine, tons..... | 64   |
| Average number of cars in freight trains.....                                     | 15.5 |
| Average weight of freight trains, exclusive of freight and locomotive, tons.....  | 140  |

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Number of through passengers carried.....        | 26,256  |
| Number of local passengers carried.....          | 289,148 |
| Number of special ticket passengers carried..... | 45,505  |
| Total number of passengers carried.....          | 315,404 |

|  |           |
|--|-----------|
| Total passenger mileage, or passengers carried one mile....  | 8,424,536 |
| Average distance traveled by each passenger, miles.....      | 26.7      |
| Average amount received from each passenger, cents.....      | 73.04     |
| Highest rate of fare per mile for any distance, cents.....   | 3½        |
| Lowest rate of fare per mile for any distance, cents.....    | 2         |
| Average rate of fare per mile for all passengers, cents..... | 2.734     |

## FREIGHT TRAFFIC.

|  |         |
|--|---------|
| Number of tons of through freight carried..... | 110,330 |
| Number of tons of local freight carried.....   | 668,895 |
| Total tons of freight carried.....             | 779,225 |

|  |            |
|--|------------|
| Total mileage of through freight (tons carried one mile).... | 7,406,483  |
| Total mileage of local freight (tons carried one mile).....  | 71,783,280 |
| Total freight mileage, or tons carried one mile.....         | 79,189,763 |

|   |       |
|---|-------|
| Average rate per ton per mile received for through freight, cents.....  | 3.2   |
| Average rate per ton per mile received for local freight, cents.....  | 1.1   |
| Average rate per ton per mile received for all freight, cents.....  | 1.3   |
| Average cost per mile to move freight (all expenses), cents..   | 1.05  |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa,..... | 68.25 |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars east and south.. | 1,636,330  |
| Number of miles run by loaded freight cars west and north.. | 5,045,182  |
| Number of miles run by empty freight cars east and south..  | 4,463,903  |
| Number of miles run by empty freight cars west and north..  | 796,586    |
| Total freight car mileage.....                              | 11,942,001 |

|   |       |
|---|-------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 73.18 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 13.64 |

## SPEED OF TRAINS IN IOWA.

|  |          |
|--|----------|
| Rate of speed of passenger trains, including stops, miles, per hour..... | 22 to 30 |
| Rate of speed of freight trains, including stops, miles, per hour.....   | 9 to 15  |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.   | PER CENT. |
|--|---------|-----------|
| Grain.....   | 78,460  | 10.1      |
| Flour.....   | 2,042   | .3        |
| Animals.....   | 32,171  | 4.1       |
| Other agricultural implements.....                       | 1,920   | .3        |
| Lumber and forest products.....                          | 31,410  | 4.0       |
| Coal.....  | 556,168 | 71.3      |
| Plaster, lime and cement.....                            | 1,318   | .2        |
| Salt.....  | 1,721   | .2        |
| Petroleum and oil.....                                   | 417     | .1        |
| Iron, steel and castings.....                            | 4,215   | .5        |
| Stone and brick.....                                     | 8,473   | 1.1       |
| Merchandise and other articles not enumerated above..... | 60,920  | 7.8       |
| Total tons carried.....                                  | 779,225 | 100       |

## TONNAGE CROSSING THE MISSISSIPPI RIVER AT WEST KEITHSBURG, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                 |        |
|---------------------------------|--------|
| East bound, number of tons..... | 45,375 |
| West bound, number of tons..... | 23,175 |
| Total tons.....                 | 68,550 |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.            | KILLED.    |         | INJURED.    |            |         |
|--------------------------------|------------|---------|-------------|------------|---------|
|                                | Employees. | Others. | Passengers. | Employees. | Others. |
|                                |            |         |             |            |         |
| Derailment.....                | 3          | 1       | 1           | 4          | 1       |
| Coupling cars.....             | 1          | 1       | 1           | 5          | 1       |
| Falling from train.....        | 1          | 1       | 1           | 1          | 1       |
| Getting on and off trains..... | 1          | 1       | 1           | 1          | 1       |
| Miscellaneous.....             | 1          | 1       | 1           | 3          | 1       |
| While intoxicated.....         | 1          | 1       | 1           | 1          | 1       |
| Trespassers on track.....      | 1          | 1       | 1           | 1          | 1       |
| Total.....                     | 6          | 1       | 14          | 1          | 1       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|   |    |
|---|----|
| Number of persons killed during the year.....                       | 7  |
| Number of persons injured during the year.....                      | 15 |
| Number of casualties purely accidental during the entire year.....  | 12 |
| Number resulting from lack of caution, carelessness or misconduct.. | 10 |
| Number of persons injured while intoxicated.....                    | 1  |
| Number of trespassers on track killed.....                          | 1  |

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

*President*—Elijah Smith, New York City.  
*Vice-President*—Russell Sage, New York City.  
*Secretary*—C. H. Ackert, Marshalltown, Iowa.  
*Treasurer*—Seth Zug, Marshalltown, Iowa.  
*General Superintendent*—E. L. Dudley, Marshalltown, Iowa.  
*Assistant Superintendents*—J. G. Johnson, Marshalltown, Iowa; B. P. Phelps, Monmouth, Ill.  
*Chief Engineer (Acting)*—George A. Pruden, Marshalltown, Iowa.  
*Superintendent of Telegraph*—P. C. Eldredge, Marshalltown, Iowa.  
*Auditor*—M. C. Healion, Marshalltown, Iowa.  
*General Passenger Agent*—J. P. Nourse, Marshalltown, Iowa.  
*General Freight Agent*—H. L. Shute, Marshalltown, Iowa.  
*Attorneys*—Blair & Daly, Marshalltown, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

William Hanna, Monmouth, Ill.  
 F. M. Hudekoper, Philadelphia, Pa.  
 E. E. Chase, New York.  
 Russell Sage, New York.  
 Alfred Sully, New York.  
 G. T. M. Davis, New York.  
 Elijah Smith, New York.  
 Francis Peabody, Jr., New York.  
 E. H. Perkins, Jr., New York.  
 H. J. Boardman, Boston, Mass.  
 Harvey Kennedy, New York.

Date of annual meeting of stockholders: Wednesday next preceding first Wednesday in June.

Fiscal year of company ends December 31st.

General offices of the company are located at Marshalltown, Iowa.

STATE OF IOWA, }  
 COUNTY OF MARSHALL, } ss.

E. L. Dudley, Superintendent, and M. C. Healion, Auditor 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., 1885, to the best of their knowledge and belief.

[Signed.]

E. L. DUDLEY,  
 M. C. HEALION.

Subscribed and sworn to before me, this 11th day of September, A. D. 1885.

[L. s.]

C. H. ACKERT,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 14th day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## DEBT.

Funded debt as follows:

| NAME OF BONDS.                 | When issued.  | When due.     | Rate per cent. | When payable.    | Amount.          |
|--------------------------------|---------------|---------------|----------------|------------------|------------------|
| C. B. & Q. Trust mortgage....  | Oct. 1, 1864  | Oct. 1, 1890  | 7              | April and Oct. 1 | \$ 653,000.00    |
| C. B. & Q. Plain 7s.....       | Jan. 1, 1872  | Jan. 1, 1896  | 7              | Jan. and July 1  | 547,500.00       |
| C. B. & Q. Consolidated mort.  | July 1, 1873  | July 1, 1903  | 7              | Jan. and July 1  | 13,986,000.00    |
| C. B. & Q. 2d mortgage bonds   | July 1, 1860  | July 1, 1890  | 4              | Jan. and July 1  | 491,000.00       |
| C. B. & Q. 5s of 1895.....     | June 1, 1875  | June 1, 1895  | 5              | June and Dec. 1  | 378,000.00       |
| C. B. & Q. 5s of 1901.....     | Oct. 1, 1876  | Oct. 1, 1901  | 5              | April and Oct. 1 | 2,325,000.00     |
| C. B. & Q. Iowa mortgage....   | Oct. 1, 1879  | Oct. 1, 1919  | 5              | April and Oct. 1 | 2,912,000.00     |
| C. B. & Q. Iowa mortgage....   | Oct. 1, 1879  | Oct. 1, 1919  | 4              | April and Oct. 1 | 8,186,000.00     |
| C. B. & Q. 4s of 1921.....     | Sept. 1, 1881 | Sept. 1, 1921 | 4              | Mar. and Sept. 1 | 4,300,000.00     |
| C. B. & Q. 4s of 1922.....     | Feb. 1, 1882  | Feb. 1, 1922  | 4              | Feb. and Aug. 1  | 7,968,000.00     |
| C. B. & Q. debenture.....      | May 1, 1883   | May 1, 1913   | 5              | May and Nov. 1   | 9,000,000.00     |
| B. & M. (Iowa) land grant....  | Oct. 1, 1863  | Oct. 1, 1883  | 7              | April and Oct. 1 | 4,170,550.00     |
| B. & M. (Iowa) convertible.... | July 1, 1870  | July 1, 1889  | 8              | Jan. and July 1  | 154,500.00       |
| B. & M. (Iowa) convertible.... | July 1, 1869  | July 1, 1894  | 8              | Jan. and July 1  | 72,500.00        |
| B. & M. in Neb., cons'd mort.  | July 1, 1878  | July 1, 1918  | 6              | Jan. and July 1  | 11,717,800.00    |
| B. & M. in Nebraska 4s.....    | Jan. 1, 1880  | Jan. 1, 1910  | 4              | Jan. and July 1  | 3,347,000.00     |
| Republican Valley Railroad..   | July 1, 1879  | July 1, 1919  | 6              | Jan. and July 1  | 939,000.00       |
| C. B. & Q. bond script.....    | 5s of 1913    | .....         | .....          | .....            | 167.86           |
| Total am't of fund'd debt..... | .....         | .....         | .....          | .....            | \$ 71,148,007.86 |

|  |               |                  |
|--|---------------|------------------|
| Total amount of debt liabilities.....  |               | \$ 71,148,007.86 |
| Amount of debt per mile of road.....   | \$ 15,316.73  |                  |
| Amount of debt representing the road in Iowa                                   | 15,495,550.00 |                  |
| Total amount of stock and debt.....  |               | 147,600,634.37   |
| Total amount of stock and debt for Iowa (esti-<br>mated by Commissioners)..... | 23,327,755.33 |                  |
| Amount of stock and debt per mile of road...                                   | 31,775.44     |                  |
| Amount of interest paid representing the road<br>in Iowa.....                  | 783,138.50    |                  |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

(No separate details.)

|   |                  |
|---|------------------|
| All other items charged to construction not<br>enumerated above.....    | \$ 85,706,849.85 |
| Branch roads.....   | 32,919,226.93    |
| Total expended for construction.....                                    | \$118,626,076.78 |
| Average cost of construction per mile of road,<br>(3,465.56 miles)..... | \$ 34,229.98     |
| Proportion of cost of construction for Iowa ..                          |                  |

## COST OF EQUIPMENT.

|   |                  |
|---|------------------|
| Total for equipment.....  | \$ 19,108,181.85 |
| Average cost of equipment per mile of road operated by<br>company (3,465.56 miles)..... |                  |
| Total cost of road and equipment.....   | \$137,734,258.63 |

## REPORT

OF THE

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|  |                  |
|--|------------------|
| Amount authorized by articles of association.....    |                  |
| Amount authorized by vote of the company ..          | 76,452,626.51    |
| Amount issued, number of shares, 764,526—            |                  |
| Amount paid in.....                                  | \$ 76,452,626.51 |
| Amount of common stock issued.....                   | 76,452,626.51    |
| Total amount paid in, as per books of the company... | \$ 76,452,626.51 |

|   |              |
|---|--------------|
| Amount of stock per mile of road.....   | \$ 16,458.71 |
| Amount of stock representing the road in Iowa,<br>(estimated by the Commissioners) at ..... | 7,832,205.33 |
| Amount of stock held in Iowa.....   | 9,700        |
| Total number of stockholders.....   |              |
| Number of stockholders in Iowa.....   |              |

NOTE.—By sale and consolidation, the Burlington & Missouri River Railroad company's road property and franchises have been merged with those of the Chicago, Burlington & Quincy Railroad Company, the manager of which has not the information necessary for answering many of the questions asked in this book. Most of the accounts of the Burlington & Missouri River Railroad Company were destroyed by fire in 1872.

|  |               |
|--|---------------|
| Average cost of road and equipment per mile,<br>(3,465.56 miles) .....   | \$ 39,743.71  |
| Proportion of cost of road and equipment for<br>Iowa .....               | 29,489,832.82 |
| Average cost of road and equipment per mile<br>in Iowa (742 miles) ..... | 39,743.71     |

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN  
INCREASED DURING THE YEAR.

|   |               |
|---|---------------|
| Grading and superstructure .....  | \$ 168,749.74 |
| Bridging and masonry .....  | 129,324.90    |
| Land, land damages and fences .....   | 50,265.09     |
| Passenger and freight stations, coal sheds and water stations                   | 21,307.53     |
| Engine houses, car sheds and turn tables .....                                  | 1,867.49      |
| Machine shops, including machinery and tools .....                              | 87,505.49     |
| Engineering, agencies, salaries and other expenses during<br>construction ..... | 16,902.47     |
| Purchase of other roads (specifying same), and all particulars                  |               |
| Reorganizing yards .....  | 243.32        |
| Miscellaneous .....   | 12,249.07     |
| Telegraph lines .....   | 666.38        |
| Side-tracks .....   | 54,398.80     |
| Double track extension .....  | 274,511.93    |
| Total for construction .....  | \$ 817,992.21 |

## EQUIPMENT.

|  |      |                 |
|--|------|-----------------|
| Locomotives .....  | 4    | \$ 95,978.87    |
| Passenger, mail, baggage and express<br>cars .....   | 17   | 58,423.84       |
| Freight and other cars .....   | 1995 | 714,960.94      |
| Total for equipment .....  |      | 869,363.65      |
| Any other expenditures charged to property ac-<br>count:   |      |                 |
| The equipment account is for the whole<br>line, and includes amounts expended in<br>rolling stock not finished at end of year. |      |                 |
| Total expenditures charged to property accounts .....  |      | \$ 1,687,355.86 |
| Net addition to property account for the year .....  |      | \$ 1,687,355.86 |

## ANALYSIS OF EARNINGS.

|   |                 |
|---|-----------------|
| IOWA.   |                 |
| Earnings, passenger:  |                 |
| From all passengers .....   | \$ 1,285,895.60 |
| From express .....  | 122,937.92      |
| From mails .....  | 246,664.62      |
| Total earnings, passenger department .....  | \$ 1,655,498.14 |
| Earnings per train mile run (1,201,439 miles) .....   | \$ 1.38         |
| Earnings, freight:  |                 |
| Total earnings, freight department .....  | 5,537,520.12    |
| Earnings per train mile run (3,773,131 miles) .....   | 1.47            |
| Total transportation earnings .....   | \$ 7,193,018.28 |
| Earnings per train mile run, from all trains earn-<br>ing revenue (4,921,010 miles) .....                               | 1.46            |
| Earnings per mile of road operated (881,305<br>miles) .....   | 8,161.78        |
| Proportion of earnings for Iowa ... All in Iowa.  |                 |
| Rents received for use of road and miscellaneous<br>Car mileage (credit balances) (shows in operat-<br>ing sheet) ..... | 100,572.32      |
| Total earnings from all sources .....   | \$ 7,293,590.58 |
| Proportion of earnings for Iowa ... All in Iowa.  |                 |

EXPENSES OF OPERATING THE ROAD FOR THE YEAR—IN  
IOWA.CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPER-  
ATING EXPENSES).

|  |                 |
|--|-----------------|
| Repairs of road-bed and track .....                            | \$ 589,670.00   |
| Renewal of rails (No. tons laid, steel, 644,395) .....         | 206,699.48      |
| Renewal of ties (No. laid, 202,914) .....                      | 126,892.17      |
| Repairs of bridges, including culverts and cattle-guards ..... | 205,464.00      |
| Repairs of fences, road-crossings and signs .....              | 25,337.28       |
| Repairs of buildings, stations and water-tanks .....           | 99,048.14       |
| Total .....  | \$ 1,253,111.07 |

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

|   |               |
|---|---------------|
| Repairs of locomotives .....                | \$ 389,319.70 |
| Repairs of passenger and freight cars ..... | 486,195.75    |
| Total .....                                 | \$ 825,515.45 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                        |
|--|------------------------|
| Fuel for locomotives .....                             | \$ 483,669.97          |
| Water supply .....                                     | 67,449.56              |
| Oil and waste .....                                    | 23,232.29              |
| Locomotive service .....                               | 412,929.89             |
| Train service .....                                    | 375,383.15             |
| Train supplies .....                                   | 37,951.20              |
| Mileage of cars (credit balance).....                  | \$ 17,941.94           |
| Telegraph expenses (maintenance and operating).....    | 105,664.20             |
| Damage and loss of freight.....                        | 10,937.23              |
| Damages to property, cattle and personal injuries..... | 82,312.04              |
| Agents and station service.....                        | 287,878.06             |
| Station supplies.....                                  | 34,642.56              |
| <b>Total.....</b>                                      | <b>\$ 1,904,058.20</b> |

## CLASS 4.—GENERAL EXPENSES.

|   |                      |
|---|----------------------|
| Salaries of general officers and clerks ..... | \$ 268,804.09        |
| Legal expenses.....                           | 19,155.13            |
| Insurance .....                               | 9.86                 |
| Stationery, printing and advertising.....     | 41,505.93            |
| Outside agencies and advertising.....         | 67,486.20            |
| Miscellaneous expenses and rentals.....       | 4,560.16             |
| Taxes in Iowa, \$81,779.67; total taxes.....  | 81,779.67            |
| Taxes in other States.....                    | \$ 292,548.78        |
| <b>Total.....</b>                             | <b>\$ 483,301.04</b> |

## RECAPITULATION OF EXPENSES.

|   |                        |
|---|------------------------|
| Maintenance of way and buildings.....           | \$ 1,253,111.07        |
| Maintenance of motive power and cars .....      | 825,515.45             |
| Conducting transportation.....                  | 1,904,058.20           |
| General expenses, including taxes .....         | 483,301.04             |
| <b>Total operating expenses and taxes .....</b> | <b>\$ 4,465,985.76</b> |

|  |                  |
|--|------------------|
| Operating expenses and taxes per mile of road operated (881,805 miles).....                      | \$ 5,067.47      |
| Operating expenses and taxes per train mile run, for trains earning revenue (4,921,010 miles) .. | 0.4921           |
| Proportion of operating expenses and taxes for Iowa .....  |                  |
| Expenses of running and management of passenger trains per train mile .....                      | } Cannot divide. |
| Expenses of running and management of passenger trains per train mile .....                      |                  |
| Expenses of running and management of freight trains, per train mile .....                       |                  |
| Expenses of running and management of freight trains, per train mile .....                       |                  |
| Expenses of running and management of all trains earning revenue .....                           | \$ 4,465,985.76  |
| Percentage of expenses to earnings.....  | 61.2             |

## GENERAL EXHIBIT—ALL STATES.

|  |                  |
|--|------------------|
| Total earnings .....   | \$ 26,900,222.35 |
| Total expenses, including taxes.....                               | 14,580,992.35    |
| Net earnings.....  | 12,319,230.00    |
| Rentals, specifying amount paid to each company.....               | 182,768.84       |
| Interest accruing during the year .....                            | 4,299,217.08     |
| Interest paid during the year.....                                 | 4,299,217.08     |
| Interest paid during the year on account of the road in Iowa ..... | \$ 783,138.50    |
| Interest on funded debt.....                                       | 4,299,217.08     |
| Interest paid on funded debt.....                                  | 4,299,217.08     |
| Dividends declared (8 per cent).....                               | 5,838,596.00     |
| Balance for the year.....  | 1,998,648.08     |
| Balance at commencement of the year.....                           | 6,559,515.12     |
| Balance at the close of the year, June 30, 1885.....               | 8,558,163.20     |

## INCOME ACCOUNT—IOWA.

|  |                        |
|--|------------------------|
| Income from earnings.....                              | \$ 7,293,590.58        |
| <b>Total income from all sources for the year.....</b> | <b>\$ 7,293,590.58</b> |
| Proportion of income for Iowa.....                     | All in Iowa            |

## GENERAL RECAPITULATION.

|   |                 |
|---|-----------------|
| Total income.....   | \$ 7,293,590.58 |
| Total operating expenses and taxes .....                              | 4,465,985.76    |
| Net income above operating expenses and taxes .....                   | 2,827,604.82    |
| Net income above operating expenses, taxes, interest and rental ..... | 2,827,604.82    |
| Gross income per train mile run (4,921,010 miles) ..                  | \$ 1.48         |
| Net income per train mile run (4,921,010 miles) ..                    | 0.57            |
| Percentage of net income to stock and debt.....                       | 12.12           |
| Percentage of net income to cost of road and equipment.....           | 9.59            |

## SURPLUS.

|   |                 |
|---|-----------------|
| Surplus at the commencement of the year .....   | \$ 1,193,993.27 |
| Surplus at the close of the year.....   | 1,961,231.94    |
| The amount invested in railroad bonds, the number of bonds, par value of each, the name of each road, and the amount invested in the bonds of each: |                 |
| In the hands of the trustees of the Iowa land grant mortgage, sundry securities and cash awaiting investment.....                                   | 5,599,375.79    |
| In the hands of the trustees of the Iowa mortgage to secure 5 per cent bonds of 1895, sundry securities and cash awaiting investment.....           | 168,081.66      |
| In the hands of the trustees of the Iowa mortgage, to secure 4 and 5 per cent bonds of 1919, sundry securities and cash awaiting investment.....    | 815,631.05      |

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

| DEBIT.  |                         |
|---|-------------------------|
| Construction account .....                              | \$ 85,706,849.85        |
| Equipment account .....                                 | 19,108,181.85           |
| Branch roads .....                                      | 32,919,226.93           |
| Cash and cash items .....                               | 2,565,818.95            |
| Accounts and bills receivable and payable—balance ..... | 1,078,485.93            |
| Stocks and bonds of connecting and leased roads .....   | 12,960,188.71           |
| Materials and supplies .....                            | 1,746,222.81            |
| Sinking fund .....                                      | 7,652,369.49            |
| <b>Total assets.</b> .....                              | <b>\$163,737,294.52</b> |
| CREDIT.   |                         |
| Capital stock .....                                     | \$ 76,452,626.51        |
| Funded debt .....                                       | 71,148,007.86           |
| Income account and surplus .....                        | 16,136,660.15           |
| <b>Total liabilities.</b> .....                         | <b>\$163,737,294.52</b> |

## DESCRIPTION OF ROAD.

|  |                |
|--|----------------|
| Length of main line of road from center of Mississippi river to Union Pacific transfer ..... | 295.440        |
| Length of main line of road in Iowa .....  | 295.440        |
| Length of double track on main line .....  | 58.368         |
| Same in Iowa .....   | 58.368         |
| Branches owned by this company .....   | 585.865        |
| Branches owned in Iowa, giving distance from junction with main line:                        |                |
| Burlington to Keokuk .....   | 42.012         |
| Albia to Des Moines .....  | 67.823         |
| Albia to Moravia .....   | 11.477         |
| Chariton to Grant City .....   | 95.450         |
| Bethany Junction to Albany .....   | 46.143         |
| Albany to St. Joseph (Missouri) .....  | 49.070         |
| Chariton Junction to Indianola and Avon .....  | 43.941         |
| Creston to Hopkins .....   | 44.540         |
| Creston to Fontanelle .....  | 27.704         |
| Villisca Junction to Burlington Junction .....   | 35.000         |
| Red Oak to East Nebraska City .....  | 49.880         |
| Red Oak to Griswold .....  | 18.100         |
| Hastings to Sidney .....   | 21.057         |
| Hastings to Carson City .....  | 15.728         |
| Clarinda to Northboro .....  | 17.960         |
|  | <b>585.865</b> |
| In Iowa .....  | 475.870        |
| In Missouri .....  | 109.995        |
| Total length of branches owned by this company, Iowa lines .....                             | 585.865        |
| Total length of branches owned by this company in Iowa .....                                 | 475.870        |
| Total length of branches owned by this company in Missouri .....                             | 109.995        |
| Total length of road belonging to this company, Iowa lines .....                             | 881.305        |
| Total length of road belonging to this company in Iowa .....                                 | 741.949        |

|   |         |
|---|---------|
| Aggregate length of sidings and other tracks not above enumerated .....         | 256.800 |
| Same in Iowa .....  | 251.441 |
| Aggregate length of track, computed as single track, exclusive of sidings ..... | 989.671 |
| Same in Iowa .....  | 829.676 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings .....       | 448.622 |
| Total length of iron rails in tracks in Iowa .....                              | 293.327 |
| Weights per yard, steel, 62 pounds.   |         |
| Weights per yard, iron, 56 pounds.  |         |
| Gauge of track, 4 feet, 8 $\frac{1}{2}$ inches.                                 |         |

## LENGTH OF LINES OPERATED BY C., B. &amp; Q. R. R. IN ALL STATES.

|                |           |
|----------------|-----------|
| Illinois ..... | 1,267.964 |
| Iowa .....     | 1,123.780 |
| Missouri ..... | 903.439   |
| Nebraska ..... | 1,182.980 |
| Kansas .....   | 115.210   |
| Colorado ..... | 174.890   |

|   |           |
|---|-----------|
| Total miles of road operated by this company .....      | 4,768.263 |
| Total miles road operated by this company in Iowa ..... | 771.810   |

## STATIONS.

|   |     |
|---|-----|
| Number of stations on all roads owned by this company ..... | 391 |
| Same on Iowa lines .....                                    | 157 |
| Number of stations on all roads operated by this company .  |     |
| Same in Iowa .....  | 157 |
| Number of telegraph offices in stations in Iowa .....       | 122 |

## EMPLOYES.

|  |                 |
|--|-----------------|
| Number of persons regularly employed on all roads operated by this company .....       | 18,931          |
| Same in Iowa .....   | 5,563           |
| Amount paid employes, including officials, on all roads operated by this company ..... | \$ 6,996,608.12 |
| Same in Iowa .....   | 3,027,347.60    |

## BRIDGES IN IOWA.

|  | No. | Aggregate Length. |
|--|-----|-------------------|
| Wooden truss bridges over 100 feet in length ..... | 40  | 5,147             |
| Iron bridges over 100 feet in length .....         | 34  | 5,385             |
| Wooden trestle and pile .....                      | 940 | 95,007            |
| Iron trestle .....                                 | 66  | 2,541             |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                    |    |
|------------------------------------|----|
| With 20 feet opening or more ..... | 2  |
| Less than 20 feet opening .....    | 30 |

## BOX CULVERTS IN IOWA.

|              |     |
|--------------|-----|
| Timber ..... | 736 |
| Stone .....  | 413 |



## CATTLE-GUARDS.

Number of in Iowa..... 999

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... 1,662,903  
 Amount of trestle work replaced with earth during the year (lineal feet)..... 3,063  
 Timber culverts replaced with sewer pipe..... 1  
 Timber culverts replaced with timber..... 10

## BRIDGES BUILT IN IOWA DURING THE YEAR.

| LOCATION.                            | Kind.             | Material. | When built.   | Length in feet. |
|--------------------------------------|-------------------|-----------|---------------|-----------------|
| Between Ottumwa and Chillicothe..... | Plate girder..... | Iron..... | May, 1885..   | 44              |
| Between Ottumwa and Chillicothe..... | Plate girder..... | Iron..... | May, 1885..   | 44              |
| Between Tyrone and Melrose.....      | Plate girder..... | Iron..... | Sept, 1884..  | 44              |
| Between Tyrone and Melrose.....      | Iron girder.....  | Iron..... | Sept, 1884..  | 16              |
| Between Russell and Chariton.....    | Iron girder.....  | Iron..... | April, 1885.. | 20              |
| Between Lucas and Woodburn.....      | Pratt truss.....  | Iron..... | June, 1885..  | 176             |
| Between Brooks and Nodaway.....      | Pratt truss.....  | Iron..... | June, 1885..  | 164             |
| Between Nodaway and Villisca.....    | Pratt truss.....  | Iron..... | July, 1885..  | 100             |
| Between Red Oak and Hawthorne.....   | Plate girder..... | Iron..... | June, 1885..  | 176             |
| Between Hastings and Malvern.....    | Pratt truss.....  | Iron..... | July, 1885..  | 176             |
| Total.....                           |                   |           |               | 774             |

Give the average number of years the trestle and pile bridges last on your road in Iowa..... 10  
 Give the average number of years that wooden truss bridges last on your road in Iowa..... 9

## ROAD-BED AND TRACK.

Number of track sections in Iowa..... 160  
 Average length of sections, miles..... 5  
 Average number of men in each section gang..... 5  
 Number of new ties laid in track during the year in Iowa..... 202,914  
 Average number of new ties per mile of road..... 202  
 New rails laid in track during the year in Iowa—steel 644,895 tons, miles..... 62.13  
 Total track laid with new rails during the year in Iowa, miles..... 62.13  
 What is the average number of years that iron rails last in your track on branches in Iowa?..... 8  
 What is the average number of years that steel rails last in your track on main line in Iowa?..... 6  
 What is the average number of years that steel rails last in your track on branches in Iowa?..... 10  
 What is the average number of years that ties last in your track in Iowa:  
 Oak..... 9  
 Cedar..... 6

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?

Wabash, St. Louis & Pacific, at Ottumwa.  
 Wabash, St. Louis & Pacific, one-half mile east of Albia.  
 Wabash, St. Louis & Pacific, at Malvern.  
 Wabash, St. Louis & Pacific, three-fourths mile north of Shenandoah.  
 Wabash, St. Louis & Pacific, at Clarks.  
 Wabash, St. Louis & Pacific, at Albia South.  
 Humeston & Shenandoah, at Clarinda.  
 Wabash, St. Louis & Pacific, at Humeston.  
 Kansas City, St. Jo & Council Bluffs, at Pacific Junction.  
 Osceola, Des Moines & Southern, at Osceola.  
 Osceola, Des Moines & Southern, at Leon.  
 Central of Iowa, at Maxon.  
 Chicago, Rock Island & Pacific, at Fairfield.  
 Chicago, Rock Island & Pacific, at Ottumwa, east.  
 Chicago, Rock Island & Pacific, at Des Moines.  
 Chicago, Rock Island & Pacific, at East Des Moines.

What railroads cross your road, over, and at what locality?

Humeston & Shenandoah, at Conway, two and one-half miles north.  
 Number of highway crossings at grade..... 1092  
 Number of highway crossings at which there are flagmen..... 11  
 Number of highway crossings over railroad..... 30  
 Number of highway crossings under railroad..... 18  
 Number of highway bridges 18 feet above track..... 29  
 Number of highway bridges less than 18 feet above track..... 1

## FENCING IN IOWA.

|   |            |  |
|---|------------|--|
| How many miles of your road in Iowa are fenced.....                                 | 1,058.282  |  |
| What is the average cost per rod.....   | \$ 1.00    |  |
| What is the total cost of same, (estimated).....                                    | 304,704.00 |  |
| How many miles of new fencing have you built during the year.....                   | 17.99      |  |
| Give the number of miles needed on both sides of your track in each county in Iowa: |            |  |
| In Monroe county.....   | 15.82      |  |
| In Lee county.....  | 6.50       |  |
| In Marion county.....   | 1.30       |  |
| In Wapello county.....  | 11.10      |  |
| In Polk county.....   | 11.17      |  |
| In Pottawattamie county.....  | 2.30       |  |
| In Lucas county.....  | 16.91      |  |
| In Cass county.....   | 2.90       |  |
| In Warren county.....   | 37.71      |  |
| In Decatur county.....  | 30.85      |  |
| In Ringgold county.....   | 17.58      |  |
| In Montgomery county.....   | .67        |  |
| In Page county.....   | 33.50      |  |
| In Union county.....  | 26.12      |  |
| In Adair county.....  | 32.50      |  |
| In Fremont county.....  | 12.00      |  |
| In Mills county.....  | 7.25       |  |
| In Appanoose county.....  | 1.10       |  |
| Total miles.....  | 266.78     |  |

## ROLLING STOCK.

|   | Iowa. | Total. |
|---|-------|--------|
| Number of locomotives.....  | 188   | 458    |
| Number of passenger cars.....   | 78    | 192    |
| Number of baggage, mail, and express cars.....  | 34    | 84     |
| Number of State-room cars.....  |       | 1      |
| Assigned sleepers belonging to Pullman Co.....  | 9     | 21     |
| Number of dining cars.....  | 1     | 5      |
| Number of box freight cars.....   | 4,517 | 10,996 |
| Number of stock cars.....   | 998   | 2,248  |
| Number of way cars.....   | 98    | 240    |
| Number of platform and coal cars.....   | 1,427 | 3,746  |
| Number of other cars, includes hand and rubble.....   | 419   | 1,027  |
| Total number of cars.....   | 7,581 | 18,560 |
| Maximum weight of locomotives and tenders, tons.....  |       | 51     |
| Average weight of locomotives and tenders, tons.....  |       | 38     |
| Number of locomotives equipped with train brake, in Iowa.....   |       | 24     |
| Kind of brake. Westinghouse Automatic.....  |       |        |
| Maximum weight of passenger cars, tons.....   |       | 29     |
| Average weight of passenger cars, tons.....   |       | 23     |
| Number of cars equipped with train brake, in Iowa.....  |       | 113    |
| Kind of brake. Westinghouse automatic.....  |       |        |
| Number of passenger and baggage cars equipped with Miller platform and buffer, in Iowa.....   |       | 112    |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 51 tons: |       |        |
| East Iowa division, tons freight.....   |       | 330    |
| Middle Iowa division, tons freight.....   |       | 275    |
| West Iowa division, tons freight.....   |       | 260    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 1,174,659 |
| Miles run by freight trains during the year.....   | 3,612,449 |
| Miles run by switching trains during the year..... | 133,902   |
| Total train mileage.....                           | 4,921,010 |

## CARS AND WEIGHT OF TRAINS.

|  |      |
|--|------|
| Average number of cars in passenger trains.....                        | 5.1  |
| Average weight of passenger trains, exclusive of passengers, tons..... | 170  |
| Average number of cars in freight trains.....                          | 19.2 |
| Average weight of freight trains, exclusive of freight, tons.....      | 235  |

## PASSENGER TRAFFIC.

|   |            |
|---|------------|
| Total number of passengers carried.....                     | 1,258,318  |
| Total passenger mileage, or passengers carried one mile.... | 56,599,094 |
| Average distance traveled by each passenger, miles.....     | 45         |
| Highest rate of fare per mile for any distance, cents.....  | 3          |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Number of tons of through freight carried, Iowa only.....  | 1,254,046   |
| Number of tons of local freight carried, Iowa only.....  | 1,499,586   |
| Total tons of freight carried, Iowa only.....  | 2,753,632   |
| Total freight mileage, or tons carried one mile.....   | 578,492,469 |
| Average rate per ton per mile received for all freight.....\$  | .957        |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 15.4        |

## CAR MILEAGE.

|  |            |
|--|------------|
| Number of miles run by loaded freight cars east and south..... | 31,226,314 |
| Number of miles run by loaded freight cars west and north..... | 24,921,408 |
| Number of miles run by empty freight cars east and south.....  | 5,239,149  |
| Number of miles run by empty freight cars west and north.....  | 10,961,880 |
| Total freight car mileage.....                                 | 72,348,751 |

|   |       |
|---|-------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 14.36 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 30.55 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops..... | 24 |
| Rate of speed of freight trains, including stops.....   | 13 |

## TONNAGE OF ARTICLES TRANSPORTED—WHOLE LINE.

|  | TONS.     | PER<br>CENT. |
|--|-----------|--------------|
| Grain.....   | 1,945,231 | 38.2         |
| Flour.....   | 120,669   | 2.0          |
| Provisions (beef, pork, lard, etc.).....                     | 89,692    | 1.5          |
| Animals.....   | 555,459   | 9.5          |
| Other agricultural products.....                             | 52,772    | 0.9          |
| Lumber and forest products.....                              | 664,496   | 11.4         |
| Coal.....  | 1,258,216 | 21.5         |
| Plaster, lime and cement.....                                | 58,058    | 1.0          |
| Salt.....  | 74,403    | 1.3          |
| Iron, steel and castings.....                                | 132,812   | 2.3          |
| Stone and brick.....   | 75,977    | 1.3          |
| Manufactures, articles shipped from point of production..... | 98,247    | 1.7          |
| Merchandise, and other articles not enumerated above.....    | 725,522   | 12.4         |
| Total tons carried.....                                      | 5,851,453 | 100          |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT BURLINGTON, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                |           |
|--------------------------------|-----------|
| East bound number of tons..... | 1,487,496 |
| West bound number of tons..... | 645,454   |
| Total tons.....                | 2,132,950 |

## TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT E. PLATTSMOUTH, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                |           |
|--------------------------------|-----------|
| East bound number of tons..... | 826,643   |
| West bound number of tons..... | 449,721   |
| Total tons.....                | 1,276,364 |

## TONNAGE CROSSING THE MISSOURI RIVER FERRY AT NEBRASKA CITY, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                |        |
|--------------------------------|--------|
| East bound number of tons..... | 28,069 |
| West bound number of tons..... | 19,809 |
| Total tons.....                | 47,168 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  |           |
|--|-----------|
| Grain.....   | 1,185,074 |
| Flour.....   | 36,524    |
| Provisions (beef, pork, lard, etc.).....                     | 43,295    |
| Animals.....   | 247,203   |
| Other agricultural products.....                             | 24,086    |
| Lumber and forest products.....                              | 298,547   |
| Coal.....  | 446,419   |
| Plaster, lime and cement.....                                | 23,485    |
| Salt.....  | 42,287    |
| Iron, steel and castings.....                                | 52,145    |
| Stone and brick.....   | 21,805    |
| Manufactures, articles shipped from point of production..... | 39,098    |
| Merchandise, and other articles not enumerated above.....    | 293,645   |
| Total tons carried.....                                      | 2,753,613 |

## 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? The American Express Company does the ordinary express business on the main line and branches, paying agreed rates for car accommodations furnished by the company. The express company loads and unloads all freight and cares for the same.

## SLEEPING CARS.

Do sleeping, parlor, or dining 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? The Pullman Palace Sleeping Car Company runs sleeping cars on the road. The charges are \$2.00 per double berth per night. The railroad company runs its own dining cars. 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. The railroad company maintains and repairs the sleeping cars, and the Pullman company maintains everything relating to the sleeping apparatus. The Pullman company receives the entire earnings from sleeping accommodations.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? On main line two times each way daily except Sundays, and on branches and at small stations one time each way. Receipts in Iowa for year ending June 30, 1885, \$248,664.62.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$1,543.20.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 838 miles.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? No other telegraph company owns lines on our road.

LANDS—CONGRESSIONAL GRANT.

|   |                 |
|---|-----------------|
| State the number of acres of land your company has already received from the congressional grants.....        | 358,422.00      |
| State the number of acres yet to inure to your company from congressional grants.....                         | None.           |
| State the average price at which these lands have been sold or contracted by the company.....                 | 12.17           |
| State the number of acres sold.....   | \$ 340,340.88   |
| State the amount received from sales.....   | \$ 4,882,056.24 |
| State the amount unpaid on outstanding contracts, principal and interest.....                                 | 750,852.16      |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1885.....    | 5,129,978.61    |
| State the amount expended in sale and management of lands.....  | 511,840.31      |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes..... | 256,688.22      |
|   | 4,331,550.08    |

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.  
KILLED AND INJURED.

| DATE.  | NAME AND OCCUPATION.         | PLACE.                    | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                          |
|--------|------------------------------|---------------------------|---|
| 1884.  |                              |                           |   |
| July   | 1 James Kelly, engineer      | Creston                   | Tie fell on him; right foot bruised.                                |
| July   | 2 James Smith, citizen       | East of Woodburn          | Sitting on track; struck by train; badly bruised; died.             |
| July   | 2 Wm. Strey, car-repairer    | Creston                   | Removing draw-bar from car; right foot bruised.                     |
| July   | 5 Ed. Martin, brakeman       | West Burlington           | Making coupling; finger of left hand taken off.                     |
| July   | 5 A. R. Burnett, switchman   | Pacific Junction          | Making coupling; head and shoulders squeezed.                       |
| July   | 7 H. Harter, switchman       | Northern Pacific Transfer | Making coupling; right hand pinched.                                |
| July   | 8 Thomas Walker, conductor   | Russell                   | Jumped from train; right ankle sprained.                            |
| July   | 9 R. M. Lyons, brakeman      | West of Whitfield         | Setting brake; chain broke; left shoulder wrenched.                 |
| July   | 9 R. A. S. machinist         | West Burlington           | Plank fell from crane on him; head bruised.                         |
| July   | 15 John Estinger, engineer   | Ottumwa                   | Struck in breast by lever; slightly bruised.                        |
| July   | 18 E. Gustafson, laborer     | West Burlington           | Handling ties; left thigh bruised.                                  |
| July   | 21 J. W. Thomas, brakeman    | Tyrone                    | Sitting on ballast plow; ditched; left arm cut and knee bruised.    |
| July   | 23 A. Barnes, machinist      | Creston                   | Driving-box fell on foot; left foot bruised.                        |
| July   | 23 F. Templeman, fireman     | East of Russell           | Lever that works engine grate fell on foot; left foot bruised.      |
| July   | 26 Ed. White, brakeman       | Charlton                  | Making coupling; right foot sprained.                               |
| July   | 26 Robert Hall, boiler-maker | West Burlington           | Working in boiler; hand cut by iron; left hand cut.                 |
| July   | 31 C. Hosler, blacksmith     | Burlington                | Threw himself in front of train; run over and killed.               |
| July   | 18 John Bolsen, blacksmith   | Creston                   | Pounding an iron bar; piece of iron flew in eye.                    |
| July   | 29 J. Fitzpatrick, laborer   | Burlington                | Slipped and fell; head bruised.                                     |
| July   | 30 John Porter, boy          | Cleveland                 | Riding of truck-frame of car; fell off; right leg cut off.          |
| July   | 31 William Hartwell, laborer | Charlton                  | Fell from a flat car; hip and shoulder bruised.                     |
| August | 4 Charles Swan, laborer      | New London                | Unloading ties; left hand bruised.                                  |
| August | 15 James Benbow, brakeman    | Fairfield                 | Getting down from engine; right ankle sprained.                     |
| August | 9 E. Allen, laborer          | Fairfield                 | Cutting fence post; axe slipped; right knee cut.                    |
| August | 10 L. Shunterman, brakeman   | Ketchums                  | Getting down from engine; left ankle sprained.                      |
| August | 11 Thomas Maloney, citizen   | West Burlington           | Bar fell from car and struck him; small hole cut in head.           |
| August | 11 S. L. Thomas, brakeman    | West of Tyrone            | Sitting on end of tie; struck by engine; slightly bruised; (drunk). |
| August | 13 S. L. Thomas, brakeman    | Pacific Junction          | Attempted getting on moving engine; right thigh bruised.            |
| August | 14 A. Johnson, carpenter     | West Burlington           | Fell from train and struck tie; face bruised.                       |
| August | 15 E. S. Clark, brakeman     | Oscola                    | Stepped from coal car to platform; left ankle sprained.             |
| August | 15 Samuel Aisey, laborer     | East of Batavia           | Fell from hand-car; run over; shoulder bruised.                     |
| August | 15 Ed. Harridge, machinist   | West Burlington           | Stooped to pick up a drilling-post; slightly ruptured.              |
| August | 16 Bert. Tabor, boy          | West Burlington           | Jumped from train on to another; hands, face and hips bruised.      |
| August | 19 John Cook, laborer        | West Burlington           | Knocked from car; back and head bruised.                            |
| August | 19 Alf. Galney, switchman    | Creston                   | Making coupling; left leg broken.                                   |
| August | 19 John Mach, switchman      | Burlington                | Hanging to ladder of car; badly bruised.                            |
| August | 19 T. J. Little, citizen     | Aibla                     | Crossing track; struck by train; killed.                            |

REPORT OF ACCIDENTS IN IOWA—CONTINUED.

| DATE.        | NAME AND OCCUPATION.             | PLACE.                     | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                        |
|--------------|----------------------------------|----------------------------|---|
| 1884.        |                                  |                            |   |
| August 19    | H. O'Keefe, painter.....         | East Woodburn.....         | Jumped from hand-car to train; right hand and head cut.           |
| August 21    | J. Fritz, machinist.....         | West Burlington.....       | Fell over a driving-wheel axle; bone of nose broken.              |
| August 21    | James Edson, laborer.....        | Tyrone.....                | Unloading rail; right leg hurt.                                   |
| August 21    | James Burnes, brakeman.....      | Chariton.....              | Dropped engine bar on his hand; finger bruised.                   |
| August 22    | A. J. Frazier, switchman.....    | Ottumwa.....               | Handling a stone; finger of left hand bruised.                    |
| August 25    | J. Mathews, citizen.....         | Creston.....               | Making coupling; finger bruised.                                  |
| August 25    | Man unknown, tramp.....          | Villisca.....              | Supposed to have been crossing track; found dead.                 |
| August 25    | John Tiren, brakeman.....        | Mount Pleasant.....        | Fell from train; head and knee bruised.                           |
| August 14    | W. H. Crawford, brakeman.....    | Burlington.....            | Getting on a coal car; right hand bruised.                        |
| August 17    | L. Nickles, brakeman.....        | Burlington.....            | Setting brake dog, slipped; wrist sprained.                       |
| August 25    | C. B. Sammons, brakeman.....     | Burlington.....            | Setting brake dog, slipped; back sprained.                        |
| August 25    | C. C. Lutherland, fireman.....   | Albia.....                 | Jumped from train; right ankle sprained.                          |
| August 25    | W. F. White, brakeman.....       | West Cromwell.....         | Jumped from engine; head cut slightly.                            |
| August 27    | W. H. Freeling, brakeman.....    | East Wilfield.....         | On top of car; struck bridge; head cut slightly.                  |
| August 28    | James Shannon, brakeman.....     | West Burlington.....       | Climbing down side of car; left side and shoulder bruised.        |
| September 1  | George Toombs, bridgeman.....    | Near Ottumwa.....          | Was sent back to flag; went to sleep; struck by train and killed. |
| September 1  | J. H. Lyndon, boiler washer..... | Creston.....               | Blow off cock of engine broken off; face scalded by steam.        |
| September 1  | A. Colton, fireman.....          | Council Bluffs.....        | Fell from engine tank; arm sprained and face cut.                 |
| September 4  | H. J. Powell, boiler maker.....  | Maxon.....                 | Making coupling; right hand bruised.                              |
| September 4  | J. W. McNearny, switchman.....   | West Burlington.....       | Right hand caught in planer; finger of right hand cut.            |
| September 8  | C. Joseph, section man.....      | Ottumwa.....               | Making coupling; thumb bruised.                                   |
| September 8  | John Rush, section man.....      | East Moline.....           | Fell off end of flat car; left ankle bruised.                     |
| September 9  | Harry Reed, boy.....             | Charlton.....              | Handling steel rail; toe of foot bruised.                         |
| September 9  | S. Hann, brakeman.....           | Charlton.....              | Fell off hand-car; leg bruised.                                   |
| September 11 | G. B. Shaw, brakeman.....        | East Pacific Junction..... | Struck by gravel plow; toe crushed.                               |
| September 11 | H. McElwain, citizen.....        | Red Oak.....               | Coupling; thumb cut off.  |
| September 15 | J. A. Smith, section man.....    | Council Bluffs.....        | Jumping on train; leg cut off; drunk.                             |
| September 16 | H. Welcher, section man.....     | West Burlington.....       | Handling ties; contusion of abdomen.                              |
| September 16 | N. A. Gray, road master.....     | Thayer.....                | Working on wreck; finger crushed.                                 |
| September 16 | J. Peak, fireman.....            | Malvern.....               | Struck by bridge; head cut.                                       |
| September 18 | Ed. White, bridgeman.....        | Red Oak.....               | Crossing track in front of engine; killed.                        |
| September 18 | S. Peterson, section man.....    | Hawthorne.....             | Moving pile-driver; rope broke; leg broken.                       |
| September 19 | J. Ross, unknown.....            | Albia.....                 | Jumping on train; foot bruised.                                   |
| September 20 | J. Cowen, blacksmith.....        | Murry.....                 | Walking on track; killed; deaf and drunk.                         |
|              |                                  | West Burl.....             | Got foot under wheel; foot bruised.                               |
| September 22 | C. Borden, engineer.....         | Burlington.....            | Engine collided with cars; right side and wrist bruised.          |
| September 23 | A. Curtis, citizen.....          | Whitecast.....             | Struck by train; killed.  |
| September 23 | Griggs, brakeman.....            | West of Chillicothe.....   | On top of train; struck by bridge; badly bruised; died.           |
| September 24 | C. A. Eubsey, brakeman.....      | Hillsdale.....             | Making coupling; both feet crushed.                               |
| September 24 | A. Axtell, laborer.....          | New London.....            | Slipped and fell; back bruised.                                   |
| September 15 | S. Anderson, brakeman.....       | Pacific Junction.....      | Making coupling; two fingers crushed.                             |
| September 15 | S. Sturdevant, engineer.....     | Red Oak.....               | Fell off engine; ankle sprained.                                  |
| September 21 | Jas. Tyre, laborer.....          | West of Corning.....       | Chain broke while at wreck; left side and arm bruised.            |
| September 21 | E. Rubin, machinist.....         | Villisca.....              | Hand caught in press; hand bruised.                               |
| September 27 | E. Patrick, brakeman.....        | Agency City.....           | Fell off train; ankle wrenched.                                   |
| September 27 | J. Lamson, fireman.....          | East of Creston.....       | Collision; leg sprained and scratched.                            |
| September 27 | G. Wright, laborer.....          | Villisca.....              | Handling rails; foot bruised.                                     |
| September 29 | H. Lockwood, brakeman.....       | Chillicothe.....           | Fell from train; wrist sprained.                                  |
| September 29 | J. Ainsberger, fireman.....      | West Burlington.....       | Engine run off track; ankle sprained and bruised.                 |
| September 29 | J. Ericson, engineer.....        | West Burlington.....       | Engine run off track; ankle sprained and back bruised.            |
| September 29 | E. Erwin, brakeman.....          | Villisca.....              | Making coupling; two fingers crushed.                             |
| September 30 | E. O'Brien, switchman.....       | Pacific Junction.....      | Run over; killed.   |
| October 1    | C. Smith, laborer.....           | East of Lucas.....         | Struck by engine; head cut; drunk.                                |
| October 1    | I. J. Johnson, engineer.....     | East of Emerson.....       | Collision; jumped; ankle sprained.                                |
| October 1    | L. Maroune, laborer.....         | East of Emerson.....       | Working on wreck; both feet bruised.                              |
| October 1    | W. Shryer, brakeman.....         | Burlington.....            | Making coupling; two fingers crushed.                             |
| October 2    | W. Morse, brakeman.....          | Red Oak.....               | Making coupling; chest bruised.                                   |
| October 4    | W. McKinsly, citizen.....        | Ketchams.....              | Fell between cars; killed.  |
| October 5    | C. Boggs, carpenter.....         | Creston.....               | Struck by derrick; head cut.                                      |
| October 7    | D. Sanders, fireman.....         | Red Oak.....               | Getting on train; stomach bruised.                                |
| October 7    | W. Hill, machinist.....          | West Burlington.....       | Hand caught in machine; hand cut.                                 |
| October 7    | W. Elliott, fireman.....         | Burlington.....            | Fell in turn-table pit; hip bruised.                              |
| October 7    | R. Hughes, switchman.....        | Creston.....               | Making coupling; hip bruised.                                     |
| October 9    | Lems, engineer.....              | Stanton.....               | Got cinder in eye; eye burned.                                    |
| October 9    | J. Morrison, blacksmith.....     | West Burlington.....       | Lifting rail; back strained.                                      |
| October 9    | E. Truitt, citizen.....          | Stanton.....               | Struck by lam of car; foot bruised.                               |
| October 10   | P. Thompson, car repairer.....   | Ottumwa.....               | Struck by engine; killed.   |
| October 11   | Unknown man.....                 | Cleveland.....             | Threw himself in front of engine; killed.                         |
| October 12   | P. Hansen, laborer.....          | Creston.....               | Caught between cars; side bruised.                                |
| October 13   | W. Tipton, machinist.....        | Creston.....               | Hand caught in planer; one finger crushed.                        |
| October 13   | J. Abronens, citizen.....        | East of Dudley.....        | Found on track; leg cut off; died.                                |
| October 14   | M. E. ardon, baggage-master..... | Creston.....               | Struck by wedge; knee bruised.                                    |
| October 14   | M. Beach, switchman.....         | Ottumwa.....               | Coupling cars; finger crushed.                                    |
| October 15   | W. Drefen, citizen.....          | Burlington.....            | Struck by car; leg broken.  |
| October 15   | P. Hoffman, laborer.....         | Red Oak.....               | Trying to break a rail; toe broken.                               |
| October 15   | J. Turner, laborer.....          | Creston.....               | Train run off trestle; killed.                                    |
| October 15   | M. Murray, laborer.....          | Creston.....               | Train run off trestle; badly bruised.                             |
| October 15   | J. Cummings, engineer.....       | Danville.....              | Put some tallow in hot cup; face scalded.                         |
| October 16   | C. Johnson, laborer.....         | West Burlington.....       | Handling rails; hand bruised.                                     |
| October 18   | A. Butler, switchman.....        | Creston.....               | Making coupling; hand bruised.                                    |
| October 18   | Emerson, brakeman.....           | Stanton.....               | Making coupling; killed.  |
| October 22   | J. Monroe, section foreman.....  | Mt. Pleasant.....          | Run over; killed.   |
| October 30   | S. Richey, brakeman.....         | Agency.....                | Making coupling; finger broken.                                   |
| September 9  | O. Witzerg, laborer.....         | Hastings.....              | Fell from flat-car; wrist sprained.                               |
| September 29 | Wm. Moss, laborer.....           | Malvern.....               | Handling rail; foot bruised.                                      |

REPORT OF ACCIDENTS IN IOWA—CONTINUED.

| DATE.       | NAME AND OCCUPATION.       | PLACE.            | CAUSES OF ACCIDENTS AND CHARACTER OF INJURY.             |
|-------------|----------------------------|-------------------|--|
| 1884.       |                            |                   |  |
| October 9   | H. Tusa, laborer           | West Burlington   | Fell on a board; knee put out of joint.                  |
| October 18  | G. Eichard, brakeman       | New London        | Fell on engine tank; head cut, shoulder bruised.         |
| October 19  | L. Eckels, brakeman        | Chariton          | Making coupling; finger crushed.                         |
| October 22  | J. McShane, brakeman       | Chariton          | Making coupling; finger crushed.                         |
| October 22  | L. Kurtz, clinkerer        | Pacific Junction  | Jumping off engine; ankles and wrist sprained.           |
| October 26  | J. Sumner, brakeman        | Creston           | Tightening bolts on engine; back strained.               |
| October 27  | A. Sasse, laborer          | Chariton          | Fell from train; head badly injured.                     |
| October 31  | A. Buras, citizen          | Ottumwa           | Crossing between cars; hip bruised; drunk.               |
| October 31  | A. Evans, brakeman         | West of Corning   | Collision; ankle sprained.                               |
| October 31  | M. Crane, brakeman         | West of Corning   | Collision; thrown from car; slight scalp wound.          |
| October 31  | H. Price, switchman        | Pacific Junction  | Collision; found in wreck; badly bruised.                |
| November 4  | A. Haggerts, unknown       | Burlington        | Making coupling; finger crushed.                         |
| November 5  | L. Anderson, citizen       | Burlington        | Found under switch engine; back and head bruised; drink. |
| November 6  | J. Barklers, switchman     | Ottumwa           | Jumping on train; toes crushed.                          |
| November 8  | G. Leasure, switchman      | Council Bluffs    | Making coupling; finger crushed.                         |
| November 8  | J. Magneson, machinist     | Ottumwa           | Making coupling; finger crushed.                         |
| November 9  | J. Dalton, switchman       | Creston           | Cutting links on engine; middle finger crushed.          |
| November 10 | M. Baird, brakeman         | Ottumwa           | Jumping on train; foot crushed.                          |
| November 11 | McFarland, fireman         | Villisca          | Making coupling; arm bruised.                            |
| November 11 | O. Waddell, fireman        | West of Lucas     | Collision; shoulder sprained.                            |
| November 11 | O. Shattuck, engineer      | West of Lucas     | Collision; killed.                                       |
| November 11 | G. Burgett, engineer       | West of Lucas     | Collision; killed.                                       |
| November 11 | C. Harloff, brakeman       | West of Lucas     | Collision; hips and shoulder bruised.                    |
| November 11 | C. Bigom, brakeman         | West of Lucas     | Collision; back sprained.                                |
| November 14 | G. Derr, passenger         | West of Lucas     | Collision; ankle sprained.                               |
| November 14 | J. Garin, machinist        | Creston           | Fell on train; head cut; hip bruised.                    |
| November 15 | Mrs. J. Bruster, passenger | Creston           | Working at machinery; finger crushed.                    |
| November 16 | H. Auldin, brakeman        | Near Fairfield    | Ventilator fell on her; head bruised.                    |
| November 16 | W. Smile, citizen          | Villisca          | Making coupling; two fingers crushed.                    |
| November 16 | J. Eckert, fireman         | Burlington        | Struck by train; head cut.                               |
| November 17 | McFarland, citizen         | Prescott          | Fell from engine tank; hip bruised.                      |
| November 17 | J. Gilter, unknown         | Red Oak           | Struck by train; killed.                                 |
| November 18 | H. Fensterer, brakeman     | Burlington        | Crossing track in front of engine; toes crushed; drunk.  |
| November 18 | S. Ralph, brakeman         | Burlington        | Making coupling; finger taken off.                       |
| November 18 | Armstrong, brakeman        | Creston           | Making coupling; hand bruised.                           |
| November 18 | B. With, switchman         | Pacific Junction  | Making coupling; fingers crushed.                        |
| November 19 | G. Shurply, laborer        | Pacific Junction  | Caught between draw bars; leg crushed; died.             |
|             |                            | West of Murry     | Threw himself under train; killed.                       |
| November 19 | C. Ball, fireman           | Chillicothe       | Jumping on engine; side bruised.                         |
| November 21 | E. Jennings, switchman     | Ottumwa           | Struck by switch target; back bruised.                   |
| November 21 | J. Wells, passenger        | East of Whitfield | Derrailment; hand and shoulder bruised.                  |
| November 21 | W. Morris, passenger       | "                 | Derrailment; head and shoulder bruised.                  |
| November 21 | W. Virgin, brakeman        | "                 | Derrailment; head and shoulder bruised.                  |
| November 21 | A. Heston, laborer         | "                 | Derrailment of hand car; slightly bruised.               |
| November 21 | H. Hendricks, laborer      | "                 | Derrailment of hand car; slightly bruised.               |
| November 22 | C. Daugherty, fireman      | "                 | Collision; hip bruised.                                  |
| November 22 | J. Hawkworth, engineer     | "                 | Collision; back bruised.                                 |
| November 22 | J. Baker, brakeman         | "                 | Collision; back and leg injured.                         |
| November 22 | J. Phillips, brakeman      | "                 | Collision; killed.                                       |
| November 22 | J. Lange, brakeman         | Creston           | Getting off train; ankle sprained.                       |
| November 22 | L. Boyles, brakeman        | Ottumwa           | Getting off train; ankle sprained.                       |
| November 24 | S. Lewis, engineer         | West of Melrose   | Collision; back bruised and face cut.                    |
| November 26 | W. Allison, brakeman       | T. Layer          | Jumping on train; knee bruised.                          |
| November 27 | W. Mibrestead, brakeman    | Chariton          | Making coupling; fingers crushed.                        |
| November 28 | J. Williams, switchman     | Ottumwa           | Making coupling; fingers crushed.                        |
| November 30 | G. Delaney, switchman      | Creston           | Making coupling; fingers crushed.                        |
| October 22  | J. Bean, passenger         | Pacific Junction  | Fell through a bridge; face scratched and bruised.       |
| November 8  | G. Rutter, brakeman        | Chariton          | Fell from an engine; bone broken in foot.                |
| November 24 | D. Stanley, fireman        | Thayer            | Spout of water tank struck him; head bruised.            |
| November 25 | W. Parrish, laborer        | Creston           | Fell between cars; ankle sprained.                       |
| November 25 | C. Eckland, second fireman | Stanton           | Holding chisel for man to strike; struck in groin.       |
| December 11 | D. Sculler, engineer       | Creston           | Smoke jack fell on him; nose cut.                        |
| December 11 | J. Mundra, laborer         | Creston           | Loading car wheels; foot bruised.                        |
| December 11 | W. Overmier, brakeman      | Chariton          | Engine turned over; ankle sprained; foot bruised.        |
| December 12 | C. Bartle, brakeman        | Tyrone            | Fell from train; collar bone broken.                     |
| December 4  | D. Logan, brakeman         | Cleveland         | Knocked off tank by coal; head cut; back bruised.        |
| December 4  | C. Poole, fireman          | Creston           | Slipped off running board; right wrist cut.              |
| December 4  | W. Rolf, boy               | Burlington        | Jumping on train; killed.                                |
| December 5  | C. Smith, machinist        | Burlington        | Fell into turn-table pit; side bruised.                  |
| December 5  | J. Wakefield, car repairer | Creston           | Slipped and fell on shot floor; ankle sprained.          |
| December 7  | J. McGuire, brakeman       | Hastings          | Uncoupling cars; foot run over and crushed.              |
| December 8  | E. Lenz, brakeman          | East of Red Oak   | Collision; face bruised.                                 |
| December 8  | J. Jamish, brakeman        | Malvern           | Fell from box car; slightly bruised.                     |
| December 8  | D. Patton, conductor       | West of Ottumwa   | Fell between cars; ankle bruised.                        |
| December 8  | A. Anderson, fireman       | East of Tyrone    | Jumped from train; face scratched and bruised.           |
| December 13 | McCarrall, wiper           | Creston           | Fell into turn-table pit; knee bruised.                  |
| December 13 | F. Templeton, fireman      | Cleveland         | Struck by coal from chute; cut and bruised slightly.     |
| December 15 | W. R. Kern, passenger      | Ottumwa           | Collision; back bruised.                                 |
| December 15 | E. Sims, passenger         | Ottumwa           | Collision; face bruised.                                 |
| December 15 | J. Wright, brakeman        | Ottumwa           | Collision; head bruised.                                 |
| December 16 | J. Caster, machinist       | Burlington        | Moving engine down; hand caught; fingers cut.            |
| December 16 | J. McDonald, blacksmith    | West Burlington   | Working on hot draw bar; piece struck him in eye.        |
| December 17 | A. Giger, machinist        | West Burlington   | Piece of iron struck him in face; nose cut.              |
| December 18 | B. Nelson, tracksmith      | West Burlington   | Struck by a sledge hammer; head bruised.                 |
| December 18 | A. McClure, carpenter      | Lucas             | Lifting bridge timber; took pain in back.                |
| December 18 | E. McCalland, fireman      | Cleveland         | Fell from engine tank; back and hip bruised.             |
| December 19 | A. Axley, brakeman         | Cleveland         | Coupling; finger crushed.                                |
| December 20 | N. Dickson, laborer        | Burlington        | Jumped from engine; ankle sprained.                      |

TABLE OF ACCIDENTS—CONTINUED.

| DATE.       | NAME AND OCCUPATION.         | PLACE.           | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                                      |
|-------------|------------------------------|------------------|---|
| 1884.       |                              |                  |   |
| December 20 | E. Justice, brakeman         | Rome             | Fell from top of car; slightly bruised.   |
| December 22 | J. Jacobson, engineer        | East of Union    | Collision; head and face cut.   |
| December 23 | J. O. Rouke, switchman       | Red Oak          | Coupling; finger bruised.   |
| December 24 | L. Hutchinson, carpenter     | Creston          | Fell from a girder; head and face bruised.                                      |
| December 24 | C. Cogswell, conductor       | Fairfield        | Getting off car; ankle sprained.  |
| December 24 | W. Brady, engineer           | Tyrone           | Jumped from car; ankle sprained.  |
| December 24 | W. Percey, engineer          | Dudley           | Fell from running board; back bruised.  |
| December 31 | W. Wilder, engineer          | Thayer           | Getting off engine; elbow bruised.  |
| December 31 | O. Hendrichs, bricklayer     | New London       | Getting off engine; ankle sprained.   |
| November 28 | C. Clayton, brakeman         | Villisca         | Getting off car; knee bruised.  |
| November 29 | A. Gail, baggage master      | Creston          | Coupling; finger bruised.   |
| December 3  | A. Smith, tramp              | Prescott         | Working on machine; finger cut.   |
| December 13 | M. Burr, brakeman            | Creston          | Getting off engine; hand and knee sprained.                                     |
| December 20 | M. Burr, brakeman            | Creston          | Crossing between cars; foot cut and bruised.                                    |
| December 31 | O. Heudriebs, laborer        | Stanton          | Jumping on train; wrist sprained.   |
| 1885.       |                              |                  |   |
| January 1   | J. Kennedy, fireman          | Ottumwa          | Handling bridge timbers—fell from car; left knee bruised.                       |
| January 1   | N. Glew, laborer             | Thayer           | Knocked from engine tank by water spout; left side bruised.                     |
| January 2   | J. McMurray, switchman       | West of Prescott | Driving spike head of spike flew off; right eye slightly injured.               |
| January 2   | J. Nelson, fireman           | Cleveland        | Setting brake and slipped; right wrist sprained.                                |
| January 2   | M. Strassler, eng neer       | Thayer           | Slipped and fell between two cars; back and head bruised.                       |
| January 3   | Jno. Bundle, brakeman        | East of Zero     | Rear collision—jumped; left side bruised and face scratched.                    |
| January 3   | Sam Owens, brakeman          | Rome             | On engine tank—struck by signal post; back bruised.                             |
| January 4   | H. W. Robinson, conductor    | Danville         | Making coupling; left hand bruised.   |
| January 6   | Jno. Bemy, switchman         | Red Oak          | Getting off way car; right ankle sprained.                                      |
| January 7   | A. Maher, mason              | Ottumwa          | Making coupling; right leg bruised.   |
| January 8   | N. Dickson, laborer          | Ottumwa          | Handling stone; fingers bruised.  |
| January 9   | Jno. Quinlan, engineer       | Burlington       | Fell into engine pit; breast bruised.   |
| January 9   | H. Burkman, farmer           | Pacific Junction | Reversing engine; slightly ruptured.  |
| January 11  | N. L. Sunley, brakeman       | Frederic         | In wagon—struck by train; head bruised.   |
| January 11  | W. F. Harley, brakeman       | East of Dudley   | Supposed to have been struck by bridge; killed.                                 |
| January 11  | A. E. Finley, engineer       | Creston          | Making coupling; little finger of left hand taken off.                          |
| January 12  | A. R. Barrett, brakeman      | Whitebreast      | Fell from engine; left wrist broken.  |
| January 12  | A. R. Trout, brakeman        | Ketchams         | Fell between car and engine; both ankles sprained.                              |
| January 12  | L. Erickson, machinist       | East of Red Oak  | Rear collision—was in way car; both legs broken—died.                           |
| January 12  | F. Windland, machinist       | West Burlington  | Engine frame fell on him; both feet bruised.                                    |
|             |                              | West Burlington  | Hand caught in cog wheel; two fingers of left hand bruised.                     |
| January 12  | J. Marrow, watchman          | Creston          | Loading coal; lump fell on hand; fingers of right hand crushed.                 |
| January 13  | Unknown man                  | East of Tyrone   | Found dead; supposed to have burned to death.                                   |
| January 13  | C. J. Gaff, brakeman         | Albia            | Fell from top of car; hips and knee bruised.                                    |
| January 14  | L. McGuire, clinkerer        | Pacific Junction | Fell into engine pit; hip bruised.  |
| January 14  | T. Donahue, engineer         | Villisca         | Clearing fire out of engine; right hand bruised.                                |
| January 15  | H. Glow, brakeman            | Creston          | Slipped and fell; back and thigh injured.                                       |
| January 15  | John Cadogan, machinist      | Creston          | Was working at bolt-cutting machine; little finger bruised.                     |
| January 15  | S. A. Eads, fireman          | Agency           | Slipped on piece of iron in cab; left knee sprained.                            |
| January 17  | Charles Johnson, laborer     | East of Dudley   | Lump of coal struck him; right leg broken.                                      |
| January 17  | J. Harsh, engineer           | East of Thayer   | Rear collision; jumped; both knees sprained.                                    |
| January 18  | A. Van Gent, engineer        | Prescott         | Raising spout of engine tank; left shoulder sprained.                           |
| January 20  | M. H. Schenbel, machinist    | West Burlington  | Brushing dirt off drilling-machine; left wrist injured.                         |
| January 21  | P. J. Raybown, brakeman      | Pacific Junction | Hand caught between lever of car and brake-wheel; fingers of left hand bruised. |
| January 21  | H. M. Harmon, brakeman       | Creston          | Caught between two cars; hips bruised, gash cut in head.                        |
| January 23  | T. Swanson, fireman          | Cleveland        | Taking coal; left foot sprained.  |
| January 24  | E. W. Justice, brakeman      | Rome             | Making coupling; left ankle sprained.   |
| January 24  | M. Fogarty, fireman          | Grand River      | Left side wheel on engine broke; left foot burned.                              |
| January 25  | W. B. Garby, switchman       | Cleveland        | Making coupling; fell; gash cut in left side.                                   |
| January 26  | P. Peterson, brakeman        | Villisca         | Stepped in front of tank of moving engine; killed.                              |
| January 27  | J. R. Burger, fireman        | Whitfield        | Knocked from engine-spout by water-spout; head and neck bruised.                |
| January 28  | G. Delaney, switchman        | Creston          | Making coupling; thumb of left hand bruised.                                    |
| January 28  | G. H. Near, engineer         | Creston          | Struck right arm against engine cab; right arm sprained.                        |
| January 28  | C. Kendall, engineer         | Albia            | Throwing reverse lever; foot slipped; left hip bruised.                         |
| December 18 | W. M. Fildem, machinist      | Ottumwa          | Side rod of engine fell on him; rib broken and slightly ruptured.               |
| January 3   | A. G. Sellers, brakeman      | New London       | Fell off train; badly bruised.  |
| January 16  | William Starr, laborer       | Creston          | Handling lump coal; two fingers of right hand bruised.                          |
| January 16  | J. Toomly, brakeman          | West of Prescott | Letting off a brake; slightly ruptured.   |
| January 18  | W. E. Bird, brakeman         | Albia            | Jumped from train; back bruised.  |
| January 20  | E. Haurehand, machinist      | West Burlington  | Piece of iron struck him in eye; right eye injured.                             |
| January 23  | R. McCoy, brakeman           | Albia            | Right leg caught under engine pilot; right leg bruised.                         |
| January 24  | T. Waddell, switchman        | Cleveland        | Making coupling; two fingers of right hand crushed.                             |
| January 27  | M. Lasee, fireman            | East of Woodburn | Slipped in engine cab; struck injector pipe; neck burned.                       |
| January 29  | J. Schurtz, machinist        | Creston          | Getting down off engine; right ankle sprained.                                  |
| January 30  | F. Doty, section foreman     | Creston          | Crossing track, struck by engine; slightly burned.                              |
| February 3  | O. Moore, brakeman           | Creston          | Fell from side of car; right wrist sprained, hip bruised.                       |
| February 3  | J. A. Gustafson, laborer     | West Burlington  | Plank struck him; left leg bruised.   |
| February 2  | A. Slesk, machinist          | Creston          | Carrying a jack, fell; left hand cut and bruised.                               |
| February 3  | J. Dussell, switchman        | Creston          | Making coupling; left arm pinched.  |
| February 4  | L. Barth, fireman            | Cleveland        | Caught in coal chute; right foot bruised.                                       |
| February 4  | J. Johnson, section foreman  | Mount Pleasant   | Lump of coal off engine struck him; right hip bruised.                          |
| February 6  | G. Lyons, brakeman           | Fairfield        | Crossing over engine tank; right ankle and left shoulder bruised.               |
| February 6  | Sam. Honner, brakeman        | New London       | Making coupling; left hand bruised.   |
| February 7  | C. Matkison, laborer         | Creston          | Handling ties; right foot bruised.  |
| February 8  | Thomas Casey, laborer        | Brooks           | Iron bar fell on him; left foot bruised.  |
| February 8  | F. McOullum, brakeman        | Ottumwa          | Jumped from car to engine tank; right ankle sprained.                           |
| February 8  | L. Zimmerman, carpenter      | Burlington       | Foot dropped between two planks; left side sprained.                            |
| February 8  | Robert Brown, civil engineer | West of Cromwell | Train ditched, account broken rail; killed.                                     |
| February 8  | C. A. Brown, passenger       | "                | Train ditched, account broken rail; killed.                                     |
| February 8  | Mrs. M. Farrell, passenger   | "                | Train ditched, account broken rail; killed.                                     |
| February 8  | Mrs. L. Butry, passenger     | "                | Train ditched, account broken rail; killed.                                     |

REPORT OF ACCIDENTS IN IOWA—CONTINUED.

| DATE.       | NAME AND OCCUPATION.                       | PLACE.                 | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                                       |
|-------------|--|------------------------|--|
| 1885.       |  |                        |  |
| February 8  | I. Waterman, passenger.....                | West of Cromwell.....  | Train ditched on account of broken rail; killed.                                 |
| February 8  | Mrs. Fitch, passenger.....                 | "                      | Train ditched on account of broken rail; badly bruised; died.                    |
| February 8  | Mrs. E. Carroll, passenger.....            | "                      | Train ditched on account of broken rail; killed.                                 |
| February 8  | W. C. Carroll, passenger.....              | "                      | Train ditched on account of broken rail; severe bruises on breast.               |
| February 8  | J. Thomas, passenger.....                  | "                      | Train ditched on account of broken rail; body badly bruised.                     |
| February 8  | George Carly Jr., passenger.....           | "                      | Train ditched on account of broken rail; body badly bruised.                     |
| February 8  | F. E. Castello, passenger.....             | "                      | Train ditched on account of broken rail; back and hand bruised.                  |
| February 8  | E. H. Cowles, passenger.....               | "                      | Train ditched on account of broken rail; right side, face and hands bruised.     |
| February 8  | A. B. Cole, passenger.....                 | "                      | Train ditched on account of broken rail; slight scalp wound.                     |
| February 8  | S. Lindsley, passenger.....                | "                      | Train ditched on account of broken rail; back and spine bruised.                 |
| February 8  | G. Smith, passenger.....                   | "                      | Train ditched on account of broken rail; head and face bruised; rt. leg br'kn.   |
| February 8  | C. D. Sanderson, passenger.....            | "                      | Train ditched on account of broken rail; head and face bruised; rt. leg br'kn.   |
| February 8  | L. C. Fessler, passenger.....              | "                      | Train ditched on account of broken rail; right side and chest bruised.           |
| February 8  | Y. Powell, passenger.....                  | "                      | Train ditched on account of broken rail; left wrist sprained, body bruised.      |
| February 8  | Mrs. H. Day, passenger.....                | "                      | Train ditched on account of broken rail; rt. shoulder disloc. internal injuries. |
| February 8  | George Hyland, passenger.....              | "                      | Train ditched on account of broken rail; body bruised and burned.                |
| February 8  | E. B. Davis, passenger.....                | "                      | Train ditched on account of broken rail; left shoulder bruised.                  |
| February 8  | F. R. Hawkins, conductor.....              | "                      | Train ditched on account of broken rail; left hip and spine injured.             |
| February 8  | H. H. Harle, Pullman conductor.....        | "                      | Train ditched on account of broken rail; left arm broken.                        |
| February 8  | C. R. Finch, brakeman.....                 | "                      | Train ditched on account of broken rail; nose broken, side and legs bruised.     |
| February 8  | J. A. Twiford, clerk.....                  | "                      | Train ditched on account of broken rail; fracture of left clavicle.              |
| February 8  | W. J. Davenport, fr't and pass. agent..... | "                      | Train ditched on account of broken rail; back bruised.                           |
| February 8  | H. S. Slovius, train master.....           | "                      | Train ditched on account of broken rail; body bruised.                           |
| February 8  | C. A. Plummer, news agent.....             | "                      | Train ditched on account of broken rail; body bruised.                           |
| February 8  | C. Johnson, coalman.....                   | "                      | Train ditched on account of broken rail; body bruised and head cut.              |
| February 8  | Peter Olson, pile driver.....              | "                      | Train ditched on account of broken rail; body bruised and burned.                |
| February 8  | N. Allen, section laborer.....             | "                      | Train ditched on account of broken rail; right leg bruised.                      |
| February 9  | James Brennan, machinist.....              | Creston.....           | Was working a wheel press machine; first finger of left hand bruised.            |
| February 13 | J. Cain, laborer.....                      | Creston.....           | Getting off a car, slipped and fell; nose and left eye bruised.                  |
| February 17 | J. C. Walker, brakeman.....                | Red Oak.....           | Making coupling; right hand bruised.   |
| February 18 | G. Gillette, switchman.....                | Pacific Junction.....  | Making coupling; left arm pinched badly.   |
| February 19 | O. A. Flint, fireman.....                  | Ottumwa.....           | Lump of coal fell on foot; left foot slightly bruised.                           |
| February 19 | J. McKee, passenger.....                   | Cromwell.....          | Jumped from moving train; left side and head and left knee bruised.              |
| February 22 | E. E. Price, brakeman.....                 | Woodburn.....          | Fell from train; killed.   |
| February 23 | J. Kennedy, fireman.....                   | Pacific Junction.....  | Fell from engine tank; hip, side and back bruised.                               |
| February 23 | C. Haller, machinist.....                  | West Burlington.....   | Working under a car, lifting a transom; back strained.                           |
| February 23 | C. Larson, tramp.....                      | Middleton.....         | Getting off moving car, struck oil box; badly hurt; died.                        |
| February 23 | S. B. Rash, brakeman.....                  | Creston.....           | Running to catch way-car, fell in cattle-guard; left knee cut.                   |
| February 24 | H. McCane, brakeman.....                   | Creston.....           | Fell from side of car; left arm strained.  |
| February 25 | J. Brennan, machinist.....                 | Creston.....           | Hand caught in machine; left hand bruised.                                       |
| February 26 | W. T. Gurley, switchman.....               | Creston.....           | Making coupling; body squeezed.  |
| February 26 | G. M. Given, tramp.....                    | Burlington.....        | Fell from train; was run over; killed.   |
| February 26 | L. Behe, switchman.....                    | Council Bluffs.....    | Hanging to car; was caught by car standing on next track; collar bone injured.   |
| February 26 | C. R. Beard, switchman.....                | Pacific Junction.....  | Left foot caught in guard rail; run over; killed.                                |
| February 28 | A. Krist, carpenter.....                   | West Burlington.....   | Working under car; sand bed fell on him; right hand bruised.                     |
| January 29  | C. Swanson, boiler maker.....              | Ottumwa.....           | Opened blow-off cock; left side of face scalded.                                 |
| February 22 | F. Thornton, citizen.....                  | Ottumwa.....           | Walking on track; struck by runaway engine; left leg broken.                     |
| February 24 | P. Hogeomely, citizen.....                 | Ottumwa.....           | Crawling between cars; foot caught between draw-bars; left foot crushed.         |
| February 24 | D. P. McAllister, brakeman.....            | Chrischolsms.....      | Fell from an engine; back sprained.  |
| February 27 | E. C. Allen, brakeman.....                 | Cleveland.....         | Making coupling; thumb of left hand crushed.                                     |
| March 1     | S. W. Boyles, brakeman.....                | Creston.....           | Making coupling; back squeezed.  |
| March 1     | Wm. Barr, switchman.....                   | Creston.....           | Stepping from moving engine; left ankle sprained.                                |
| March 2     | N. Grubb, brakeman.....                    | Council Bluffs.....    | Making coupling; left hand bruised.  |
| March 5     | W. M. Ruth, brakeman.....                  | Osceola.....           | Attempted to catch way-car; fell; right knee cut.                                |
| March 5     | M. Quinlivan, flagman.....                 | Burlington.....        | Struck by bumper beam of engine; slightly bruised.                               |
| March 6     | F. J. O'Brien, switchman.....              | Pacific Junction.....  | Making coupling; two fingers right hand taken off.                               |
| March 7     | F. Knight, brakeman.....                   | Chariton.....          | Making coupling; two fingers left hand crushed.                                  |
| March 8     | A. Davis, brakeman.....                    | Albia.....             | Making coupling; left foot bruised.  |
| March 8     | Ed. Martin, brakeman.....                  | Mt. Pleasant.....      | Fell from side of car; right ankle sprained.                                     |
| March 8     | H. Hohning, fireman.....                   | West Burlington.....   | Fire flew out of fire-box; hands and face burned.                                |
| March 9     | A. Cramer, fireman.....                    | Thayer.....            | Knocked from engine tank; shoulder bruised.                                      |
| March 12    | W. M. Donald, machinist.....               | Creston.....           | Was chipping a driving wheel; sight of right eye cut.                            |
| March 12    | Orr Barnett, brakeman.....                 | Rome.....              | Coupling; thumb and finger crushed.  |
| March 14    | C. Chillostrum, laborer.....               | Fairfield.....         | Fell off ladder; knee bruised.   |
| March 15    | D. Smith, brakeman.....                    | Chillicothe.....       | On top of train; struck by bridge; head and back bruised.                        |
| March 16    | J. M. Coles, brakeman.....                 | Agency.....            | Fell in engine tank; left knee cut, face bruised.                                |
| March 16    | Geo. Fern, brakeman.....                   | Woodburn.....          | Fell between cars; left arm crushed.   |
| March 16    | W. Franklin, fireman.....                  | East of Hastings.....  | Side rod of engine broke; hand cut.  |
| March 17    | C. W. Couneit, brakeman.....               | East of Hastings.....  | Coupling; thumb crushed.   |
| March 19    | J. C. Evans, blacksmith.....               | Chariton.....          | Cutting oil box; eye bruised.  |
| March 21    | P. Roan, fireman.....                      | Ottumwa.....           | Fell from engine; wrist sprained and shoulder bruised.                           |
| March 21    | A. Magnuson, boiler maker.....             | Ottumwa.....           | Blow-off cock of engine blew open; neck scalded.                                 |
| March 21    | M. McNearney, brakeman.....                | Cleveland.....         | Coupling; finger crushed.  |
| March 21    | W. Jacoby, machinist.....                  | West Burlington.....   | Hand struck buzz-saw; two fingers cut.   |
| March 22    | M. Lauitza, fireman.....                   | Clarinda Junction..... | Collision; jumped; killed.   |
| March 22    | A. Davison, fireman.....                   | Clarinda Junction..... | Collision; jumped; back sprained and foot bruised.                               |
| March 22    | F. E. Hilton, engineer.....                | Clarinda Junction..... | Collision; jumped; back slightly injured.  |
| March 22    | E. Emery, engineer.....                    | Clarinda Junction..... | Collision; jumped; wrist sprained and head cut.                                  |
| March 22    | A. Schindie, engineer.....                 | Lucas.....             | Getting off train; ankle sprained.   |
| March 23    | J. Spies, machinist.....                   | West Burlington.....   | Unscrewing bolts; arm dislocated.  |
| March 23    | M. W. Larson, machinist.....               | West Burlington.....   | Bar fell on foot; big toe bruised.   |
| March 24    | J. W. Simmons, fireman.....                | Cleveland.....         | Fell from engine; shoulder and face bruised.                                     |
| March 26    | N. A. Hatfield, carpenter.....             | West Burlington.....   | Spike hit him; nose cut.   |
| March 26    | F. Meyer, machinist.....                   | West Burlington.....   | Drilling piece of iron; thumb bruised.   |
| March 27    | H. Brokenkamp, fireman.....                | Burlington.....        | Collision, arm cut and ankle pinched.  |
| March 27    | E. H. Gorman, brakeman.....                | Pacific Junction.....  | Climbing up car; struck by car on side track; collar bone broken.                |
| March 27    | C. H. Gunn, engineer.....                  | Creston.....           | Collision; jumped; left arm sprained.  |
| March 28    | J. S. Cleek, brakeman.....                 | Burlington.....        | Setting a brake; foot slipped; heel bruised.                                     |



REPORT OF ACCIDENTS IN IOWA—CONTINUED.

| DATE. | NAME AND OCCUPATION,               | PLACE.           | CAUSE OF ACCIDENTS AND CHARACTER OF INJURY.                                    |
|-------|------------------------------------|------------------|--|
| 1884. |                                    |                  |  |
| March | 20 E. Austin, fireman              | Creston          | Fell over a jack; thumb broken.  |
| March | 30 F. Tapper, car inspector        | Chariton         | Fell from coal chute; back sprained.   |
| March | 31 C. C. Kern, brakeman            | Hastings         | Link struck him; head crushed.   |
| March | 7 W. H. Hopkirk, citizen           | Near Agency      | Jumped from train; cheek and hands bruised.                                    |
| March | 18 A. Giger, machinist             | Burlington       | Fell from train; cheek and back bruised.                                       |
| March | 28 M. M. Curtis, brakeman          | Red Oak          | Fell over switch stand; leg bruised slightly.                                  |
| March | 31 J. Ruff, machinist              | West Burlington  | Piston rod struck him; foot bruised.   |
| April | 1 A. Carleen, laborer              | West Burlington  | Handling ties; foot bruised.   |
| April | 1 A. Marchand, laborer             | Cromwell         | Handling rails; finger crushed.  |
| April | 2 H. Loeffers, tracksmith          | West Burlington  | Tapping a wheel; left wrist cut.   |
| April | 3 M. Jaeger, crane-man             | West Burlington  | Winding up crane; back strained.   |
| April | 3 C. W. Clapp, car repairer        | Chariton         | Fair car wheels struck him; ankle sprained.                                    |
| April | 4 L. Lendgren, carpenter           | West Burlington  | Taking center bearing from car; hand bruised.                                  |
| April | 5 Geo. Rogers, fireman             | West of Murray   | Train derailed; jumped; shoulder bruised; face scratched.                      |
| April | 5 Geo. Cole, brakeman (extra)      | Chillitheo       | Struck by bridge; badly bruised; died.   |
| April | 5 G. Buckannow, citizen            | Red Oak          | Jumped from train; face bruised.   |
| April | 5 W. Murphin, citizen              | West of Cromwell | Getting on train; foot crushed.  |
| April | 8 F. F. Yonmans, brakeman          | Chariton         | Coupling; thumb and finger crushed.  |
| April | 9 A. Hall, brakeman                | Mt. Pleasant     | Struck by engine; head cut; ankle sprained.                                    |
| April | 10 P. Knox, machinist              | West Burlington  | Counter balance fell on him; three fingers bruised.                            |
| April | 14 J. Wilkins, switchman           | Creston          | Getting on engine; toes bruised of left foot.                                  |
| April | 15 O. T. Gelger, brakeman          | Chariton         | Pulling pin fell in cattle-guard; left leg crushed; died.                      |
| April | 15 F. J. Hatfield, fireman         | Burlington yard  | Engine ran into train of steel; badly scalded; died.                           |
| April | 15 A. C. Lewis, fireman            | Burlington yard  | Engine ran into train of steel; badly scalded; died.                           |
| April | 15 H. Fraser, fireman              | Burlington yard  | Collision; badly scalded; died.  |
| April | 15 D. F. Augustine, engineer       | Burlington yard  | Collision; badly scalded.  |
| April | 16 H. Myers, tramp                 | East of Nodaway  | Fell from train; killed.   |
| April | 16 C. Eisel, brakeman              | Hastings         | Pilot bar fell on foot; hand bruised.  |
| April | 17 T. Marshall, brakeman           | Hastings         | Foot caught under engine pilot; foot bruised.                                  |
| April | 18 Chas. Harter, switchman         | Council Bluffs   | Coupling; little finger bruised.   |
| April | 20 Geo. Karns, machinist           | West Burlington  | Jack slipped; one finger bruised.  |
| April | 21 John Fern, brakeman             | Ottumwa          | Coupling; one finger crushed.  |
| April | 23 J. Sellne, carpenter            | Creston          | Working at planer; one finger cut.   |
| April | 23 H. Kohn, tracksmith             | West Burlington  | Transom fell; fingers of right hand bruised.                                   |
| April | 23 H. Nelson, laborer              | Burlington       | Engine knocked him down; arm broken.   |
| April | 24 A. A. Sunpoon, brakeman         | Malvern          | Coupling; finger crushed.  |
| April | 26 J. O'Grady, switchman           | Pacific Junction | Run over; right leg amputated.   |
| April | 29 J. Forman, machinist            | West Burlington  | Wheel fell on him; right leg bruised.  |
| April | 13 L. Clatter, brakeman            | Burlington       | Coupling; hand pinched.  |
| April | 28 Y. B. Rutherford, conductor     | Russell          | Fell off car; wrist sprained.  |
| April | 29 C. Williams, laborer            | Hawthorn         | Fell from car; hand bruised.   |
| April | 30 H. B. Hunt, brakeman            | Creston          | Hand drawn into a pulley; three fingers bruised.                               |
| May   | 4 Ed. Dillon, laborer              | Chariton         | Struck by signal post; head, shoulders and hip bruised.                        |
| May   | 4 C. Roberts, brakeman             | Coalport         | Fell from hand car and was run over; back and hips bruised.                    |
| May   | 4 W. Barkley, coal inspector       | Waxton           | Coupling; hand and finger pinched.   |
| May   | 5 C. Burk, laborer                 | Cleveland        | Struck by lump of coal; one finger pinched.                                    |
| May   | 6 J. Pennington, engineer          | West Burlington  | Belt of a machine struck him; left leg bruised.                                |
| May   | 9 J. P. Hodge, switchman           | Ottumwa          | Getting off an engine; ankle sprained.   |
| May   | 10 N. Schroder, switchman          | Ottumwa          | Collision; killed.   |
| May   | 11 E. L. Clark, brakeman           | Afton            | Getting off engine; foot sprained.   |
| May   | 13 J. F. Wallis, tinsmith          | Afton            | Fell from car; back and hips bruised.  |
| May   | 14 C. Symmonds, citizen            | Creston          | Board fell on foot; foot bruised.  |
| May   | 14 P. Cosgrove, citizen            | Mt. Pleasant     | Getting on moving train; heel of foot crushed.                                 |
| May   | 14 E. D. Hazen, fireman            | Mt. Pleasant     | Laying side of track with head crushed; supposed to have been struck by train. |
| May   | 15 M. McMahon, boiler maker        | Rome             | Lump of coal fell on foot; big toe of right foot crushed.                      |
| May   | 15 J. Travis, passenger            | West Burlington  | Caught an iron bar; hand cut.  |
| May   | 16 E. Harrington, conductor        | Pacific Junction | Getting off train; leg broken.   |
| May   | 16 Jno. Karns, laborer             | Villisca         | Fell in cattle-guard; leg sprained.  |
| May   | 16 Geo. Welch, laborer             | Burlington       | Getting on train; collar bone fractured.                                       |
| May   | 20 G. W. Thompson, conductor       | Mt. Pleasant     | Leg caught in wheels; right leg bruised.                                       |
| May   | 20 H. Carlyle, passenger           | Mt. Pleasant     | Collision; knee injured.   |
| May   | 24 Chas. Allen, section foreman    | Mt. Pleasant     | Collision; slightly hurt.  |
| May   | 25 Jas. Butler, machinist          | East of Dudley   | Sitting on track (drunk); right side bruised.                                  |
| May   | 25 J. R. Heter, brakeman           | West Burlington  | Working at machine; finger cut.  |
| May   | 28 F. Hoffman, brakeman            | Lucas            | Getting off train; hand cut slightly.  |
| May   | 29 H. Boelscher, machinist         | Albia            | Coupling; right leg crushed—amputated.   |
| May   | 7 J. H. Brewer, citizen            | West Burlington  | Car axle rolled on foot; foot bruised.   |
| May   | 23 Wm. Sebring, laborer            | Villisca         | Struck by engine; back and shoulder bruised.                                   |
| May   | 26 T. Wainbold, laborer            | West Burlington  | Iron bar fell on him; back and shoulder bruised.                               |
| May   | 27 W. E. Criswell, section foreman | Hawthorne        | Unloading steel; fingers of hand bruised.                                      |
| May   | 27 F. Luellen, fence-man           | Cromwell         | Struck with a stone; knee bruised.   |
| May   | 29 E. L. Clark, brakeman           | East of Rome     | Hatchet slipped; knee cut.   |
| June  | 3 H. H. Goodell, conductor         | Thayer           | Getting off train; ankle sprained.   |
| June  | 3 J. A. Trapp, brakeman            | Mt. Pleasant     | Fell from car; wrist broken.   |
| June  | 4 J. Aylward, not an employe       | Rome             | Struck by crane; right hip and left shoulder bruised.                          |
| June  | 8 O. G. Johnson, machinist         | Creston          | Fell from train; hip and back cut.   |
| June  | 9 F. Gustafson, carpenter          | West Burlington  | Getting off train; killed.   |
| June  | 9 G. Donald, switchman             | West Burlington  | Wrench fell on him; head cut.  |
| June  | 10 A. Ekstrand, clinker            | Creston          | Hit with sledge; finger crushed.   |
| June  | 11 H. Hawksworth, engineer         | Creston          | Caught between cars; breast and shoulders bruised.                             |
| June  | 12 L. Williams, brakeman           | Burlington       | Coal fell on him; leg bruised.   |
| June  | 12 Chas. Stert, tramp              | Burlington       | Collision; heel bruised.   |
| June  | 12 J. Scott, laborer               | Fairfield        | Fell from train; neck and shoulders bruised.                                   |
| June  | 12 E. Turley, blacksmith           | Chariton         | Crawling under a car; killed.  |
| June  | 13 J. E. Deason, clinker           | McDill           | Ball dropped on hand; one finger crushed.                                      |
|       |                                    | Creston          | Hot spark in eye; right eye injured.   |
|       |                                    | Pacific Junction | Uncoupling engine; left arm taken off.   |

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TABLE OF ACCIDENTS—CONTINUED.

| DATE.       | NAME AND OCCUPATION.        | PLACE.             | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.            |
|-------------|-----------------------------|--------------------|---|
| 1885.       |                             |                    |   |
| June 13     | P. Hart, brakeman           | Brooks             | Iron rod struck him; head badly bruised.              |
| June 15     | T. Schoppe, section foreman | Melrose            | Knocked down by ballast plow cable; bruised.          |
| June 16     | Ed McCoy, fireman           | West of Chilleothe | Fell from train; killed.                              |
| June 16     | N. Peterson, laborer        | Oseola             | Fell from hand car; slightly bruised.                 |
| June 17     | A. B. Eikin, laborer        | Ottumwa            | Lifting a timber; ruptured.                           |
| June 17     | S. B. Wikelln, brakeman     | Stanton            | Coupling; thumb bruised.                              |
| June 17     | J. B. Rutherford, conductor | Glenwood           | Caught in brakebeam; foot bruised.                    |
| June 18     | L. Stephau, laborer         | West Burlington    | Piece of timber struck him; thumb dislocated.         |
| June 18     | A. Frank, laborer           | Chilleothe         | Tie fell on foot; foot bruised.                       |
| June 21     | A. Schendley, engineer      | East of Villisca   | Collision; badly bruised.                             |
| June 21     | G. Carlson, fireman         | East of Villisca   | Collision; back and arm bruised.                      |
| June 21     | George Fern, brakeman       | Mt. Pleasant       | Caught leg in brakebeam; right leg crushed—died.      |
| June 23     | F. Winkler, laborer         | West Burlington    | Timber fell on leg; right leg bruised.                |
| June 23     | J. P. Fitzsimmons, brakeman | Lucas              | Using wrench; one finger crushed.                     |
| June 25     | F. Romley, laborer          | West Burlington    | Piece of iron flew in eye; right eye injured.         |
| June 27     | W. H. Freeling, brakeman    | Mt. Pleasant       | Wheel run over right foot; foot bruised and sprained. |
| June 27     | O. Samuelson, laborer       | Rome               | Handling rails; one finger cut off.                   |
| June 27     | J. Waldoon, laborer         | East of Dudley     | Struck by scraper; knee cut.                          |
| June 29     | J. W. White, brakeman       | Lucas              | Fell from bridge; shoulder bruised.                   |
| December 21 | A. McNiel, switchman        | Creston            | Fell between cars; nose bruised.                      |
| December 23 | H. B. Whitney, yard master  | Burlington         | Fell on a rail; hip bruised.                          |
| December 23 | O. Peabody, police          | Burlington         | Fell on icy platform; wrist sprained.                 |
| December 29 | O. L. McClellan, fireman    | Cleveland          | Lamp of coal hit him; toes bruised—right foot.        |
| December 30 | N. Corby, machinist         | Creston            | Angle bar fell on him; toes bruised—right foot.       |

STATEMENT OF ACCIDENTS—CONTINUED.

BRANCHES—IOWA DIVISION.  
KEOKUK BRANCH.

| DATE.        | NAME AND OCCUPATION.  | PLACE.                | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.  |
|--------------|-----------------------|-----------------------|---|
| August 11    | Miss M. Watson, girl  | Fort Madison          | Playing on turn-table; leg bruised.         |
| September 2  | J. Dougerty, brakeman | North of Fort Madison | Knocked off car; ankle sprained.            |
| September 9  | L. Kalin, laborer     | North of Fort Madison | Stepped into culvert; side sprained.        |
| September 13 | P. Shay, passenger    | Bees Siding           | Stepped from moving train; leg broken.      |
| November 7   | J. Nelson, laborer    | Wercu                 | Handling timber; finger crushed.            |
| November 11  | J. O'Connell, citizen | Fort Madison          | Fell between cars; killed.                  |
| November 16  | T. O'Brien, passenger | South Burlington      | Fell from train; slightly bruised; (drunk). |
| April 11     | J. Wheatly, boy       | Keokuk                | Jumping on train; leg cut off.              |
| June 27      | C. Burchett, brakeman | Wercu                 | Coupling; finger crushed.                   |

ALBIA, KNOXVILLE & DES MOINES.

|              |                          |                 |  |
|--------------|--------------------------|-----------------|--|
| July 5       | J. Benscater, laborer    | Tracy           | Lining track; back strained.                         |
| July 17      | E. Babcock, bridgeman    | Tracy           | Adzing a stringer; knee cut.                         |
| July 22      | J. Freed, pumpman        | Tracy           | Firing engine; two fingers crushed.                  |
| July 24      | P. Nelson, bridgeman     | Tracy           | Adzing a stringer; leg cut.                          |
| July 26      | H. Myer, laborer         | Tracy           | Working on track; slightly ruptured.                 |
| August 1     | C. Fletcher, baggage man | Pleasantville   | Loading a trunk; finger bruised.                     |
| August 6     | A. White, bridgeman      | Tracy           | Unloading timber; back strained.                     |
| September 24 | L. Getts, conductor      | Fort Madison    | Struck by lump of coal; leg broken.                  |
| October 21   | J. Giles, brakeman       | Bussey          | Jumped from engine; ankle sprained.                  |
| February 13  | E. Smith, yardmaster     | East Des Moines | Struck post, getting on car; leg bruised.            |
| April 24     | G. Hughes, citizen       | Near Des Moines | Supposed to have been run over; found dead on track. |
| June 11      | J. Nelson, laborer       | Durham          | Tie fell on foot; toe broken.                        |
| June 15      | Mrs. W. Johns, citizen   | North of Albia  | Walking on track; killed.                            |

CHARITON SOUTH.

|             |                         |                   |  |
|-------------|-------------------------|-------------------|--|
| July 7      | C. Osborn, laborer      | Garden Grove      | Struck on hand by shovel; hand bruised.            |
| August 22   | J. McKee, laborer       | North of Smiths   | Hand car thrown from track; badly bruised.         |
| August 22   | S. Gates, laborer       | North of Smiths   | Hand-car thrown from track; arm bruised.           |
| August 30   | P. Van Patten, engineer | Albany, Mo.       | Slipped and fell, bruising end of crippled leg.    |
| October 2   | A. Gigger, boy          | Bethany, Mo.      | Running into cut, struck car; skull fractured.     |
| October 6   | J. McIntire, laborer    | Kellerton         | Scraper on flat car struck him; head cut.          |
| December 15 | J. Hardin, fireman      | Grant Creek, Mo.  | Cinder flew into eye; eye burned.                  |
| December 18 | J. Corum, laborer       | South of Chariton | Lifting hand-car; claims to have ruptured himself. |

REPORT OF ACCIDENTS IN IOWA—CONTINUED.

CHARITON BRANCH.

| DATE.       | NAME AND OCCUPATION.               | PLACE.                 | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                 |
|-------------|------------------------------------|------------------------|--|
| February 18 | J. Ellis, brakeman.....            | Andover, Missouri..... | Struck by car; shoulder dislocated.                        |
| March 5     | M. V. Scott, citizen.....          | Garden Grove.....      | Crossing bridge; met a train; jumped; ankle broken.        |
| May 17      | Roy Lemar, boy.....                | Albany, Missouri.....  | Playing on turn-table; badly bruised.                      |
| June 22     | J. Barkley, brakeman.....          | Davis City.....        | Fell from hand-car; legs bruised.                          |
| February 21 | H. Moon, laborer.....              | South of Oakley.....   | Train ditched; cause unknown; side badly bruised.          |
| February 21 | S. Avery, conductor.....           | ".....                 | Train ditched; cause unknown; back badly bruised.          |
| February 21 | J. Crossford, conductor.....       | ".....                 | Train ditched; cause unknown; body badly bruised.          |
| February 21 | H. Walton, passenger.....          | ".....                 | Train ditched; cause unknown; slightly bruised.            |
| February 21 | R. Vogel, passenger.....           | ".....                 | Train ditched; cause unknown; back slightly bruised.       |
| February 21 | T. Johnson, passenger.....         | ".....                 | Train ditched; cause unknown; head, back and side bruised. |
| February 21 | S. Shaw, passenger.....            | ".....                 | Train ditched; cause unknown; head, back and side bruised. |
| February 21 | S. Halferty, passenger.....        | ".....                 | Train ditched; cause unknown; head, back and side bruised. |
| February 21 | Mrs. Van Winkle, passenger.....    | ".....                 | Train ditched; cause unknown; head, back and side bruised. |
| February 21 | C. McDaniels, passenger.....       | ".....                 | Train ditched; cause unknown; back bruised and head cut.   |
| February 21 | D. Todd, passenger.....            | ".....                 | Train ditched; cause unknown; body bruised badly.          |
| February 21 | D. Whitney, passenger.....         | ".....                 | Train ditched; cause unknown; hip bruised.                 |
| February 21 | E. Pritchett, passenger.....       | ".....                 | Train ditched; cause unknown; slight'y bruised.            |
| May 30      | R. O'Donnell, section foreman..... | ".....                 | Fell off hand-car; badly bruised.                          |
| June 13     | K. Kellogg, passenger.....         | North of Ackworth..... | Coach ditched; slightly bruised.                           |
| June 13     | J. Holgate, passenger.....         | ".....                 | Coach ditched; slightly bruised.                           |
| June 13     | Mrs. J. Holgate, passenger.....    | ".....                 | Coach ditched; collar-bone broken.                         |
| June 13     | Mrs. J. E. Foster, passenger.....  | ".....                 | Coach ditched; hip bruised.                                |
| June 13     | J. Brown, passenger.....           | ".....                 | Coach ditched; slightly bruised.                           |

FONTANELLE BRANCH.

|             |                                 |                 |                               |
|-------------|---------------------------------|-----------------|-------------------------------|
| October 25  | M. Derolt, section foreman..... | Orient.....     | Unloading ties; body bruised. |
| February 5  | C. Ochler, brakeman.....        | Fontanelle..... | Coupling; hand bruised.       |
| February 11 | J. Wigley, brakeman.....        | Spaulding.....  | Coupling; finger crushed.     |

HOPKINS BRANCH.

|             |                            |                        |                                    |
|-------------|----------------------------|------------------------|------------------------------------|
| January 22  | W. Conley, laborer.....    | Conway.....            | Fell from hand-car; legs hurt.     |
| February 19 | S. Holland, conductor..... | South of Lenox.....    | Train ditched; face bruised.       |
| January 26  | J. Crunlow, passenger..... | Hopking, Missouri..... | Fell from car; no apparent injury. |
| February 19 | J. Turner, passenger.....  | South of Lenox.....    | Train ditched; rib broken.         |

|             |                            |                     |                                      |
|-------------|----------------------------|---------------------|--------------------------------------|
| February 19 | A. Cartner, passenger..... | South of Lenox..... | Train ditched; body bruised.         |
| April 7     | D. Ford, laborer.....      | Bedford.....        | Unloading ties; foot bruised.        |
| April 27    | J. Canon, laborer.....     | Bedford.....        | Stringer fell on him; ankle bruised. |
| May 14      | D. Woodward, boy.....      | Bedford.....        | Jumping on train; foot crushed.      |

CLARINDA BRANCH.

|              |                            |                        |   |
|--------------|----------------------------|------------------------|---|
| September 27 | A. Jones, laborer.....     | Hepburn.....           | Was driving a spike; it flew up; leg bruised. |
| March 16     | T. Graham, laborer.....    | South of Clarinda..... | Handling ties; ankle bruised.                 |
| June 11      | T. Dougherty, laborer..... | South of Clarinda..... | Stone fell on foot; finger crushed.           |

NEBRASKA CITY BRANCH.

|          |                             |                  |                                    |
|----------|-----------------------------|------------------|------------------------------------|
| August 1 | J. M. Dent, brakeman.....   | Essex.....       | Coupling; thumb crushed.           |
| April 2  | N. Duggan, brakeman.....    | Essex.....       | Coupling; finger crushed.          |
| May 4    | M. J. Duggan, brakeman..... | Hamburg, Mo..... | Fell between cars; ankle sprained. |
| June 29  | J. Larson, laborer.....     | Conberg.....     | Handling rail; fingers crushed.    |

GRISWOLD BRANCH.

|         |                             |               |                   |
|---------|-----------------------------|---------------|-------------------|
| March 2 | W. M. Griffis, citizen..... | Stennett..... | Run over; killed. |
|---------|-----------------------------|---------------|-------------------|

CARSON BRANCH.

|            |                           |                |                            |
|------------|---------------------------|----------------|----------------------------|
| October 21 | H. Crawford, citizen..... | Henderson..... | Coupling; fingers crushed. |
|------------|---------------------------|----------------|----------------------------|

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.                           | KILLED.     |            |         | INJURED.    |            |         |
|---|-------------|------------|---------|-------------|------------|---------|
|   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
|   |             |            |         |             |            |         |
| Derailments.....                              | 6           | 1          | 1       | 38          | 21         | 21      |
| Collisions.....                               |             | 8          |         | 4           | 27         |         |
| Caught in frogs, guard rails or switches..... |             | 2          |         |             |            |         |
| Coupling cars.....                            |             | 1          |         |             | 71         | 1       |
| Falling from trains.....                      |             | 5          | 3       |             |            |         |
| Getting on and off trains.....                |             | 1          | 4       | 3           | 46         |         |
| Highway crossings.....                        |             |            | 1       |             |            | 1       |
| Miscellaneous.....                            | 1           | 8          | 3       | 3           | 263        | 2       |
| Overhead obstructions.....                    |             | 3          |         |             | 4          |         |
| Stealing rides.....                           |             |            |         |             |            | 10      |
| While intoxicated.....                        |             |            |         | 1           | 1          |         |
| Trespassers on track.....                     |             |            | 9       |             |            | 10      |
| Total.....                                    | 7           | 29         | 20      | 49          | 433        | 24      |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |     |
|--|-----|
| Number of persons killed during the year.....                          | 56  |
| Number of persons injured during the year.....                         | 508 |
| Number of casualties purely accidental during the entire year.....     | 63  |
| Number resulting from lack of caution, carelessness or misconduct..... | 499 |
| Number of persons injured while intoxicated.....                       | 5   |
| Number of trespassers on track killed.....                             | 9   |
| Number of trespassers on track injured.....                            | 10  |
| Number of tramps or others stealing rides killed or injured.....       | 10  |
| Suicides in Iowa.....  | 3   |

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

*President*—Chas. E. Perkins, Burlington, Iowa.  
*First Vice-President*—T. J. Potter, Chicago, Illinois.  
*Secretary*—T. S. Howland, Boston, Massachusetts.  
*Treasurer and 2d Vice-President*—J. C. Peas'ey, Chicago, Illinois.  
*General Manager*—H. B. Stone, Chicago, Illinois.  
*General Superintendent*—J. D. Bealer, Galesburg, Illinois.  
*Division Superintendents*— { C. F. Resseguie, (Illinois Lines), Galesburg, Ill.  
                                   { W. F. Merrill, (Iowa Lines), Burlington, Iowa.  
*Chief Engineer*—G. C. Smith, Chicago, Illinois.  
*Superintendent of Telegraph*—J. F. Morgan, Chicago, Illinois.  
*Auditor*—J. L. Lathrop, Chicago, Illinois.  
*General Passenger Agent*—P. Lowell, Chicago, Illinois.  
*General Freight Agent*—E. P. Ripley, Chicago, Illinois.  
*General Solicitor*—Wirt Dexter, Chicago, Illinois.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

John M. Forbes, Boston, Massachusetts.  
 Sidney Bartlett, Boston, Massachusetts.  
 Charles J. Paine, Boston, Massachusetts.  
 John L. Gardner, Boston, Massachusetts.  
 William Endicott, Jr., Boston, Massachusetts.  
 Edward Bangs, Boston, Massachusetts.  
 T. Jefferson Coolidge, Manchester, Massachusetts.  
 John N. A. Griswold, New York City.  
 Peter Geddes, New York City.  
 Wirt Dexter, Chicago, Illinois.  
 Charles E. Perkins, Burlington, Iowa.

Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of company ends December 31.  
 General offices of the company are located at corner Adams and Franklin streets, Chicago, Illinois.

STATE OF ILLINOIS, } ss.  
 COUNTY OF COOK. }

T. J. Potter, Vice-President of the Chicago, Burlington & Quincy 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, 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. 1885, to the best of his knowledge and belief.

(Signed)  
 [L. S. OF R. R.]

T. J. POTTER.

Subscribed and sworn to before me, this 24th day of September, A. D. 1885.  
 [L. S.] LESTER O. GODDARD,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 25th day of September, A. D. 1885.

E. G. MORGAN, *Secretary.*

## REPORT

OF THE

## CHICAGO, BURLINGTON &amp; KANSAS CITY RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|   |              |  |
|---|--------------|--|
| Amount authorized by articles of association..\$            | 8,000,000    |  |
| Amount authorized by vote of the company...                 | 8,000,000    |  |
| Amount issued, number of shares, 80,000; amount paid in..\$ | 8,000,000.00 |  |
| Amount of common stock issued.....                          | All          |  |
| Total amount paid in, as per books of the company....\$     | 8,000,000.00 |  |

|   |              |  |
|---|--------------|--|
| Amount of stock per mile of road.....\$       | 44,198.89    |  |
| Amount of stock representing the road in Iowa | 3,432,057.11 |  |
| Amount of stock held in Iowa.....             | 500.00       |  |
| Total number of stockholders.....             | 7            |  |
| Number of stock holders in Iowa.....          | 5            |  |

## DEBT.

|   |              |             |
|---|--------------|-------------|
| No funded debt.                               |              |             |
| Floating debt:                                |              |             |
| Incurred for construction.....\$              | 834,613.49   |             |
| Total amount of floating debt.....\$          | 834,613.49   |             |
| Total amount of debt liabilities.....\$       | 834,613.49   |             |
| Amount of debt per mile of road.....\$        | 4,611.12     | \$ 4,611.12 |
| Amount of debt representing the road in Iowa. |              |             |
| Total amount of stock and debt.....           | 8,834,613.49 |             |
| Amount of stock and debt per mile of road...  | 48,810.02    | 48,810.02   |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

|  |              |
|--|--------------|
| Total expended for construction.....\$                               | 8,718,150.08 |
| Average cost of construction per mile of road<br>(180.99 miles)..... | 48,166.57    |
| Proportion of cost of construction for Iowa..                        | No record.   |

## COST OF EQUIPMENT.

|  |              |
|--|--------------|
| Locomotives.....\$   | 66,494.56    |
| Passenger, mail, baggage and express cars.....                                       | 13,500.00    |
| Freight and other cars.....  | 44,720.02    |
| Total for equipment.....   | 124,714.58   |
| Average cost of equipment per mile of road operated by<br>company (220.1 miles)..... | 566.60       |
| Total cost of road and equipment.....\$  | 8,842,864.66 |

|   |              |
|---|--------------|
| Average cost of road and equipment per mile (180.99 miles).\$             | 48,855.60    |
| Proportion of cost of road and equipment for Iowa.....                    | 5,727,709.20 |
| Average cost of road and equipment per mile in Iowa (77.66<br>miles)..... | 48,855.60    |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |            |  |
|---|------------|--|
| Grading.....  |            |  |
| Bridging and masonry.....\$   | 16,187.37  |  |
| Superstructure, including rails.....  | 839.00     |  |
| Fences.....   | 11,088.94  |  |
| Passenger and freight stations and water stations.....  | 3,378.07   |  |
| Engineering, agencies, salaries and other expenses during<br>construction.....                            | 7,013.70   |  |
| Purchase of other roads (specifying same) and all particulars<br>Extension of line to Carrollton, Mo..... | 284,029.72 |  |
| Total for construction.....\$   | 322,484.80 |  |

## EQUIPMENT. No.

|   |   |               |
|---|---|---------------|
| Locomotives.....                                    | 2 | \$ 9,600.00   |
| Freight and other cars.....                         | 2 | 2,220.02      |
| Total for equipment.....                            |   | 11,820.00     |
| Total expenditures charged to property accounts     |   | \$ 334,304.82 |
| Net addition to property accounts for the year..... |   | \$ 334,304.82 |

## ANALYSIS OF EARNINGS.

|  |               |               |
|--|---------------|---------------|
| Earnings, passenger:   |               |               |
| From local passengers.....   | \$ 52,285.21  |               |
| From through passengers.....   | 7,813.77      |               |
| From all passengers.....   | 60,098.98     |               |
| From express and baggage.....  | 9,143.23      |               |
| From mails.....  | 18,549.87     |               |
| Total earnings, passenger department.....  |               | \$ 87,792.08  |
| Earnings, freight:   | .671          |               |
| From local.....  | 16,607.20     |               |
| From through.....  | 150,266.57    |               |
| Total earnings, freight department.....  |               | 166,874.07    |
| Earnings per train mile run (190,287 miles).....                                 |               | 254,666.15    |
| Total transportation earnings.....   |               | 793           |
| Earnings per train mile run from all trains earning revenue (320,962 miles)..... | 1,157.00      |               |
| Earnings per mile of road operated (230.1 miles).....                            |               | 135,102.89    |
| Proportion of earnings for Iowa.....   |               | 1,346.46      |
| Rents received for use of stations, etc.....                                     |               | 799.91        |
| Earnings from all other sources, telegraph earnings.....                         | 799.91        | 799.91        |
| Total earnings from all sources.....   |               | \$ 256,812.52 |
| Proportion of earnings for Iowa.....   | \$ 186,235.55 |               |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|   |              |
|---|--------------|
| Repairs of road-bed and track.....                            | \$ 77,807.74 |
| Renewal of rails (number tons laid, iron, 296).....           |              |
| Renewal of ties (number laid, 13,773).....                    |              |
| Repairs of bridges, including culverts and cattle guards..... | 17,978.27    |
| Repairs of fences, railroad crossings and signs.....          | 575.77       |
| Repairs of buildings, stations and water tanks.....           | 1,809.68     |
| Total.....  | \$ 97,971.46 |

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

|  |              |
|--|--------------|
| Repairs of locomotives.....                | \$ 18,143.69 |
| Repairs of passenger and freight cars..... | 13,453.48    |
| Total.....                                 | \$ 31,597.17 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|  |              |
|--|--------------|
| Fuel for locomotives (See engine service).....         |              |
| Water supply.....                                      | \$ 4,162.09  |
| Oil and waste (distributed in different accounts)..... |              |
| Locomotive service.....                                | 39,500.84    |
| Train service.....                                     |              |
| Train supplies.....                                    | 17,583.96    |
| Mileage of all cars (debit balance).....               | 10,354.72    |
| Telegraph expenses (maintenance and operating).....    | 7,195.49     |
| Damage and loss of freight and baggage.....            | 356.18       |
| Personal injuries.....                                 | 707.361      |
| Agents, station service and station supplies.....      | 10,615.44    |
| Total.....   | \$ 96,842.33 |

## CLASS 4—GENERAL EXPENSES.

|  |              |
|--|--------------|
| Salaries of general officers and clerks..... | \$ 15,881.32 |
| Legal expenses.....                          | 4,783.97     |
| Printing and advertising.....                | 846.48       |
| Outside agencies.....                        | 592.75       |
| Taxes in Iowa.....                           | \$ 2,079.87  |
| Taxes in other States.....                   | 3,632.59     |
| Total.....                                   | \$ 27,816.98 |

## RECAPITULATION OF EXPENSES.

|  |               |
|--|---------------|
| Maintenance of way and buildings.....  | \$ 97,971.46  |
| Maintenance of motive power and cars.....  | 31,597.17     |
| Conducting transportation.....   | 96,842.33     |
| General expenses, including taxes.....   | 27,816.98     |
| Total operating expenses and taxes.....  | \$ 254,227.94 |
| Operating expenses and taxes per mile of road operated, (230.1 miles).....                       | \$ 1,155.05   |
| Operating expenses and taxes per train mile run, for trains earning revenue (320,962 miles)..... | .793          |
| Proportion of operating expenses and taxes for Iowa.....   | \$ 133,924.87 |
| Expenses of running and management of passenger trains.....                                      | 46,880.42     |
| Expenses of running and management of passenger trains per train mile.....                       | .358          |
| Expenses of running and management of freight trains.....  | 81,559.08     |
| Expenses of running and management of freight trains per train mile.....                         | .428          |
| Expenses of running and management of all trains earning revenue.....                            | 123,439.50    |
| Percentage of expenses to earnings.....  | 98.2          |

## GENERAL EXHIBIT.

|   |           |            |
|---|-----------|------------|
| Total earnings.....   | \$        | 256,812.52 |
| Total expenses, including taxes.....                            |           | 254,227.94 |
| Net earnings.....   |           | 2,584.58   |
| Rentals, specifying amount paid to each company.....            |           |            |
| Wabash, St. Louis & Pacific Railway.....\$                      | 12,000.00 |            |
| Chicago, Rock Island & Pacific Railway.....                     | 15.00     |            |
| Hannibal & St. Jo. Railway.....                                 | 8.00      |            |
|   |           | 12,023.00  |
| Balance for the year (deficit).....                             |           | 9,438.42   |
| Balance at commencement of the year (deficit).....              |           | 3,969.03   |
| Balance at the close of the year, June 30, 1885, (deficit)..... |           | 13,407.45  |

## INCOME ACCOUNT.

|   |    |            |
|---|----|------------|
| Income from earnings.....                       | \$ | 256,812.52 |
| Income from other sources.....                  |    | 195.60     |
| Total income from all sources for the year..... | \$ | 257,008.12 |

|  |    |            |
|--|----|------------|
| Proportion of income for Iowa.....\$136,235.55 | \$ | 136,235.55 |
|--|----|------------|

## GENERAL RECAPITULATION.

|   |    |            |
|---|----|------------|
| Total income.....   | \$ | 257,008.12 |
| Total operating expenses and taxes.....                               |    | 254,227.94 |
| Net income above operating expenses and taxes.....                    |    | 2,780.18   |
| Net deficit above operating expenses, taxes, interest and rental..... | \$ | 9,242.82   |

|  |
|--|
| Gross income per train per mile run (320,962 miles).....\$0.80 |
| Net income per train mile run (320,962 miles).....             |

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1885.

## DEBIT.

|   |    |              |
|---|----|--------------|
| Construction.....                         | \$ | 8,718,150.08 |
| Equipment.....                            |    | 124,714.58   |
| Cash.....                                 |    | 23,790.67    |
| Materials.....                            |    | 17,270.08    |
| Due from agents and connecting lines..... |    | 10,411.73    |
| Profit and loss and income account.....   |    | 11,166.38    |
|   | \$ | 8,905,503.50 |

## CREDIT.

|  |    |              |
|--|----|--------------|
| Capital stock.....                                       | \$ | 8,000,000.00 |
| Advanced by Chicago, Burlington & Quincy Railroad Co.... |    | 834,613.49   |
| Accounts and bills payable—balance.....                  |    | 70,890.01    |
|  | \$ | 8,905,503.50 |

## DESCRIPTION OF ROAD.

|  |                   |
|--|-------------------|
| Length main line of road from Burlington to Carrollton, miles.....             | 220.10            |
| Length main line of road in Iowa, miles.....                                   | 118.77            |
| Length main line of road in Missouri, miles.....                               | 103.33            |
| Total length of road belonging to this company, miles.....                     | 180.99            |
| Total length of road belonging to this company in Iowa, miles.....             | 77.66             |
| Aggregate length of sidings and other tracks not above enumerated, miles.....  | 8.30              |
| Same in Iowa.....  | 5.13              |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 180.99            |
| Same in Iowa.....  | 77.66             |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 34.69             |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 42.97             |
| Weights per yard, steel, lbs.....  | 56 and 60         |
| Weights per yard, iron, lbs.....   | 52 and 55         |
| Gauge of track.....  | 4 feet 8½ inches. |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |        |
|--|--------|
| Name, description and length of each:                          |        |
| Chicago, Burlington & Quincy between Burlington and Viele..... | 25.00  |
| W. St. L. & P. between Moulton and Bloomfield.....             | 14.11  |
| Total length of above roads in Iowa.....                       | 39.11  |
| Total miles of road operated by this company.....              | 220.10 |
| Total miles road operated by this company in Iowa.....         | 116.77 |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 36 |
| Same in Iowa.....   | 18 |
| Number of stations on all roads operated by this company..... | 40 |
| Same in Iowa.....   | 22 |
| Number of telegraph offices in stations in Iowa..             | 18 |

## EMPLOYEES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company.....       | 500           |
| Same in Iowa.....   | 230           |
| Amount paid employes, including officials, on all roads operated by this company..... | \$ 198,256.20 |
| Same in Iowa.....   | 105,655.00    |

## BRIDGES IN IOWA.

|   |     |     |                   |        |
|---|-----|-----|-------------------|--------|
| Wooden truss bridges over 100 feet in length..... | No. | 8   | Aggregate length. | 1,629  |
| Wood trestle and pile.....                        |     | 139 |                   | 12,328 |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 147 |
|-------------|-----|

## CATTLE-GUARDS.

|  |     |         |
|--|-----|---------|
| Number of in Iowa.....   | 189 |         |
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....        |     | 531,057 |
| Amount of trestle work replaced with earth during the year (lineal feet).....                | 1   | 80      |
| Timber culverts replaced with timber.....  | 12  |         |
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... |     | 9       |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    |     | 8       |

## ROAD-BED AND TRACK.

|  |  |        |
|--|--|--------|
| Number of track sections in Iowa.....  |  | 13     |
| Average length of sections, miles.....   |  | 6      |
| Average number of men in each section gang.....  |  | 2      |
| Number of new ties laid in track during the year in Iowa.....                                      |  | 13,778 |
| Average number of new ties per per mile of road.....   |  | 178    |
| Rails laid in track during the year in Iowa—iron (296 tons).....                                   |  |        |
| Total track laid with new rails during the year in Iowa, miles.....                                |  | 3.38   |
| What is the average number of years that iron rails last in your track on main line in Iowa.....   |  | 10     |
| What is the average number of years that steel rails last in your track on main lines in Iowa..... |  | 12     |
| What is the average number of years that ties last in your track in Iowa.....                      |  | 8      |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality: |    |
| Keokuk & Northwestern railroad at Donnellson.                   |    |
| Chicago, Rock Island & Pacific railroad at Farmington.          |    |
| Wabash, St. Louis & Pacific railroad at Sedan.                  |    |
| Number of highway crossings at grade.....                       | 60 |
| Number of highway crossings under railroad.....                 | 1  |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of your road in Iowa are fenced.....                                 | 50.25     |
| What is the average cost per rod.....   | .95       |
| What is the total cost of same, estimated.....                                      | 30,552.00 |
| How many miles of fencing have you built during the year.                           | 24.65     |
| Give the number of miles needed on both sides of your track in each county in Iowa: |           |
| In Lee county.....  | 4         |
| In Van Buren county.....  | 10        |
| In Davis county.....  | 9         |
| In Appanoose county.....  | 6½        |
| Total miles.....  | 29.75     |

## ROLLING STOCK.

|   | Leased. | Owmed. | Total. |
|---|---------|--------|--------|
| Number of locomotives.....                    |         | 11     | 11     |
| Number of passenger cars.....                 |         | 3      | 3      |
| Number of baggage, mail and express cars..... |         | 3      | 3      |
| Number of box freight cars.....               |         | 49     | 49     |
| Number of platform and coal cars.....         | 106     | 58     | 158    |
| Number of other cars.....                     |         | b      | 5      |
| Total number of cars.....                     | 100     | 118    | 218    |

|  |     |    |
|--|-----|----|
| Maximum weight of locomotives and tenders (tons).....  |     | 58 |
| Average weight of locomotive and tenders (tons).....   |     | 52 |
| Number of locomotives equipped with train brake.....   |     | 1  |
| Kind of brake? Westinghouse air.....   |     |    |
| Maximum weight of passenger cars (tons).....   |     | 14 |
| Average weight of passenger cars (tons).....   |     | 12 |
| Number of cars equipped with train brake.....  |     | 6  |
| Kind of brake? Westinghouse air.....   |     |    |
| Number of passenger cars equipped with Miller platform buffer.....   |     | 6  |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 52; tons..... | 240 |    |

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year..... | 130,675 |
| Miles run by freight trains during the year.....   | 190,287 |
| Miles run by other trains during the year.....     | 6,056   |
| Total train mileage.....                           | 327,018 |

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains.....                  | 2   |
| Average weight of passenger trains, exclusive of passengers..... | 74  |
| Average number of cars in freight trains.....                    | 14  |
| Average weight of freight trains, exclusive of freight.....      | 178 |

## PASSENGER TRAFFIC.

|   |           |
|---|-----------|
| Total number of passengers carried.....                     | 104,309   |
| Total passenger mileage, or passengers carried one mile.... | 2,653,015 |
| Average distance traveled by each passenger.....            | 25.4      |
| Average amount received from each passenger (cents).....    | 57.6      |
| Highest rate of fare per mile for any distance (cents)..... | 3         |

## FREIGHT TRAFFIC.

|  |            |
|--|------------|
| Number of tons of through freight carried.....               | 99,399     |
| Number of tons of local freight carried.....                 | 13,679     |
| Total tons of freight carried.....                           | 113,078    |
| Total mileage of through freight (tons carried one mile).... | 9,571,950  |
| Total mileage of local freight (tons carried one mile).....  | 803,467    |
| Total freight mileage, or tons carried one mile.....         | 10,375,417 |



## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars..... | 1,721,624 |
| Number of miles run by empty freight cars.....  | 737,404   |
| Total freight car mileage.....                  | 2,459,028 |

## SPEED OF TRAINS IN IOWA.

|  |       |
|--|-------|
| Rate of speed of passenger trains, including stops ..... | 24.42 |
| Rate of speed of freight trains, including stops.....    | 9.47  |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER<br>CENT. |
|---|---------|--------------|
| Grain .....   | 11,307  | 10.0         |
| Flour.....  | 3,390   | 3.0          |
| Provisions (beef, pork, lard, etc.).....                  | 1,130   | 1.0          |
| Animals.....  | 22,615  | 20.0         |
| Other agricultural products.....                          | 3,390   | 3.0          |
| Lumber and forest products.....                           | 11,307  | 10.0         |
| Coal.....   | 23,180  | 20.5         |
| Plaster, lime and cement.....                             | 1,130   | 1.0          |
| Salt.....   | 565     | .5           |
| Petroleum and oil.....                                    | 565     | .5           |
| Iron, steel and castings.....                             | 565     | .5           |
| Stone and brick.....                                      | 1,130   | 1.0          |
| Manufactures, articles shipped from point of production.. | 1,130   | 1.0          |
| Merchandise, and other articles not enumerated above....  | 31,674  | 28.0         |
| Total tons carried.....                                   | 113,078 | 100          |

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA—  
ESTIMATED.

|   | TONS.  | PER<br>CENT. |
|---|--------|--------------|
| Grain .....   | 6,304  | 10.0         |
| Flour.....  | 630    | 1.0          |
| Provisions (beef, pork, lard, etc.).....                  | 630    | 1.0          |
| Animals.....  | 15,739 | 25.0         |
| Other agricultural products.....                          | 1,260  | 2.0          |
| Lumber and forest products.....                           | 9,456  | 15.0         |
| Coal.....   | 9,456  | 15.0         |
| Plaster, lime and cement.....                             | 630    | 1.0          |
| Salt.....   | 315    | .5           |
| Petroleum and oil.....                                    | 315    | .5           |
| Iron, steel and castings.....                             | 315    | .5           |
| Stone and brick.....                                      | 630    | 1.0          |
| Manufactures, articles shipped from point of production.. | 630    | 1.0          |
| Merchandise and other articles not enumerated above.....  | 16,728 | 26.5         |
| Total tons carried.....                                   | 63,038 | 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? American Express Company; does the usual express business; pays one and one-fourth first-class freight rates on all freight but butter and eggs, which is shipped at first-class rates, and half-fare for messenger. Express company takes freight at the depot, loads, unloads and cares for same.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$89.78 per mile per annum from July 1, 1884, to March 18, 1885. \$67.55 per mile per annum from March 18, 1885, to June 30, 1885.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? None.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 109.65. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? No other company; line operated jointly with the Western Union Telegraph Company.

STATEMENT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.  
INJURED.

| DATE.                                     | NAME AND OCCUPATION.            | PLACE.                            | CAUSES OF ACCIDENTS AND CHARACTER OF INJURY.   |
|---|---------------------------------|-----------------------------------|--|
| 1884.<br>August<br>14                     | A. J. Little.<br>(Geo. Goshorn) | Farmington.<br>Donnellson.        | Coupling cars; fingers and thumb mashed.<br>Coupling and foil; fingers mashed.             |
| 1885.<br>January<br>22<br>February<br>5/8 | Jacob Ault<br>S. P. Daugherty   | Near Bloomfield.<br>Mt. Sterling. | Broken rail on Wabash track; scalp wound.<br>Coupling cars; squeezed about chest somewhat. |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT. | INJURED.   |           |        |
|--------------------|------------|-----------|--------|
|                    | Passengers | Employees | Others |
| Derailments.....   | 1          | .....     | .....  |
| Coupling cars..... | .....      | 5         | .....  |
| Total.....         | 1          | 5         | .....  |

SUMMARY OF ACCIDENTS FOR IOWA.

|   |   |
|---|---|
| Number of persons injured during the year.....              | 4 |
| Number of casualties purely accidental during the year..... | 4 |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—W. W. Baldwin, Burlington.  
 Vice-President—T. J. Potter, Chicago.  
 Secretary and Asst.-Treasurer—Howard Elliott, Keokuk.  
 Treasurer—J. C. Peasley, Chicago.  
 General Superintendent—H. Law, Keokuk.  
 Assistant-Superintendent—C. M. Levey, Keokuk.  
 Consulting Engineer—B. J. McClure, Chicago.  
 Superintendent of Telegraph—W. E. Cunningham, Keokuk.  
 Auditor—Howard Elliott, Keokuk.  
 General Passenger and Freight Agent—J. H. Best, Jr., Keokuk.  
 General Solicitor—H. H. Trimble, Keokuk.

DIRECTORS, NAME AND POST-OFFICE ADDRESS.

W. W. Baldwin, Burlington.  
 T. J. Potter, Chicago.  
 H. B. Scott, Burlington.  
 J. T. Remy, Burlington.  
 H. E. Jarvis, Burlington.

Date of annual meeting of stockholders fourth Monday in April.  
 Fiscal year of company ends December 31.  
 General offices of the company are located at Burlington, Iowa.

STATE OF IOWA, }  
 COUNTY OF LEE. } ss.

H. Law, general superintendent of the Chicago, Burlington & Kansas City Railway 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 full, true and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

(Signed)

R. LAW,  
*General Superintendent.*

Subscribed and sworn to before me this 15th day of September, A. D. 1885.

[L. s.]

HOWARD ELLIOTT,  
*Notary Public.*

Received and filed in the office of the Commissioner of Railroads, this 17th day of September, A. D. 1885.

E. G. MORGAN, *Secretary.*

## REPORT

OF THE

KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS

RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

### CAPITAL STOCK.

|  |                  |                 |
|--|------------------|-----------------|
| Amount authorized by articles of association     | \$ 5,284,656.71  |                 |
| Amount authorized by vote of the company         | 5,284,656.71     |                 |
| Amount issued, number of shares, 52,777 1366;    |                  |                 |
| amount paid in                                   |                  | \$ 5,284,656.71 |
| Amount of common stock issued                    | all common stock |                 |
| Stock of Tarkio Valley Railroad                  |                  | 259,000.00      |
| Stock of Nodaway Valley Railroad                 |                  | 284,000.00      |
| Total amount paid in as per books of the company |                  | \$ 5,777,656.71 |
| Amount of stock per mile of road                 | \$ 18,055.18     |                 |
| Amount of stock representing the road in Iowa    | 977,661.49       |                 |
| Amount of stock held in Iowa                     | 68,775.00        |                 |
| Total number of stockholders                     | 5,782            |                 |
| Number of stockholders in Iowa                   | 75               |                 |

## DEBT.

## Funded debt as follows:

|  |                        |
|--|------------------------|
| First mortgage bonds, due June 1, 1907; rate of interest, 7 per cent .....                   | \$ 5,000,000.00        |
| Amount of interest paid on same during the year .....  | \$ 350,000.00          |
| Income bonds, due June 1, 1907; rate of interest, limit, 6 per cent .....                    | 674.51                 |
| Amount of interest paid on same during the year .....  | None.                  |
| Old bonds outstanding .....  | 500.00                 |
| Amount of interest paid on same during the year .....  | None.                  |
| First mortgage bonds, due June 1, 1920; interest at 7 per cent.; Tarkio Val. R. R. Co. ....  | 386,000.00             |
| First mortgage bonds, due June 1, 1920; interest at 7 per cent.; Nodaw'y Val. R. R. Co. .... | 348,000.00             |
| <b>Total amount of debt liabilities.....</b>   | <b>\$ 5,735,174.51</b> |
| <br>   |                        |
| Amount of debt per mile of road .....  | \$ 17,922.42           |
| Amount of debt representing the road in Iowa .....   | \$ 1,032,331.31        |
| Total amount of stock and debt .....   | 11,512,531.22          |
| Amount of stock and debt per mile of road .....  | 35,977.59              |
| Amount of interest paid representing the road in Iowa .....                                  | 72,248.40              |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

|   |                  |
|---|------------------|
| Total expended for construction .....                         | \$ 11,055,608.60 |
| <br>  |                  |
| Average cost of construction per mile of road (320 miles) ... | 34,548.77        |
| Proportion of cost of construction for Iowa .....             | 1,990,009.54     |

## COST OF EQUIPMENT.

|  |                  |
|--|------------------|
| Total for equipment .....  | \$ 1,387,894.35  |
| Average cost of equipment per mile of road operated by company (320 miles) ..... | 4,337.17         |
| Proportion of cost for equipment for Iowa .....                                  | 249,820.93       |
| <br>   |                  |
| Total cost of road and equipment .....   | \$ 12,443,502.95 |
| <br>   |                  |
| Average cost of road and equipment per mile (320 miles) ...                      | \$ 38,885.96     |
| Proportion of cost of road and equipment for Iowa .....                          | 2,239,830.53     |
| Average cost of road and equipment per mile in Iowa (58.3 miles) .....           | 38,617.77        |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |                      |
|--|----------------------|
| Grading and new side tracks .....  | \$ 65,006.21         |
| Bridging and masonry .....   | 18,760.72            |
| Land, land damages and fences .....                                      | 68,576.35            |
| Passenger and freight stations, coal sheds and water stations, etc. .... | 61,667.43            |
| <b>Total for construction.....</b>                                       | <b>\$ 204,010.71</b> |

## EQUIPMENT. No.

|  |   |                     |
|--|---|---------------------|
| Locomotives .....  | 8 | \$ 22,624.56        |
| Passenger .....  | 1 | 4,648.34            |
| Tools .....  |   | 402.70              |
| <b>Total for equipment.....</b>                              |   | <b>\$ 27,675.60</b> |
| <b>Total expenditures charged to property accounts .....</b> |   | <b>231,686.31</b>   |
| <br>   |   |                     |
| Net addition to property account for the year .....          |   | \$ 231,686.31       |

## ANALYSIS OF EARNINGS.

|  |                        |  |
|--|------------------------|--|
| Earnings, passenger:   |                        |  |
| From local passengers .....  | \$ 336,626.99          |  |
| From through passengers .....  | 238,373.56             |  |
| <br>   |                        |  |
| From all passengers .....  | 575,000.55             |  |
| From express .....   | \$ 25,869.94           |  |
| From mails .....   | 41,930.40              |  |
| <b>Total earnings, passenger department .....</b>                                    | <b>\$ 642,800.89</b>   |  |
| <br>   |                        |  |
| Earnings per train mile run (573,805 miles) ....                                     | 1.12                   |  |
| Earnings, freight: From local .....  | \$ 364,770.51          |  |
| From through .....   | 760,167.88             |  |
| <b>Total earnings, freight department .....</b>                                      | <b>1,124,938.39</b>    |  |
| Earnings per train mile run (648,839 miles) ....                                     | 1.73                   |  |
| <b>Total transportation earnings .....</b>   | <b>1,767,739.28</b>    |  |
| Earnings per train mile run, from all trains earning revenue (1,222,644 miles) ..... | 1.44                   |  |
| Earnings per mile of road operated (320 miles) .....                                 | 5,524.19               |  |
| Proportion of earnings for Iowa .....  | 205,891.84             |  |
| Rents received for use of road and miscellaneous sources .....                       | 79,162.96              |  |
| <b>Total earnings from all sources .....</b>   | <b>\$ 1,846,902.24</b> |  |
| <br>   |                        |  |
| Proportion of earnings for Iowa .....  | \$ 220,588.16          |  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR,

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |    |            |
|---|----|------------|
| Repairs of road-bed and track.....  | \$ | 221,064.07 |
| Renewal of rails, less value of old rails, (number tons laid, steel, 883 930-2240)..... |    | 17,296.45  |
| Renewal of ties, (number laid, 65,842).....   |    | 37,912.57  |
| Repairs of bridges, including culverts.....   |    | 34,452.87  |
| Repairs of fences.....  |    | 3,204.49   |
| Repairs of buildings and stations.....  |    | 35,533.83  |
| Total .....   | \$ | 349,454.27 |

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

|                                |    |            |
|--------------------------------|----|------------|
| Repairs of locomotives.....    | \$ | 70,202.81  |
| Repairs of passenger cars..... |    | 29,590.89  |
| Repairs of freight cars.....   |    | 66,501.23  |
| Total.....                     | \$ | 166,294.43 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |            |
|---|----|------------|
| Fuel for locomotives.....   | \$ | 69,459.18  |
| Water supply.....   |    | 12,379.29  |
| Oil and waste.....  |    | 2,840.73   |
| Locomotive service.....   |    | 118,582.52 |
| Mileage of passenger cars and passenger and freight train service and supplies..... |    | 112,630.55 |
| Mileage of freight cars (debit balance).....  |    | 38,588.79  |
| Telegraph expenses (maintenance and operating).....                                 |    | 26,239.56  |
| Damage and loss of freight and baggage.....   |    | 3,362.86   |
| Damages to property and cattle.....   |    | 5,878.90   |
| Personal injuries.....  |    | 10,046.40  |
| Agents and station service, and station supplies.....                               |    | 234,943.30 |
| Total.....  | \$ | 634,952.08 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |            |
|---|----|------------|
| Salaries of general officers and clerks.....                                    | \$ | 92,377.93  |
| Legal expenses.....   |    | 13,381.42  |
| Insurance.....  |    | 2,366.72   |
| Rents, stationery and printing.....   |    | 6,310.41   |
| Outside agencies and advertising.....   |    | 17,406.91  |
| Contingencies.....  |    | 1,410.24   |
| Taxes in Iowa, \$2,504.81; taxes in other States, \$33,224.04; total taxes..... |    | 35,728.85  |
| Total.....  | \$ | 168,981.97 |

## RECAPITULATION OF EXPENSES.

|   |    |              |
|---|----|--------------|
| Maintenance of way and buildings.....     | \$ | 349,454.27   |
| Maintenance of motive power and cars..... |    | 166,294.43   |
| Conducting transportation.....            |    | 634,952.08   |
| General expenses, including taxes.....    |    | 168,981.97   |
| Total operating expenses and taxes.....   | \$ | 1,319,682.75 |

|  |    |            |
|--|----|------------|
| Operating expenses and taxes per mile of road operated (329 miles).....                            | \$ | 4,124.00   |
| Operating expenses and taxes per train mile run, for trains earning revenue (1,322,644 miles)..... |    | 1.08       |
| Proportion of operating expenses and taxes for Iowa.....   |    | 239,596.42 |
| Expenses of running and management of passenger trains.....  |    | 234,990.34 |
| Expenses of running and management of passenger trains, per train mile.....                        |    | 40 9-10.   |
| Expenses of running and management of freight trains.....  |    | 318,923.53 |
| Expenses of running and management of freight trains, per train mile.....                          |    | 49 1-10    |
| Expenses of running and management of all trains earning revenue.....                              |    | 553,913.87 |

Percentage of expenses to earnings, 71 4-10 per cent.

## GENERAL EXHIBIT.

|   |    |              |
|---|----|--------------|
| Total earnings.....   | \$ | 1,846,902.24 |
| Total expenses, including taxes.....                              |    | 1,319,682.75 |
| Net earnings.....   |    | 527,219.49   |
| Interest accruing during the year.....                            |    | 401,380.00   |
| Interest paid during the year.....                                |    | 401,380.00   |
| Interest paid during the year on account of the road in Iowa..... |    | 72,248.40    |
| Interest on funded debt.....                                      |    | 401,380.00   |
| Interest paid on funded debt.....                                 |    | 401,380.00   |
| Dividends declared (7½ per cent).....                             |    | 394,682.50   |
| Balance for the year, deficit.....                                | \$ | *268,743.01  |
| Balance at commencement of the year.....                          |    | 1,451,711.86 |
| Balance at the close of the year, June 30, 1885.....              | \$ | 1,182,968.85 |

## INCOME ACCOUNT.

|   |    |              |
|---|----|--------------|
| Income from earnings.....                       | \$ | 1,767,730.28 |
| Income from other sources.....                  |    | 79,162.96    |
| Total income from all sources for the year..... | \$ | 1,846,902.24 |
| Proportion of income for Iowa.....              | \$ | 220,588.16   |

\*Surplus of previous year used for paying dividends this year.

## GENERAL RECAPITULATION.

|  |                 |
|--|-----------------|
| Total income.....  | \$ 1,846,002.24 |
| Total operating expenses and taxes.....                              | 1,319,682.76    |
| Net income above operating expenses and taxes.....                   | 527,219.49      |
| Net income above operating expenses, taxes, interest and rental..... | \$ 125,889.49   |
| Gross income per train mile run (1,222,644 miles)\$                  | 1.51            |
| Net income per train mile run (1,222,644 miles)                      | .13             |
| Percentage of net income to stock and debt...                        | 4.58            |
| Percentage of net income to cost of road and equipment.....          | 4.23            |

## SURPLUS.

|  |                 |
|--|-----------------|
| Surplus at the commencement of the year.....   | \$ 1,451,711.86 |
| Surplus at the close of the year.....  | 1,182,968.85    |
| The amount invested in railroad stocks.....  | 84,000.00       |
| Give the name of each road, and the number of shares owned in each of them and the par value of shares:  |                 |
| Nodaway Valley Railroad, 400 shares, each \$   | 100.00          |
| Tarkio Valley Railroad, 440 shares, each..   | 100.00          |
| Stock of Union Depot Companies.....  |                 |
| Stock of Union Stock Yards Company, St. Joseph.....  | 20,076.20       |
| Stock of St. Jo & Nebraska Railroad.....   | 9,525.00        |
| The amount invested in railroad bonds, the number of bonds, and the par value of each the name of each road, and the amount invested in the bonds of each. | 130,896.26      |
| Land at St. Joe purchased for depot purposes, not used, and for sale.....  | \$ 43,228.65    |
| Amount absorbed in construction.....   | 480,364.49      |
| Amount in material and balances from other roads.....  | 414,878.25      |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|  |                  |
|--|------------------|
| Construction.....                          | \$ 11,055,608.60 |
| Equipment.....                             | 1,387,894.35     |
| Supplies on hand.....                      | 102,428.55       |
| Real estate, St. Joseph.....               | 43,228.65        |
| Stock of Union Depot Companies.....        | 20,076.20        |
| Stock of Stock Yard Companies.....         | 9,525.00         |
| Stock of Nodaway Valley Railroad.....      | 40,000.00        |
| Stock of Tarkio Valley Railroad.....       | 44,000.00        |
| Due from U. S. Government.....             | 13,318.10        |
| St. Jo & Nebraska Railroad securities..... | 130,896.26       |
| Miscellaneous balance.....                 | 299,131.60       |
| Total.....                                 | \$ 13,146,107.81 |

## CREDIT.

|                                 |                  |
|---------------------------------|------------------|
| Capital stock.....              | \$ 5,777,656.71  |
| Bonded debt.....                | 5,621,174.51     |
| Accrued interest.....           | 4,281.50         |
| Unpaid vouchers.....            | 382,473.39       |
| Unpaid coupons, payable.....    | 177,552.35       |
| Income account and surplus..... | 1,182,968.85     |
| Total.....                      | \$ 13,146,107.81 |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road from Kansas City to Council Bluffs              | 197.77 |
| Length main line of road in Iowa.....                                    | 52.00  |
| Length main line of road in Missouri.....                                | 145.77 |
| Branches owned by this Company:  |        |
| Hopkins Branch.....  | 50.24  |
| East Atchison Branch.....  | 1.17   |
| East Nebraska City Branch.....   | 2.26   |
| Tarkio Valley Branch.....  | 29.52  |
| Nodaway Valley Branch.....   | 31.53  |
| St. Jo & Nebraska Branch.....  | 7.51   |
| Total length of branches owned by this Company.....                      | 122.23 |
| Total length of branches owned by this Company in Iowa..                 | 6.35   |
| Total length of branches owned by this Company in Missouri.....          | 115.88 |
| Total length of road belonging to this Company.....                      | 320.00 |
| Aggregate length of sidings and other tracks not above enumerated.....   | 46.34  |
| Same in Iowa.....  | 8.65   |
| Aggregate length of track, computed as single track.....                 | 365.34 |
| Same in Iowa.....  | 67.01  |
| Total length of steel rails in tracks in Iowa, exclusive of sidings..... | 42.00  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....  | 16.35  |
| Gauge of track, 4 feet, 8½ inches.                                       |        |

ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY  
THIS COMPANY UNDER LEASE OR CONTRACT.

|  |        |
|--|--------|
| Name, description and length of each:                        |        |
| Hannibal & St. Jo Railroad Bridge—Harlem to Kansas City..... | 1.50   |
| Total length of above roads, in Missouri.....                | 1.50   |
| Total miles of road operated by this company.....            | 321.50 |
| Total miles road operated by this company in Iowa.....       | 58.35  |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company....  | 53 |
| Same in Iowa.....  | 11 |
| Number of stations on all roads operated by this company.. | 53 |
| Same in Iowa.....  | 11 |
| Number of telegraph offices in stations in Iowa.....       | 11 |

## EMPLOYEES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company, average..... | 1,700         |
| Same in Iowa, average.....   | 96            |
| Amount paid employes, including officials, on all roads operated by this company.....    | \$ 915,397.32 |
| Same in Iowa, estimated.....   | 85,000.00     |

## BRIDGES IN IOWA.

|                              |        |                         |
|------------------------------|--------|-------------------------|
| Wooden trestle and pile..... | No. 42 | Aggregate length. 3,423 |
|------------------------------|--------|-------------------------|

## BOX CULVERTS IN IOWA.

|                                 |   |
|---------------------------------|---|
| Timber, open pile culverts..... | 6 |
|---------------------------------|---|

## CATTLE-GUARDS.

|                        |    |
|------------------------|----|
| Number of in Iowa..... | 78 |
|------------------------|----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |        |
|---|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | 35,247 |
|---|--------|

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.  | Kind.           | Material. | When built. | Length in feet. |
|--|-----------------|-----------|-------------|-----------------|
| Between Pacific Junction and Council Bluffs..... | Pile.....       | Wood...   | 1885        | 2,100           |
| Between Pacific Junction and Council Bluffs..... | Howe truss..... | Wood...   | 1885        | 80              |
| Total.....                                       |                 |           |             | 2,180           |
| Owing to change of line there was abandoned..... |                 |           |             | 1,000           |
| Net increase for year.....                       |                 |           |             | 1,180           |

|   |    |
|---|----|
| Give the average number of years the trestle and pile bridges last on your road in Iowa, about..... | 9  |
| Give the average number of years that wooden truss bridges last on your road in Iowa, about.....    | 10 |

## ROAD-BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa.....  | 10     |
| Average length of sections, miles.....   | 5      |
| Average number of men in each section gang.....  | 6      |
| Number of new ties laid in track during the year in Iowa.....  | 25,000 |
| Average number of new ties per mile of road.....   | 825    |
| New rails laid in track during the year in Iowa—steel, miles.....  | 12.6   |
| What is the average number of years that iron rails last in your track on main line in Iowa? about.....  | 10     |
| What is the average number of years that steel rails last in your track on main line in Iowa? We have steel which has been in 13 years and is in good condition. |        |
| What is the average number of years that ties last in your track in Iowa? Oak ties last about 8 years.   |        |

## CROSSINGS IN IOWA.

|  |    |
|--|----|
| What railroad crosses your road at grade, and at what locality:<br>Chicago, Burlington & Quincy, at Pacific Junction.<br>Wabash, St. Louis & Pacific, at Council Bluffs. |    |
| Number of highway crossings at grade.....  | 36 |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of your road in Iowa are fenced.....                                 | 32.5      |
| What is the average cost per rod.....   | \$ 1.65   |
| What is the total cost of same.....   | 29,285.00 |
| How many miles of new fencing have you built during the year.....                   | None.     |
| Give the number of miles needed on both sides of your track in each county in Iowa: |           |
| In Fremont county.....  | 5.2       |
| In Mills county.....  | 12.8      |
| In Pottawattamie county.....  | 1.5       |
| Total miles.....  | 19.5      |

## ROLLING STOCK.

|   |      |
|---|------|
| Number of locomotives.....                    | 41   |
| Number of passenger cars.....                 | 21   |
| Number of baggage, mail and express cars..... | 11   |
| Number of official cars.....                  | 1    |
| Number of box freight cars.....               | 775  |
| Number of stock cars.....                     | 22   |
| Number of platform and coal cars.....         | 68   |
| Number of other cars.....                     | 164  |
| Total number of cars.....                     | 1160 |

|   |      |
|---|------|
| Maximum weight of locomotives and tenders, tender full of water tons.....   | 47   |
| Average weight of locomotives and tenders, tons.....  | 44   |
| Number of locomotives equipped with train brake.....  | 14   |
| Kind of brake? Westinghouse air.  |      |
| Maximum weight of passenger cars, tons.....   | 19.5 |
| Average weight of passenger cars, tons.....   | 18   |
| Number of cars equipped with train brake.....   | 33   |
| Kind of brake? Westinghouse air.  |      |
| Number of passenger cars equipped with Miller platform and buffer   | 20   |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 47 tons, tons..... | 450  |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 573,805   |
| Miles run by freight trains during the year.....   | 648,839   |
| Miles run by switching trains during the year..... | 390,163   |
| Miles run by other trains during the year.....     | 96,364    |
| Total train mileage.....                           | 1,709,171 |

## CARS AND WEIGHT OF TRAINS.

|  |      |
|--|------|
| Average number of cars in passenger trains.....                        | 3.7  |
| Average weight of passenger trains, exclusive of passengers, tons..... | 115  |
| Average number of cars in freight trains.....                          | 18.5 |
| Average weight of freight trains exclusive of freight, tons.....       | 214  |

## PASSENGER TRAFFIC.

|  |            |
|--|------------|
| Number of through passengers carried.....                    | 76,673     |
| Number of local passengers carried.....                      | 348,771    |
| Total number of passengers carried.....                      | 425,444    |
| Total passenger mileage, or passengers carried one mile..... | 19,259,612 |
| Average distance traveled by each passenger, miles.....      | 45.269     |
| Average amount received from each passenger.....             | \$ 1.35153 |
| Highest rate of fare per mile for any distance.....          | .03        |

## FREIGHT TRAFFIC.

|  |            |
|--|------------|
| Number of tons of through freight carried.....   | 570,984    |
| Number of tons of local freight carried.....   | 194,723    |
| Total tons of freight carried.....   | 765,707    |
| Total freight mileage, or tons carried one mile.....   | 62,130,849 |
| Average rate per ton, per mile, received for all freight, cents.....   | 1.81       |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 22         |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars east and south.....  | 4,141,692  |
| Number of miles run by loaded freight cars west and north.....  | 3,322,388  |
| Number of miles run by empty freight cars east and south.....   | 875,979    |
| Number of miles run by empty freight cars west and north.....   | 2,261,557  |
| Total freight car mileage.....  | 10,601,616 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 13         |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 40         |

## SPEED OF TRAINS IN IOWA.

|   |     |
|---|-----|
| Rate of speed of passenger trains, including stops, miles per hour..... | 24  |
| Rate of speed of freight trains, including stops, miles per hour....    | 10½ |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER CENT. |
|---|---------|-----------|
| Grain.....  | 188,614 | 18.10     |
| Flour.....  | 24,413  | 3.19      |
| Provisions (beef, pork, lard, etc.).....                    | 20,553  | 2.68      |
| Animals.....  | 103,250 | 13.48     |
| Other agricultural products.....                            | 5,486   | .72       |
| Lumber and forest products.....                             | 145,908 | 19.06     |
| Coal.....   | 56,490  | 7.38      |
| Plaster, lime and cement.....                               | 6,496   | .72       |
| Salt.....   | 6,528   | .85       |
| Petroleum and oil.....                                      | 1,632   | .21       |
| Iron, steel and castings.....                               | 7,410   | .97       |
| Stone and brick.....  | 3,653   | .48       |
| Manufactures—articles shipped from point of production..... | 10,056  | 1.31      |
| Merchandise, and other articles not enumerated above....    | 236,218 | 30.85     |
| Total tons carried.....                                     | 765,707 | 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? American Express Company pays a fixed sum for transporting within and up to a fixed limit of weight, and 1½ first-class rates on excess. The railroad company does not handle or have anything to do with the express matter or rates thereon charged by express company, but simply carries when placed in baggage car.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-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? The Pullman Palace Car Company's sleepers run on our road. We pay that company same rate per mile as for a coach hired from 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. The Pullman Palace Car Company receive the earnings.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$150.48 per mile per annum for line in Iowa—payable quarterly.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company, 52 miles.



REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE.   | NAME AND OCCUPATION.    | PLACE.      | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|---------|-------------------------|-------------|--|
| 1884.   |                         |             |  |
| October | 2 F. Walker (not known) | Nishnabotna | Drunk; lying on track.                     |

INJURED.

|           |                              |                        |                                       |
|-----------|------------------------------|------------------------|---------------------------------------|
| 1884.     |                              |                        |                                       |
| July      | 12 Hamilton, laborer         | Hemtons                | Jumping on train; left arm crushed.   |
| July      | 13 W. Whom, laborer          | Hemtons                | Cutting willows; foot cut.            |
| July      | 14 P. A. James, brakeman     | Goose River            | Head on wheel; sprained ankle.        |
| July      | 20 W. A. James, brakeman     | Pacific Junction       | Scrubbing; sprained ankle.            |
| August    | 1 A. Hughes, brakeman        | Hamburg                | Head on wheels; toe caught in shovel. |
| August    | 8 M. Ford, brakeman          | Bartlett               | Head on track; slightly bruised.      |
| August    | 19 E. Hewitt, laborer        | Lenox                  | Coupling; thumb hurt.                 |
| September | 5 J. Brown, laborer          | East of Nebraska City  | Putting in switch; arm hurt.          |
| September | 14 S. Gelhooley, laborer     | Council Bluffs         | Jumped from car; sprained foot.       |
| September | 18 P. A. James, brakeman     | Council Bluffs         | Coupling cars; back hurt.             |
| September | 19 P. A. James, brakeman     | Nebraska City Junction | Coupling cars; back hurt.             |
| November  | 9 Mrs. B. Bateman, passenger | Pacific Junction       | Collision; cut about body.            |
| 1885.     |                              |                        |                                       |
| January   | 24 C. M. Ellinger, brakeman  | Nebraska City Junction | Coupling; finger off.                 |
| February  | 13 Q. Ames, carpenter        | East of Nebraska City  | Handling timber; rib broken.          |
| April     | 19 H. Cooney, brakeman       | East of Nebraska City  | Unloading castings; finger hurt.      |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT. | KILLED.     |            |         | INJURED.    |            |         |
|---------------------|-------------|------------|---------|-------------|------------|---------|
|                     | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Collisions          |             |            |         | 1           |            |         |
| Coupling cars       |             |            |         |             | 4          |         |
| Falling from trains |             |            |         |             | 1          |         |
| Miscellaneous       |             |            |         |             | 8          |         |
| While intoxicated   |             | 1          |         |             | 1          |         |
| Total               |             |            | 1       | 1           | 14         |         |

SUMMARY OF ACCIDENTS FOR IOWA.

|   |    |
|---|----|
| Number of persons killed during the year                      | 1  |
| Number of persons injured during the year                     | 16 |
| Number of casualties purely accidental during the entire year | 16 |
| Number of persons killed while intoxicated                    | 1  |
| Number of persons injured while intoxicated                   | 1  |
| Number of trespassers on track killed                         | 1  |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—C. E. Perkins, Boston, Massachusetts.  
 Vice-President—T. J. Potter, Chicago, Illinois.  
 Secretary—A. G. Stanwood, Boston, Massachusetts.  
 Treasurer—J. C. Peasley, Chicago, Illinois.  
 General Manager—J. F. Barnard, St. Joseph, Missouri.  
 Superintendent—J. B. Hardy, St. Joseph, Missouri.  
 Assistant Superintendent—A. B. Barnard, Kansas City, Missouri.  
 Chief Engineer—C. C. Chandler, St. Joseph, Missouri.  
 Superintendent of Telegraph—G. M. Hohl, St. Joseph, Missouri.  
 Auditor—C. M. Carter, St. Joseph, Missouri.  
 General Passenger Agent—A. C. Dawes, St. Joseph, Missouri.  
 General Freight Agent—E. J. Swords, St. Joseph, Missouri.  
 General Solicitor—Strong & Mosman, St. Joseph, Missouri.

DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Henry Parkman, Boston, Massachusetts.  
 C. E. Perkins, Boston, Massachusetts.  
 E. E. Pratt, Boston, Massachusetts.  
 N. H. Stone, Boston, Massachusetts.  
 A. G. Stanwood, Boston, Massachusetts.  
 W. W. Baldwin, Burlington, Iowa.  
 J. F. Barnard, St. Joseph, Missouri.  
 C. M. Carter, St. Joseph, Missouri.

Date of annual meeting of stockholders, first Tuesday in March.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at St. Joseph, Buchanan county, Missouri.

STATE OF MISSOURI, }  
 COUNTY OF BUCHANAN. } ss.

J. F. Barnard, General Manager, and C. M. Carter, Auditor, of the Kansas City, St. Joseph & Council Bluffs 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. 1885, to the best of their knowledge and belief.

[Signed,]

J. F. BARNARD,  
 C. M. CARTER.

Subscribed and sworn to before me, this 17th day of September, A. D. 1885.

[L. s.]

CHAS. E. COLSTON,  
 Notary Public, Buchanan County, Missouri.

Received and filed in the office of the Commissioners of Railroads, this 18th day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

## ST. LOUIS, KEOKUK & NORTHWESTERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1885.

### CAPITAL STOCK.

|  |                 |              |
|--|-----------------|--------------|
| Amount authorized by articles of association.  | \$ 2,700,000.00 |              |
| Amount authorized by vote of the company.  | 2,700,000.00    |              |
| Amount issued, number of shares 2,700, amount paid in.   | \$ 2,700,000.00 | 2,700,000.00 |
| Amount of common stock issued.   | 1,350,000.00    |              |
| Amount of preferred stock issued, and conditions of preferment.  | 1,350,000.00    |              |
| Preferred stock is entitled to a dividend of 7 per cent before any dividend can be declared on common stock. |                 |              |
| Keokuk & Northwestern R'y Co.  |                 | 720,000.00   |
| Total amount paid in as per books of company.  | \$ 3,420,000.00 |              |

|  |              |
|--|--------------|
| Amount of stock per mile of road.              | \$ 21,028.80 |
| Amount of stock representing the road in Iowa. | 783,500.99   |
| Amount of stock held in Iowa                   |              |
| } St. L. K. & N. W.                            | 2,367,500.00 |
| } K. & N. W.                                   | 720,000.00   |
| Total number of stockholders                   |              |
| } St. L. K. & N. W.                            | 62           |
| } K. & N. W.                                   | 21           |
| Number of stockholders in Ia                   |              |
| } St. L. K. & N. W.                            | 62           |
| } K. & N. W.                                   | 3            |

## DEBT.

|   |                 |
|---|-----------------|
| Funded debt as follows:   |                 |
| First mortgage bonds due January 1, 1906, rate of interest 6 per cent.....              | \$ 1,620,000.00 |
| Income bonds due January 1, 1906, rate of interest 6 per cent.....                      | 1,080,000.00    |
| Total amount of funded debt.....  | \$ 2,700,000.00 |
| Floating debt:  |                 |
| Incurred for betterments.....   | \$ 372,804.69   |
| Total amount of floating debt.....  | 372,804.69      |
| First mortgage of 6 per cent bonds of Keokuk & Northwestern R'y Co. due July, 1910..... | 480,000.00      |
| Total amount of debt liabilities.....   | \$ 3,552,804.69 |
| Amount of debt per mile of road.....  | \$ 20,134.90    |
| Amount of debt representing the road in Iowa.....                                       | 5,529,295.65    |
| Total amount of stock and debt.....   | 6,972,804.69    |
| Amount of stock and debt per mile of road...  | 39,517.17       |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

|  |                 |
|--|-----------------|
| Total expended for construction.....                         | \$ 6,636,105.99 |
| Average cost of construction per mile of road (176.45 miles) | 37,608.98       |
| Proportion of cost of construction for Iowa.....             | 1,314,827.71    |

## COST OF EQUIPMENT.

|  |                 |
|--|-----------------|
| Total for equipment.....   | \$ 430,615.78   |
| Average cost of equipment per mile of road operated by company (184.87 miles)..... | \$ 2,329.29     |
| Proportion of cost of equipment for Iowa.....                                      | 121,286.13      |
| Total cost of road and equipment.....  | \$ 7,068,721.77 |

|  |              |
|--|--------------|
| Average cost of road and equipment per mile (176.45 miles).....        | \$ 40,049.43 |
| Proportion of cost of road and equipment for Iowa.....                 | 1,436,113.84 |
| Average cost of road and equipment per mile in Iowa (52.07 miles)..... | 27,580.44    |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |              |
|---|--------------|
| Grading, protecting present grade.....                                      | \$ 23,566.17 |
| Bridging and masonry.....   | 34,998.88    |
| Superstructure, including rails.....  | 9,103.59     |
| Land, land damages and fences.....  | 12,518.85    |
| Passenger and freight stations, coal sheds and water stations               | -2,896.13    |
| Engineering, agencies, salaries and other expenses during construction..... | 192.50       |
| Purchase of other roads (specifying same) and all particulars:              |              |
| New telegraph line.....   | 2,972.20     |
| Total for construction.....   | \$ 86,248.32 |

## EQUIPMENT.

|  |              |
|--|--------------|
| Locomotives, number, 2.....                          | \$ 8,400.00  |
| Wrecking-cars, pile-drivers and tools.....           | 1,123.28     |
| Total for equipment.....                             | \$ 9,523.28  |
| Total expenditures charged to property accounts..... | \$ 95,771.60 |
| Net addition to property account for the year.....   | \$ 95,771.60 |

## ANALYSIS OF EARNINGS.

|   |               |
|---|---------------|
| Earnings, passenger:  |               |
| From local passengers.....  | \$ 81,164.74  |
| From through passengers.....  | 111,557.25    |
| From all passengers.....  | 192,721.99    |
| From express and baggage.....   | 18,909.28     |
| From mails.....   | 26,641.68     |
| From other sources, passenger department.....                                     | 1,978.82      |
| Total earnings, passenger department.....   | \$ 240,351.77 |
| Earnings per train mile run (240,382 miles).....                                  | \$ .999       |
| Earnings, freight:  |               |
| From local.....   | \$ 70,467.00  |
| From through.....   | 246,717.94    |
| From other sources, freight department.....                                       | 29,168.89     |
| Total earnings, freight department.....   | \$ 346,353.83 |
| Earnings per train mile run (239,034 miles).....                                  | \$ 1.449      |
| Total transportation earnings.....  | 586,605.60    |
| Earnings per train mile run, from all trains earning revenue (479,416 miles)..... | \$ 1.233      |
| Earnings per mile of road operated (184.87 miles)                                 | 3,173.07      |
| Proportion of earnings for Iowa.....  | 79,271.43     |
| Rents received for use of road.....   | 3,619.75      |
| Rents received for use of stations, etc.....                                      | 1,318.88      |
| Earnings from all other sources, telegraph earnings.....                          | 905.80        |
| Total earnings from all sources.....  | \$ 592,449.53 |
| Proportion of earnings for Iowa.....  | \$ 81,273.24  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |               |
|--|---------------|
| Repairs of road-bed and track.....                           | \$ 174,447.60 |
| Renewal of rails (tons laid, iron, 39,76)                    |               |
| Renewal of ties, (number laid, 8,423)                        |               |
| Repairs of bridges, including culverts and cattle-guards.... | 22,778.54     |
| Repairs of fences, road-crossings, and signs.....            | 871.64        |
| Repairs of buildings, stations, and water-tanks.....         | 2,914.30      |
| Total.....   | \$ 201,012.08 |

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

|  |              |
|--|--------------|
| Repairs of locomotives.....                | \$ 17,194.77 |
| Repairs of passenger and freight cars..... | 54,579.18    |
| Total.....                                 | \$ 72,073.95 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |               |
|---|---------------|
| Fuel for locomotives, see engine service.....             |               |
| Water supply.....   | \$ 4,594.66   |
| Locomotive service.....                                   | 88,142.51     |
| Passenger train service, and train supplies.....          | 37,132.97     |
| Mileage of all cars, (debit balance).....                 | 4,651.23      |
| Telegraph expenses, (maintenance and operating).....      | 8,373.68      |
| Damage and loss of freight and baggage.....               | 1,690.58      |
| Damage to property and cattle, and personal injuries..... | 18,613.74     |
| Agents and station service, and station supplies.....     | 45,284.34     |
| Total.....  | \$ 208,483.71 |

## CLASS 4.—GENERAL EXPENSES.

|  |              |
|--|--------------|
| Salaries of general officers and clerks.....                                       | \$ 18,567.04 |
| Legal expenses.....  | 4,098.65     |
| Printing and advertising.....  | 3,080.02     |
| Outside agencies.....  | 4,648.55     |
| Taxes in Iowa, \$1,490.98; taxes in other States, \$10,284.92;<br>total taxes..... | 11,775.90    |
| Total.....   | \$ 42,169.96 |

## RECAPITULATION OF EXPENSES.

|   |               |
|---|---------------|
| Maintenance of way and buildings.....     | \$ 201,012.08 |
| Maintenance of motive power and cars..... | 72,073.95     |
| Conducting transportation.....            | 208,483.71    |
| General expenses, including taxes.....    | 42,169.96     |
| Total operating expenses and taxes.....   | \$ 523,739.70 |

|   |              |
|---|--------------|
| Operating expenses and taxes per mile of road,<br>operated (184.87 miles).....                      | \$ 2,833.01  |
| Operating expenses and taxes per train mile run,<br>for trains earning revenue (479,416 miles)..... | 1.093        |
| Proportion of operating expenses and taxes for Iowa.....  | \$ 70,675.45 |
| Expenses of running and management of passenger trains..  | 133,966.28   |
| Expenses of running and management of passenger trains,<br>per train mile.....                      | 55.2         |
| Expenses of running and management of freight trains....  | 146,591.38   |
| Expenses of running and management of freight trains,<br>per train mile.....                        | 61.3         |
| Expenses of running and management of all trains earning<br>revenue.....                            | 280,557.66   |
| Percentage of expenses to earnings.....   | 88.4         |

## GENERAL EXHIBIT.

|  |               |
|--|---------------|
| Total earnings.....                                    | \$ 592,449.53 |
| Total expenses, including taxes.....                   | 523,739.70    |
| Net earnings.....                                      | 68,709.83     |
| Rentals, specifying amount paid to each company:       |               |
| Missouri Pacific.....                                  | \$ 1,500.00   |
| Hannibal & St. Joe.....                                | 2,695.80      |
| Chicago, Burlington & Quincy.....                      | 238.20        |
| Wabash, St. Louis & Pacific.....                       | 7.00          |
|  | 4,431.00      |
| Interest accruing during the year.....                 | 190,800.00    |
| Interest on funded debt.....                           | 190,800.00    |
| Interest falling due during the year and not paid..... | 190,800.00    |
| Floating debt liquidated during the year.....          | 16,569.89     |
| Balance for the year.....                              | 47,708.95     |
| Balance at commencement of the year.....               | 82,807.12     |
| Balance at the close of the year, June 30, 1885.....   | \$ 130,516.07 |

Any apparent surplus is more than balanced by great expenditures for betterments and by amounts due for which the cash balance will be used.

## INCOME ACCOUNT.

|   |               |
|---|---------------|
| Income from earnings.....                       | \$ 592,449.53 |
| Total income from all sources for the year..... | \$ 592,449.53 |
| Proportion of income for Iowa.....              | \$ 81,273.84  |

## GENERAL RECAPITULATION.

|  |               |
|--|---------------|
| Total income.....  | \$ 592,449.53 |
| Total operating expenses and taxes.....                                  | 523,739.70    |
| Net income above operating expenses and taxes.....                       | 68,709.83     |
| Net deficit above operating expenses, taxes, interest and<br>rental..... | \$ 126,521.17 |

|  |          |
|--|----------|
| Gross income per train mile run, (479,416 miles)....           | \$ 1.235 |
| Net income per train mile run (479,416 miles)....              |          |
| Percentage of net income to stock and debt.....                | .91      |
| Percentage of net income to cost of road and<br>equipment..... | .91      |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|  |                 |
|--|-----------------|
| Construction.....                        | \$ 6,636,105.99 |
| Equipment.....                           | 430,615.78      |
| Cash.....                                | 51,468.01       |
| Material.....                            | 39,253.15       |
| Agents and connecting lines balance..... | 1,897.91        |
| Total.....                               | \$ 7,159,340.84 |

## CREDIT.

|  |                        |
|--|------------------------|
| Funded debt.....                                       | \$ 3,180,000.00        |
| Capital stock.....                                     | 3,420,000.00           |
| Advances by Chicago, Burlington & Quincy R. R. Co..... | 372,804.69             |
| Bills receivable and payable balance.....              | 105,111.97             |
| Profit and loss and income account.....                | 81,424.18              |
| <b>Total.....</b>                                      | <b>\$ 7,159,340.84</b> |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road from Keokuk to St. Peters.....                        | 135.82 |
| Length main line of road in Iowa.....  | 3.02   |
| Length main line of road in Missouri.....                                      | 130.39 |
| Length main line of road in Illinois.....                                      | 2.41   |
| Total length of road belonging to this company.....                            | 135.82 |
| Total length of road belonging to this company in Iowa.....                    | 3.02   |
| Aggregate length of sidings and other tracks not above enumerated.....         | 17.94  |
| Same in Iowa.....  | 2.01   |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 135.82 |
| Same in Iowa.....  | 3.02   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 3.02   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 48.00  |
| Weight per yard, steel, 66 pounds.   |        |
| Weight per yard, iron, 56 pounds.  |        |
| Gauge of track, 4 feet, 8½ inches.   |        |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |       |
|--|-------|
| Name, description and length of each.  |       |
| Keokuk & Northwestern R'y Co., Keokuk to Mt. Pleasant  | 49.05 |
| Total length of above road in Iowa.....  | 49.05 |
| The Keokuk & Northwestern is leased to the St. L., K. & N. W. R'y Co., and the latter road assumes the indebtedness of the former and in consequence shows in its balance sheet the stock and bonds of the K. & N. W. as a liability and the cost of the road as an asset. |       |
| By the terms of the lease the St. L., K. & N. W. R'y Co. pays all operating expenses and keeps in good repair the K. & N. W. The St. L., K. & N. W. R'y Co. retains all the earnings of the K. & N. W. and pays 30 per cent of the same as rental.                         |       |

|   |        |
|---|--------|
| For these reasons there are no separate accounts kept for the K. & N. W., except that from time to time the earnings of the K. & N. W. are separated from those of the total line, and the K. & N. W. is treated as if it were part and parcel of the St. L., K. & N. W. R'y. |        |
| Total miles of road operated by this company.....   | 184.87 |
| Total miles of road operated by this company in Iowa.....   | 52.07  |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 32 |
| Same in Iowa.....   | 1  |
| Number of stations on all roads operated by this company..... | 42 |
| Same in Iowa.....   | 11 |
| Number of telegraph offices in stations in Iowa.....          | 7  |

## EMPLOYES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company.....      | 500           |
| Same in Iowa.....  | 300           |
| Amount paid employes, including officials on all roads operated by this company..... | \$ 812,600.00 |
| Same in Iowa.....  | 182,890.00    |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 8   | 1,020             |
| Iron bridges over 100 feet in length.....         | 2   | 364               |
| Wooden trestle and pile.....                      | 84  | 6,593             |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 104 |
| Stone.....  | 6   |

## CATTLE-GUARDS.

|                        |    |
|------------------------|----|
| Number of in Iowa..... | 76 |
|------------------------|----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |        |
|---|--------|
| Amount of timber used in renewals of wooden bridges during the year [feet B. M.]..... | 68,400 |
| Amount of trestle work replaced with earth during the year [lineal feet].....         | 35 702 |

## BRIDGES BUILT IN IOWA DURING THE YEAR.

| LOCATION.                      | Kind.                   | Material. | When built. | Length in feet. |
|--------------------------------|-------------------------|-----------|-------------|-----------------|
| Oakland to Mount Pleasant..... | Wooden trestle and pile | Wood..... | 1885        | .....           |
| Number 80.....                 | " " "                   | " " "     | 1885        | 218             |
| Number 81.....                 | " " "                   | " " "     | 1885        | 31              |
| Number 82.....                 | " " "                   | " " "     | 1885        | 388             |
| Number 83.....                 | " " "                   | " " "     | 1885        | 30              |
| Number 84.....                 | " " "                   | " " "     | 1885        | 30              |
| Number 85.....                 | " " "                   | " " "     | 1885        | 32              |
| Number 86.....                 | " " "                   | " " "     | 1885        | 186             |
| Number 87.....                 | " " "                   | " " "     | 1885        | 64              |
| <b>Total.....</b>              |                         |           |             | <b>977</b>      |

|  |   |
|--|---|
| Give the average number of years the trestle bridges last on your road in Iowa.....                  | 9 |
| Give the average number of years that wooden truss bridges last on your road in Iowa, uncovered..... | 8 |

## ROAD-BED AND TRACK.

|   |       |
|---|-------|
| Number of track sections in Iowa.....   | 84    |
| Average length of sections, miles.....  | 64    |
| Average number of men in each section gang.....   | 5     |
| Number of new ties laid in track during the year in Iowa..  | 8,423 |
| Average number of new ties per mile of road.....  | 100   |
| Rails laid in track during the year in Iowa—iron (39.76 tons) miles.....                          | .43   |
| New rails laid in track during the year in Iowa—steel (17.50 tons), miles.....                    | .17   |
| What is the average number of years that iron rails last in your track on main line in Iowa.....  | 10    |
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 10    |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 12    |
| What is the average number of years that ties last in your track in Iowa.....                     | 8     |

## CROSSINGS IN IOWA.

|  |       |
|--|-------|
| What railroad crosses your road at grade, and at what locality.<br>C. B. & K. C. R'y at Donnellson.<br>C., R. I. & P. R'y at Keokuk. |       |
| What railroads cross your road, either over or under, and at what locality.<br>Under—Ft. Mad. & N. W. R. near Haughton.              |       |
| Number of highway crossings at grade.....  | 53    |
| Number of highway crossings at which there are flagmen..   | None. |
| Number of highway crossings over railroad.....   | 8     |
| Number of highway crossings under railroad.....  | 4     |
| Number of highway bridges 18 feet above track.....   | 2     |
| Number of highway bridges less than 18 feet above track...   | 1     |

## FENCING IN IOWA.

|  |              |
|--|--------------|
| How many miles of your road in Iowa are fenced.....                      | 196.50       |
| What is the average cost per rod, cents.....                             | .95          |
| What is the total cost of same.....                                      | \$ 21,202.50 |
| How many miles of new fencing have you built during the year.....        | 1            |
| Give the number of miles needed on both sides of your track in Iowa..... | 11.36        |

## ROLLING STOCK.

|  |     |
|--|-----|
| Number of locomotives.....                         | 15  |
| Number of passenger cars (2 are smoking cars)..... | 11  |
| Number of baggage, mail and express cars.....      | 6   |
| Number of box freight cars.....                    | 222 |
| Number of stock cars.....                          | 63  |
| Number of platform and coal cars.....              | 64  |
| Number of other cars.....                          | 8   |
| Total number of cars.....                          | 374 |

|   |     |
|---|-----|
| Maximum weight of locomotives and tenders (tons).....   | 50  |
| Average weight of locomotives and tenders (tons).....   | 45  |
| Number of locomotives equipped with train brake.....  | 7   |
| Kind of brake. Westinghouse air.....  |     |
| Maximum weight of passenger cars (tons).....  | 14  |
| Average weight of passenger cars (tons).....  | 12  |
| Number of cars equipped with train brake.....   | 17  |
| Kind of brake. Automatic.....   | 17  |
| Number of passenger cars equipped with Miller platform and buffer.....  | 17  |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 50 tons; (tons)..... | 450 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year..... | 240,382 |
| Miles run by freight trains during the year.....   | 239,034 |
| Miles run by other trains during the year.....     | 13,807  |
| Total train mileage.....                           | 493,223 |

## CARS AND WEIGHT OF TRAINS.

|  |      |
|--|------|
| Average number of cars in passenger trains.....                        | 3.41 |
| Average weight of passenger trains, exclusive of passengers, tons..... | 88   |
| Average number of cars in freight trains.....                          | 21   |
| Average weight of freight trains, exclusive of freight, tons.....      | 216  |

## PASSENGER TRAFFIC.

|   |           |
|---|-----------|
| Total number of passengers carried.....                     | 232,336   |
| Total passenger mileage, or passengers carried one mile.... | 9,050,494 |
| Average distance traveled by each passenger, miles.....     | 38.9      |
| Average amount received from each passenger, cents.....     | 82.9      |
| Highest rate of fare per mile for any distance, cents.....  | 3         |

## FREIGHT TRAFFIC.

|  |            |
|--|------------|
| Number of tons of through freight carried.....               | 289,756    |
| Number of tons of local freight carried.....                 | 67,624     |
| Total tons of freight carried.....                           | 357,380    |
| Total mileage of through freight (tons carried one mile).... | 28,691,790 |
| Total mileage of local freight (tons carried one mile).....  | 1,827,140  |
| Total freight mileage, or tons carried one mile.....         | 30,518,930 |

## CAR MILEAGE.

|   |           |
|---|-----------|
| Number of miles run by loaded freight cars..... | 3,050,470 |
| Number of miles run by empty freight cars.....  | 1,057,387 |
| Total freight car mileage.....                  | 4,107,857 |

## SPEED OF TRAINS IN IOWA.

|  |       |
|--|-------|
| Rate of speed of passenger trains, including stops*..... | 10.77 |
| Rate of speed of freight trains, including stops.....    | 10.31 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.   | PER<br>CENT. |
|--|---------|--------------|
| Grain .....  | 71,476  | 20.          |
| Flour .....  | 10,721  | 3.           |
| Provisions (beef, pork, lard, etc).....                  | 3,573   | 1.           |
| Animals .....  | 28,590  | 8.           |
| Other agricultural products.....                         | 7,147   | 2.           |
| Lumber and forest products .....                         | 53,607  | 15.          |
| Coal .....   | 25,017  | 7.           |
| Plaster, lime and cement .....                           | 10,721  | 3.           |
| Salt .....   | 7,147   | 2.           |
| Petroleum and oil.....                                   | 3,573   | 1.           |
| Iron, steel and castings.....                            | 1,787   | 0.5          |
| Stone and brick .....                                    | 10,721  | 3.           |
| Manufactures—articles shipped from point of production   | 7,147   | 2.           |
| Merchandise, and other articles not enumerated above.... | 116,153 | 32.5         |
| Total tons carried.....                                  | 357,380 | 100          |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

## ESTIMATED.

|   | TONS.   | PER<br>CENT. |
|---|---------|--------------|
| Grain .....   | 23,710  | 20.          |
| Flour .....   | 1,185   | 1.           |
| Provisions (beef, pork, lard, etc).....   | 9,484   | 8.           |
| Animals .....   | 11,855  | 10.          |
| Other agricultural products.....  | 1,185   | 1.           |
| Lumber and forest products.....   | 23,710  | 20.          |
| Coal .....  | 11,855  | 10.          |
| Plaster, lime, cement, salt, petroleum and oil, iron, steel, castings, stone, brick, manufactures—articles shipped from point of production, merchandise and other articles not enumerated above..... | 35,569  | 30           |
| Total tons carried.....   | 118,553 | 100          |

## ADDITIONAL QUESTION.

## 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? American Express Company; \$50 per working day for 4,000 pounds of through freight daily, any excess charged at rate of \$1 per 100 pounds through freight. Express company takes freight at depot and loads and unloads and cares for same. From July 1st to November 1st the United States Express Company used the road under the same contract as above.

\*Rate of speed of passenger trains is low from fact that K. & N. W. branch train is an accommodation train.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-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? Woodruff Sleeping-Cars run each way nightly; railroad company receives 25 per cent of net earnings less 6 per cent interest on one fourth cost of coaches. Fare, \$1.50 for double berth. Pullman cars run each way daily. Fare, \$2.00.

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. Make repairs on Woodruff cars and receive earnings as above. Pay Pullman Company 3 cents per mile and make no repairs. The Pullman Company get all earnings.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$141.93 per mile per year. Twice each way daily on the main line, once each way daily on the Keokuk & Northwestern.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 3.02 St. L., K. & N. W.; 49.05 K. & N. W. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? The Western Union Telegraph Company own one wire 3.02 miles.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE.              | NAME AND OCCUPATION. | PLACE. | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|--------------------|----------------------|--------|--|
| 1884<br>December 2 | H. L. Grigsby        | Keokuk | Collision; both legs taken off.            |
| 1885<br>January 11 | James Stock          | Keokuk | Fell under wheels; crushed to pieces.      |

INJURED.

|                    |               |            |  |
|--------------------|---------------|------------|--|
| 1884<br>December 2 | Scott Pound   | Keokuk     | Collision; both legs broken—one amputated. |
| December 26        | Geo. Mathews  | Keokuk     | Coupling; fingers mashed.                  |
| November 30        | Mike Maloney  | Keokuk     | Coupling; hand mashed.                     |
| January 26         | Thos. Donegan | Keokuk     | Climbing on car; leg taken off.            |
| February 2         | D. Curtis     | New Boston | Derailment; lacerated wound—left foot.     |
| February 28        | C. S. Durfee  | Keokuk     | Coupling; fingers mashed.                  |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENTS.                      | KILLED.     |            |         | INJURED.    |            |         |
|---|-------------|------------|---------|-------------|------------|---------|
|   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailment                                |             |            |         |             | 1          |         |
| Collisions                                |             | 1          |         |             | 3          |         |
| Coupling cars                             |             |            | 1       |             | 1          |         |
| Getting on and off trains (stealing ride) |             |            |         |             |            | 1       |
| Total                                     |             | 1          | 1       |             | 6          |         |

SUMMARY OF ACCIDENTS FOR IOWA.

|   |   |
|---|---|
| Number of persons killed during the year  | 2 |
| Number of persons injured during the year   | 6 |
| Number of casualties purely accidental during the entire year                                   | 5 |
| Number resulting from lack of caution, carelessness, or misconduct—<br>W., St. L. & P. at fault | 2 |
| Number of tramps or others stealing rides killed or injured                                     | 1 |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—W. W. Baldwin, Burlington.  
 Vice-President—T. J. Potter, Chicago.  
 Secretary and Assistant Treasurer—Howard Elliott, Keokuk.  
 Treasurer—J. C. Peasley, Chicago.  
 General Manager—T. J. Potter, Chicago.  
 General Superintendent—B. Law, Keokuk.  
 Assistant Superintendent—C. M. Levey, Keokuk.  
 Consulting Engineer—R. J. McClure, Chicago.  
 Superintendent of Telegraph—W. E. Cunningham, Keokuk.  
 Auditor—Howard Elliott, Keokuk.  
 General Passenger and Freight Agent—J. H. Best, jr., Keokuk.  
 General Solicitor—H. H. Trimble, Keokuk.

DIRECTORS, NAME AND POST-OFFICE ADDRESS.

W. W. Baldwin, Burlington.  
 T. J. Potter, Chicago.  
 J. T. Remey, Burlington.  
 H. B. Scott, Burlington.  
 H. E. Jarvis, Burlington.

Date of annual meeting of stockholders, first Wednesday in December.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Keokuk, Iowa.



STATE OF IOWA, }  
COUNTY OF LEE. } ss.

R. Law, General Superintendent of the St. Louis, Keokuk & Northwestern Railway 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. 1885, to the best of his knowledge and belief.

[Signed,]

R. LAW,  
General Superintendent.

Subscribed and sworn to before me, this 15th day of September, A. D. 1885.

[L. s.]

HOWARD ELLIOTT,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, A. D. 1885.

E. G. MORGAN,  
Secretary.

## REPORT

OF THE

## CHICAGO, IOWA &amp; DAKOTA RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|   |                 |                   |
|---|-----------------|-------------------|
| Amount authorized by articles of association  | \$ 1,260,000.00 |                   |
| Amount authorized by vote of the company  | 300,000.00      |                   |
| Amount issued, number of shares, 3,000;<br>amount paid in   |                 | 300,000.00        |
| Amount of common stock issued   |                 | 200,000.00        |
| Amount of preferred stock issued, and conditions of preferment<br>[May draw 6 per cent interest; non-accumulative.] |                 | 100,000.00        |
| Total amount paid in, as per books of the company   | \$              | <u>300,000.00</u> |

|   |              |
|---|--------------|
| Amount of stock per mile of road              | \$ 11,301.89 |
| Amount of stock representing the road in Iowa | All          |
| Amount of stock held in Iowa, about           | 120,000.00   |
| Total number of stockholders                  | 15           |
| Number of stockholders in Iowa                | 13           |

## DEBT.

|   |              |                      |
|---|--------------|----------------------|
| Funded debt as follows:                                     |              |                      |
| Three hundred bonds, due none; rate of interest 6 per cent. |              | \$ 300,000.00        |
| Amount of interest paid on same during the year             | None.        |                      |
| Total amount of funded debt                                 |              | <u>\$ 300,000.00</u> |
| Floating debt:  |              |                      |
| Incurred for equipment                                      | \$ 25,000.00 |                      |
| Incurred for sundries                                       | 2,000.00     |                      |
| Total amount of floating debt                               |              | <u>27,000.00</u>     |
| Total amount of debt liabilities                            |              | <u>\$ 327,000.00</u> |
| Amount of debt per mile of road (26½ miles)                 | \$ 12,339.62 |                      |
| Amount of debt representing the road in Iowa                | All          |                      |
| Total amount of stock and debt                              |              | 627,000.00           |
| Amount of stock and debt per mile of road                   | 23,660.37    |                      |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD.

|  |    |            |
|--|----|------------|
| Grading .....  | \$ | 53,610.11  |
| Bridging and masonry .....   |    | 18,370.15  |
| Superstructure, including rails .....  |    | 175,278.28 |
| Land, land damages, and fences .....   |    | 18,081.73  |
| Passenger and freight stations, coal sheds and water stations .....          |    | 11,087.00  |
| Engine houses, car-sheds and turn-tables .....                               |    | 4,700.00   |
| Machine shops, including machinery and tools .....                           |    | 1,191.85   |
| Interest paid during construction, discounts, etc .....                      |    | 2,044.07   |
| Engineering, agencies, salaries and other expenses during construction ..... |    | 8,582.58   |
| All other items charged to construction not enumerated above .....           |    | 23,426.12  |
| Total expended for construction] .....                                       | \$ | 316,671.89 |

Average cost of construction per mile of road (26½ miles) ... \$ 11,949.89  
 Proportion of cost of construction for Iowa ... All in Iowa.

## COST OF EQUIPMENT. No.

|   |    |    |            |
|---|----|----|------------|
| Locomotives .....   | 2  | \$ | 16,750.00  |
| Passenger, mail, baggage and express cars .....                                     | 1  |    | 3,300.00   |
| Freight and other cars .....  | 14 |    | 4,900.00   |
| Total for equipment .....   |    |    | 25,040.00  |
| Average cost of equipment per mile of road operated by company, (26½ miles) 963.08. |    |    |            |
| Proportion of cost of equipment for Iowa .....                                      |    |    |            |
| Total cost of road and equipment .....  |    | \$ | 341,711.89 |

Average cost of road and equipment per mile (26½ miles) .. 13,272.15

NOTE.—The road with all its fixtures and annexation has cost something more than the figures show, and has been paid for in donations, etc. Amount not known.

## ANALYSIS OF EARNINGS.

|   |     |           |  |
|---|-----|-----------|--|
| Earnings, passenger:  |     |           |  |
| From all passengers .....   | \$  | 4,717.97  |  |
| From express and baggage .....  |     | 693.24    |  |
| From mails .....  |     | 857.36    |  |
| Total earnings, passenger department .....  | \$  | 6,273.57  |  |
| Earnings per train mile run (21,710 miles), 28.9                                  |     |           |  |
| Earnings, freight:  |     |           |  |
| From local .....  | \$  | 6,583.53  |  |
| From through .....  |     | 11,557.45 |  |
| Total earnings, freight department .....  |     | 19,140.98 |  |
| Earnings per train mile run (19,584 miles)  |     | 92.63     |  |
| Total transportation earnings .....   | \$  | 24,414.55 |  |
| Earnings per train mile run, from all trains earning revenue (21,710 miles) ..... | \$  | 112.45    |  |
| Earnings per mile of road operated (26 miles)                                     |     | 936.71    |  |
| Total earnings from all sources .....   | \$  | 24,414.55 |  |
| Proportion of earnings] for Iowa .....  | All |           |  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |          |
|--|----|----------|
| Repairs of road-bed and track .....                            | \$ | 137.60   |
| Renewal of rails (laborers' pay rolls) .....                   |    | 6,690.20 |
| Repairs of bridges, including culverts and cattle guards ..... |    | 12.44    |
| Repairs of buildings, stations and water tanks .....           |    | 414.00   |
| Total .....  | \$ | 7,254.24 |

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

|                                 |    |        |
|---------------------------------|----|--------|
| Repairs of locomotives .....    |    | 337.53 |
| Repairs of passenger cars ..... |    | 29.25  |
| Repairs of freight cars .....   |    | 15.12  |
| Total .....                     | \$ | 381.90 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |    |          |
|--|----|----------|
| Fuel for locomotives .....                           | \$ | 2,487.13 |
| Oil and waste .....                                  |    | 102.54   |
| Locomotive service .....                             |    | 2,110.16 |
| Passenger train service .....                        |    | 1,853.30 |
| Passenger train supplies .....                       |    | 21.50    |
| Telegraph expenses (maintenance and operating) ..... |    | 240.00   |
| Damage and loss of freight and baggage .....         |    | 8.60     |
| Damages to property and cattle .....                 |    | 16.00    |
| Agents and station service .....                     |    | 2,717.50 |
| Station supplies .....                               |    | 210.90   |
| Total .....  | \$ | 9,787.63 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |          |
|---|----|----------|
| Salaries of general officers and clerks ..... | \$ | 3,065.00 |
| Legal expenses .....                          |    | 105.10   |
| Stationery and printing .....                 |    | 182.35   |
| Contingencies .....                           |    | 113.35   |
| Taxes in Iowa, \$1,658.02; total taxes .....  |    | 1,658.02 |
| Total .....                                   | \$ | 5,123.82 |

## RECAPITULATION OF EXPENSES.

|   |        |           |
|---|--------|-----------|
| Maintenance of way and buildings] .....   | \$     | 7,254.24  |
| Maintenance of motive power and cars .....  |        | 381.90    |
| Conducting transportation .....   |        | 9,787.63  |
| General expenses, including taxes .....   |        | 5,123.82  |
| Total operating expenses and taxes .....  | \$     | 22,527.59 |
| Operating expenses and taxes per mile of road operated (26 miles) .....                         | 866.45 |           |
| Operating expenses and taxes per train mile run for trains earning revenue (21,710 miles) ..... | 1.0375 |           |
| Proportion of operating taxes and expenses for Iowa .....                                       | All    |           |

## GENERAL EXHIBIT.

|   |    |                  |
|---|----|------------------|
| Total earnings.....   | \$ | 24,414.55        |
| Total expenses, including taxes.....                        |    | 22,527.59        |
| Net earnings.....   |    | 1,886.96         |
| Interest accruing during the year.....                      |    | 18,000.00        |
| Balance at the close of the year, June 30, 1885, deficiency | \$ | <u>16,113.04</u> |

NOTE.—Bonds and stocks are chiefly held by the stockholders of the company, and are not upon the market.

## INCOME ACCOUNT.

|   |    |                  |
|---|----|------------------|
| Income from earnings.....                       | \$ | 24,414.55        |
| Total income from all sources for the year..... | \$ | <u>24,414.55</u> |

Proportion of income for Iowa, all.

## GENERAL RECAPITULATION.

|   |    |                  |
|---|----|------------------|
| Total income.....   | \$ | 24,414.55        |
| Total operating expenses and taxes.....                                       |    | 22,527.59        |
| Net income above operating expenses and taxes..                               |    | 1,886.96         |
| Net income above operating expenses, taxes, interest and rental, deficit..... | \$ | <u>16,113.04</u> |

|   |    |        |
|---|----|--------|
| Gross income per train mile run (21,710 miles) .            | \$ | 1.1245 |
| Percentage of net income to stock and debt...               |    | 0.31   |
| Percentage of net income to cost of road and equipment..... |    | 0.31   |

## DESCRIPTION OF ROAD.

|   |     |
|---|-----|
| Length main line of road from Eldora Junction to Alden... | 26½ |
|---|-----|

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads owned by this company.....    | 6 |
| Number of stations on all roads operated by this company..... | 6 |
| Number of telegraph offices in stations.....                  | 6 |

## EMPLOYES.

|   |              |
|---|--------------|
| Number of persons regularly employed on all roads operated by this company.....               | 35           |
| Amount paid employes, including officials, on all roads operated by this company in Iowa..... | \$ 16,676.16 |

## BRIDGES IN IOWA.

|   |     |    |                   |     |
|---|-----|----|-------------------|-----|
| Wooden truss bridges over 100 feet in length..... | No. | 2  | Aggregate length. | 300 |
| Wooden trestle and pile.....                      |     | 40 |                   |     |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |    |
|-----------------------------------|----|
| With 20 feet opening or more..... | 20 |
| Less than 20 feet opening.....    | 21 |

## BOX CULVERTS IN IOWA.

|             |    |
|-------------|----|
| Timber..... | 82 |
| Stone.....  | 8  |

## CATTLE-GUARDS.

|                        |    |
|------------------------|----|
| Number of in Iowa..... | 52 |
|------------------------|----|

## ROAD-BED AND TRACK.

|   |   |
|---|---|
| Number of track sections in Iowa.....                       | 4 |
| Average length of sections, including sidings, (miles)..... | 7 |
| Average number of men in each section gang.....             | 4 |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality?<br>Central of Iowa Railroad at Eldora.                        |    |
| What railroads cross your road, either over or under, and at what locality?<br>Illinois Central Railroad at Iowa Falls, over. |    |
| Number of highway crossings at grade.....   | 29 |
| Number of highway crossings under railroad.....   | 1  |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of your road in Iowa are fenced.....                                 | 12        |
| What is the average cost per rod.....   | \$ .40    |
| What is the total cost of same.....   | 8,072.00  |
| How many miles of new fencing have you built during the year?.....                  | 12        |
| Give the number of miles needed on both sides of your track in Hardin county, Iowa: | <u>28</u> |

## ROLLING STOCK.

|   |           |
|---|-----------|
| Number of locomotives.....  | 2         |
| Number of passenger, baggage, mail and express cars, combination..... | 1         |
| Number of box freight cars.....                                       | 2         |
| Number of platform and coal cars.....                                 | 10        |
| Number of other cars.....   | 2         |
| Total number of cars.....   | <u>15</u> |

|  |     |
|--|-----|
| Maximum weight of locomotives and tenders, tons.....   | 35  |
| Average weight of locomotive and tenders, tons.....  | 35  |
| Maximum weight of passenger cars, tons.....  | 17  |
| Average weight of passenger cars, tons.....  | 17  |
| Number of passenger cars equipped with Miller platform and buffer.....   | 1   |
| Amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. (Weight of engine, 35 tons); tons..... | 400 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |        |
|---|--------|
| Miles run by passenger trains during the year, mixed train. | 21,710 |
| Total train mileage.....                                    | 21,710 |

## PASSENGER TRAFFIC.

|   |        |
|---|--------|
| Number of local passengers carried..... | 13,184 |
| Total number of passengers carried..... | 13,184 |

|  |         |
|--|---------|
| Total passenger mileage, or passengers carried one mile..... | 151,032 |
| Average distance traveled by each passenger, miles.....      | 11.45   |
| Average amount received from each passenger, cents.....      | 35.8    |
| Highest rate of fare per mile for any distance, cents.....   | 4       |
| Lowest rate of fare per mile for any distance, cents.....    | 3       |
| Average rate of fare per mile for all passengers, cents..... | 3.12    |

## FREIGHT TRAFFIC.

|  |       |
|--|-------|
| Number of tons of through freight carried..... | 5,907 |
| Number of tons local freight carried.....      | 3,680 |
| Total tons of freight carried.....             | 9,587 |

|   |         |
|---|---------|
| Total mileage of through freight (tons carried one mile)..... | 70,884  |
| Total mileage of local freight (tons carried one mile).....   | 47,840  |
| Total freight mileage, or tons carried one mile.....          | 118,724 |

|  |       |
|--|-------|
| Average rate per ton per mile received for through freight.. \$  | .1630 |
| Average rate per ton per mile received for local freight.....  | .1880 |
| Average rate per ton per mile received for all freight.....  | .1528 |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 48    |

## CAR MILEAGE.

|  |        |
|--|--------|
| Number of miles run by loaded freight cars east and south. | 25,492 |
| Number of miles run by loaded freight cars west and north. | 13,016 |
| Number of miles run by empty freight cars east and south.  | 12,739 |
| Number of miles run by empty freight cars west and north.  | 8,487  |
| Total freight car mileage.....                             | 59,714 |

|   |     |
|---|-----|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 33½ |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 39  |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS. | PER CENT. |
|---|-------|-----------|
| Grain.....  | 618   | 6.6       |
| Flour.....  | 76    | 0.8       |
| Animals.....  | 538   | 5.0       |
| Other agricultural products, and baled hay.....           | 174   | 1.8       |
| Lumber and forest products.....                           | 1,070 | 11.6      |
| Coal.....   | 1,545 | 16.3      |
| Salt.....   | 342   | 3.4       |
| Petroleum and oil.....                                    | 280   | 2.9       |
| Merchandise, and other articles not enumerated above..... | 4,944 | 51.6      |
| Total tons carried.....                                   | 9,587 | 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? American Express Company pay 25 cents per 100 pounds. They deliver freight at our depot; general business.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? Did pay at \$918.67 for the year. Terms of service are subject to the rules and regulations of the department.

## TELEGRAPH.

What company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union and our company owns 26 miles jointly.

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

*President*—David Secor, Forest City.  
*Vice-President*—J. M. Elder, Concord.  
*Secretary*—A. H. Chase, Forest City.  
*Treasurer*—H. N. Brockway, Concord.  
*General Manager*—John Porter, Eldora.  
*Auditor, General Passenger and Freight Agent*—W. S. Porter, Eldora.  
*General Solicitor*—John Porter, Eldora.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

David Secor, Forest City.  
 A. H. Chase, Forest City.  
 J. W. Mahoney, Forest City.  
 W. O. Hanson, Forest City.  
 H. N. Brockway, Garner.  
 George W. Elder, Upper Grove.  
 W. S. Porter, Eldora.  
 C. E. Albrook, Eldora.  
 Ezra Nuckolls, Eldora.  
 John S. Hadley, Eldora.  
 C. M. Smith, Eldora.

Date of annual meeting of stockholders, first Monday in June.  
Fiscal year of company ends May 31st.  
General offices of the company are located at Forest City, Iowa.

STATE OF IOWA, }  
COUNTY OF HARDIN, } ss.

John Porter, General Manager of the Chicago, Iowa & Dakota Railway Company, being duly sworn, depose and say 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, 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. 1885, to the best of his knowledge and belief.  
(Signed) JOHN PORTER.

Subscribed and sworn to before me, this 9th day of September, A. D. 1885.  
[L. s.] CHAS. B. DAVIS,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 11th day of September, A. D. 1885.

E. G. MORGAN, *Secretary.*

REPORT  
OF THE  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|  |                  |
|--|------------------|
| Amount issued, number of shares 474,452.44, amount paid in.  | \$ 47,445,244.00 |
| Amount of common stock issued.   | \$ 30,904,261.00 |
| Amount of preferred stock issued, and conditions of preferment.  | 16,540,983.00    |
| Preferred stock is entitled to 7 per cent dividend if earned, to the exclusion of common stock, but common stock is entitled to 7 per cent before preferred can have more. After that no preference. |                  |
| Total amount paid in, as per books of the company.   | \$ 47,445,244.00 |

|  |               |
|--|---------------|
| Amount of stock per mile of road.              | \$ 9,878.00   |
| Amount of stock representing the road in Iowa. | 13,943,240.00 |
| Amount of stock held in Iowa.                  | 56,400.00     |
| Total number of stockholders.                  | 2,448         |
| Number of stockholders in Iowa.                | 4             |

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 here or the items of cost of road and equipment.

## DEBT.

Funded debt as follows:

| NAME OF BOND.                               | When issued. | When due. | INTEREST. |                          | Amount.           |
|---|--------------|-----------|-----------|--------------------------|-------------------|
|   |              |           | Rate.     | When payable.            |                   |
| Consolidated .....                          | 1875 1905    | 7         |           | January and July.....    | \$ 11,258,000.00  |
| Consolidated, old issue.....                | 1874 1904    | 7         |           | January and July.....    | 212,000.00        |
| Terminal .....                              | 1884 1914    | 5         |           | January and July.....    | 3,000,000.00      |
| La Crosse Division.....                     | 1863 1893    | 7         |           | January and July.....    | 5,279,000.00      |
| Iowa & Minnesota Division.....              | 1887 1897    | 7         |           | January and July.....    | 3,198,000.00      |
| Prairie du Chien Div., first mortgage.....  | 1868 1898    | 8         |           | February and August..... | 3,674,000.00      |
| Prairie du Chien Div., second mortgage..... | 1868 1898    | 7.3       |           | February and August..... | 1,241,000.00      |
| Chicago & Milwaukee Division.....           | 1873 1903    | 7         |           | January and July.....    | 2,373,000.00      |
| St. Paul (or River) Division.....           | 1872 1902    | 7         |           | January and July.....    | 2,949,000.00      |
| St. Paul (or River) Sterling Division.....  | 1872 1902    | 7         |           | January and July.....    | 855,500.00        |
| Iowa & Dakota Division.....                 | 1869 1899    | 7         |           | January and July.....    | 541,000.00        |
| Iowa & Dakota Division extension.....       | 1878 1908    | 7         |           | January and July.....    | 3,505,000.00      |
| Hastings & Dakota Division.....             | 1872 1902    | 7         |           | January and July.....    | 89,000.00         |
| Hastings & Dakota Division extension.....   | 1880 1910    | 7         |           | January and July.....    | 5,680,000.00      |
| Southwestern Division.....                  | 1879 1909    | 6         |           | January and July.....    | 4,000,000.00      |
| La Crosse & Davenport Division.....         | 1879 1919    | 5         |           | January and July.....    | 2,500,000.00      |
| Chicago & Pacific Division.....             | 1880 1910    | 6         |           | January and July.....    | 3,000,000.00      |
| Chicago & Pacific Western Division.....     | 1881 1921    | 5         |           | January and July.....    | 18,540,000.00     |
| Southern Minnesota Division.....            | 1880 1910    | 6         |           | January and July.....    | 7,432,000.00      |
| Mineral Point Division.....                 | 1880 1910    | 5         |           | January and July.....    | 2,840,000.00      |
| Dubuque Division.....                       | 1880 1920    | 6         |           | January and July.....    | 6,710,000.00      |
| Wisconsin Valley Division.....              | 1880 1920    | 6         |           | January and July.....    | 1,700,000.00      |
| Wisconsin & Minnesota Division.....         | 1881 1921    | 5         |           | January and July.....    | 4,755,000.00      |
| Chicago & Lake Superior Division.....       | 1881 1921    | 5         |           | January and July.....    | 1,350,000.00      |
| Minnesota Central R. R.....                 | 1864 1894    | 7         |           | January and July.....    | 123,000.00        |
| Milwaukee & Western R. R.....               | 1861 1891    | 7         |           | January and July.....    | 215,000.00        |
| Land Grant Income.....                      | 1880 1890    | 7         |           | January and July.....    | 198,000.00        |
| Land Grant Income, second series.....       | 1883 1890    | 7         |           | January and July.....    | 1,440,000.00      |
| Wisconsin Valley R. R.....                  | 1879 1909    | 7         |           | January and July.....    | 1,106,500.00      |
| Oshtosh & Mississippi River Railway.....    | 1871 1891    | 8         |           | January and July.....    | 35,000.00         |
| Real Estate Mortgage.....                   | 1884 1894    | 5         |           | March and September..... | 225,000.00        |
| Total.....                                  |              |           |           |                          | \$ 100,054,000.00 |

Total amount of funded debt..... \$ 100,054,000.00

|   |                   |
|---|-------------------|
| Amount of debt per mile of road.....  | \$ 20,830.00      |
| Amount of debt representing the road in Iowa<br>(on mileage basis).....                 | 29,408,938.00     |
| Total amount of stock and debt.....   | \$ 147,499,244.00 |
| Amount of stock and debt per mile of road.....  | 30,708.00         |
| Amount of interest paid representing the road<br>in Iowa on basis of miles of road..... | 1,791,735.32      |

## COST OF ROAD AND EQUIPMENT.

See note attached to page 217.

Total cost of road and equipment..... \$ 150,379,982.74

|   |               |
|---|---------------|
| Average cost of road and equipment per mile (4,803.31 miles) \$   | 31,807.57     |
| Proportion of cost of road and equipment for Iowa, on basis<br>of miles of road.....                    | 44,193,771.80 |
| Average cost of road and equipment per mile in Iowa<br>[1,411.60 miles], on basis of miles of road..... | 31,307.57     |

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN  
INCREASED DURING THE YEAR.

|  |               |
|--|---------------|
| Bridging and masonry.....  | \$ 196,185.22 |
| Superstructure, including rails.....                               | 153,955.32    |
| Land, land damages and fences.....                                 | 46,973.43     |
| Passenger and freight stations, coal sheds and water stations..... | 134,975.59    |
| Engine houses, car sheds and turn-tables.....                      | 5,648.10      |
| Machine shops, including machinery and tools.....                  | 41,251.14     |
| Discount, etc.....   | 610,120.85    |
| Improvement of purchased roads.....                                | 958,994.42    |
| Construction of extensions and branches.....                       | 789,337.34    |
| Other expenditures.....  | 2,738.59      |

Total expended for construction..... \$ 2,940,180.00

## EQUIPMENT.

|  |              |
|--|--------------|
| Locomotives.....                               | \$ 64,508.83 |
| Passenger, mail, baggage and express cars..... | 142,142.47   |
| Freight and other cars.....                    | 99,242.05    |

Total for equipment..... \$ 305,893.35

Total expenditures charged to property accounts..... \$ 3,246,073.35

Property sold (or reduced in valuation on the books) and  
credited property accounts during the year (specifying  
same):

|  |                 |
|--|-----------------|
| Real estate sold, account sale of lands.....       | \$ 1,729,946.12 |
| Net addition to property account for the year..... | \$ 1,516,127.23 |

## ANALYSIS OF EARNINGS.

|   |                  |
|---|------------------|
| Earnings, passenger:  |                  |
| From local passengers.....  | \$ 4,466,052.66  |
| From through passengers.....  | 1,019,161.70     |
| From all passengers.....  | \$ 5,485,214.36  |
| From express and baggage.....   | 469,010.59       |
| From mails.....   | 664,540.89       |
| From other sources, passenger department..  | 176,230.13       |
| Total earnings, passenger department ..   | \$ 6,794,995.97  |
| Passenger earnings per train mile run [6,089,-<br>724 miles].....   | \$ 1.12          |
| Earnings, freight:  |                  |
| From local.....   | \$ 14,561,255.37 |
| From through.....   | 1,958,888.61     |
| Total earnings, freight department .....  | \$ 16,520,143.98 |
| Freight earnings per train mile run [9,709,049<br>miles].....   | \$ 1.70          |
| Total transportation earnings.....  | \$ 23,315,139.95 |
| Transportation earnings per train mile run,<br>from all trains earning revenue [15,798,773<br>miles]..... | 1.48             |
| Gross earnings per mile of road operated [4,802<br>miles, average].....                                   | 4,926.23         |
| Proportion of transportation earnings for Iowa  | 5,341,640.81     |
| Rents received for use of stations, etc.....  | 28,188.70        |
| Earnings from all other sources:  |                  |
| Elevator earnings.....  | 216,516.89       |
| Telegraph earnings.....   | 16,183.30        |
| Stock yards.....  | 79,735.23        |
| Total earnings from all sources.....  | \$ 23,655,764.07 |
| Proportion of earnings for Iowa, from all<br>sources.....   | \$ 5,350,198.19  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

| MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING<br>EXPENSES.) |                 |
|--|-----------------|
| Repairs of road-bed and track.....                                   | \$ 815,816.46   |
| Renewal of rails. Number tons laid, steel, 31,079.2080.....          | 679,175.08      |
| Renewal of ties. Number laid, 1,441,238.....                         | 499,116.15      |
| Repairs of bridges, including culverts and cattle-guards....         | 180,925.72      |
| Repairs of fences, road-crossings and signs.....                     | 48,134.85       |
| Repairs of buildings, stations and water-tanks.....                  | 167,546.49      |
| Total.....   | \$ 2,390,714.25 |
| MAINTENANCE OF MOTIVE POWER AND CARS.                                |                 |
| Repairs of locomotives.....  | \$ 972,827.37   |
| Repairs of passenger cars.....                                       | 546,525.28      |
| Repairs of freight cars.....   | 971,600.49      |
| Total.....   | \$ 2,490,953.14 |

## CONDUCTING TRANSPORTATION.

|  |                 |
|--|-----------------|
| Fuel for locomotives.....                    | \$ 2,025,786.45 |
| Oil and waste.....                           | 200,174.38      |
| Locomotive service.....                      | 1,415,246.86    |
| Train service.....                           | 330,740.91      |
| Passenger train supplies.....                | 87,950.13       |
| Freight train service.....                   | 736,165.26      |
| Freight train supplies.....                  | 31,974.59       |
| Mileage of freight cars (debit balance)..... | 42,970.26       |
| Damage and loss of freight and baggage.....  | 32,948.17       |
| Damages to property and cattle.....          | 49,143.53       |
| Personal injuries.....                       | 128,023.14      |
| Agents and station service.....              | 2,101,745.30    |
| Station supplies.....                        | 119,904.72      |
| Total.....                                   | \$ 7,302,753.20 |

## GENERAL EXPENSES.

|  |                 |
|--|-----------------|
| Salaries of general officers and clerks..... | \$ 504,009.94   |
| Legal expenses.....                          | 45,902.25       |
| Insurance.....                               | 75,001.64       |
| Stationery and printing.....                 | 159,872.96      |
| Outside agencies and advertising.....        | 220,148.63      |
| Contingencies.....                           | 387,090.51      |
| Taxes in Iowa.....                           | \$150,606.88    |
| Taxes in other States.....                   | 577,504.50      |
| Total taxes.....                             | 728,111.38      |
| Total.....                                   | \$ 2,120,137.34 |

## RECAPITULATION OF EXPENSES.

|   |   |
|---|---|
| Maintenance of way and buildings.....   | \$ 2,390,714.25   |
| Maintenance of motive power and cars.....   | 2,490,953.14  |
| Conducting transportation.....  | 7,302,753.20  |
| General expenses, including taxes.....  | 2,120,137.34  |
| Total operating expenses and taxes.....   | \$ 14,304,557.93  |
| Operating expenses and taxes per mile of road,<br>operated (48.02) average miles.....                 | \$ 2,978.87   |
| Operating expenses and taxes per train mile run<br>for trains earning revenue (15,798,773 miles)..... | .91   |
| Proportion of operating expenses and taxes for Iowa.....  | \$ 3,447,078.78   |
| Expenses of running and management of passenger trains..  | } We have no<br>record that<br>will enable<br>us to answer<br>these<br>questions. |
| Expenses of running and management of passenger trains<br>per train mile.....                         |   |
| Expenses of running and management of freight trains....  |   |
| Expenses of running and management of freight trains per<br>train mile.....                           |   |
| Expenses of running and management of all trains earning<br>revenue.....                              |   |
| Percentage of expenses to earnings.....   | 60.47   |

## GENERAL EXHIBIT.

|  |    |               |
|--|----|---------------|
| Total earnings .....   | \$ | 23,655,764.07 |
| Total expenses, including taxes .....                              |    | 14,304,557.93 |
| Net earnings .....   |    | 9,351,206.14  |
| Interest accruing during the year .....                            | \$ | 6,249,890.11  |
| Interest paid during the year .....                                |    | 6,214,935.07  |
| Interest paid during the year on account of the road in Iowa ..... |    | 1,010,167.58  |
| Interest on funded debt .....                                      |    | 6,096,812.26  |
| Interest paid on funded debt .....                                 |    | 6,061,857.22  |
| Interest on floating debt .....                                    |    | 153,077.85    |
| Interest paid on floating debt .....                               |    | 153,077.85    |
| Dividends declared (7 per cent) preferred stock .....              |    | 1,157,868.80  |
| Dividends declared (5 per cent) common stock .....                 |    | 1,545,213.06  |
| Interest falling due during the year and not paid .....            |    | 34,955.04     |
| Balance for the year .....   |    | 551,312.02    |
| Balance at commencement of the year .....                          |    | 4,761,252.77  |
| Balance at the close of the year, June 30, 1885 .....              | \$ | 5,312,564.79  |

## INCOME ACCOUNT.

|  |    |               |
|--|----|---------------|
| Income from earnings .....                       | \$ | 23,655,764.07 |
| Total income from all sources for the year ..... | \$ | 23,655,764.07 |
| Proportion of income for Iowa .....              | \$ | 5,350,198.19  |

## GENERAL RECAPITULATION.

|   |    |               |
|---|----|---------------|
| Total income .....  | \$ | 23,655,764.07 |
| Total operating expenses and taxes .....                              |    | 14,304,557.93 |
| Net income above operating expenses and taxes .....                   |    | 9,351,206.14  |
| Net income above operating expenses, taxes, interest and rental ..... | \$ | 3,254,393.88  |
| Gross income per train mile run (15,798,773 miles) .....              | \$ | 1.50          |
| Net income per train mile run (15,798,773 miles) .....                |    | .59           |
| Percentage of net income to stock and debt .....                      |    | 6.34          |
| Percentage of net income to cost of road and equipment .....          |    | 6.22          |

## SURPLUS.

|   |    |              |
|---|----|--------------|
| Surplus at the commencement of the year ..... | \$ | 4,761,252.77 |
| Surplus at the close of the year .....        |    | 5,312,564.79 |
| Amount absorbed in construction .....         |    | 5,312,564.79 |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|   |                  |
|---|------------------|
| Cost of road, equipment, etc .....                | \$150,879,982.74 |
| Coal lands .....                                  | 618,096.93       |
| Bonds, stock, etc., of other companies .....      | 1,471,037.80     |
| Agents and conductors .....                       | 163,896.79       |
| United States Government .....                    | 208,257.85       |
| Due from sundry companies, individuals, etc ..... | 438,797.95       |
| Material and supplies .....                       | 1,787,269.41     |
| Bills receivable .....                            | 701,184.84       |
| Cash on hand .....                                | 2,382,491.37     |
| Total .....                                       | \$158,151,015.18 |

## CREDIT.

|  |    |                |
|--|----|----------------|
| Capital stock preferred .....          | \$ | 16,540,983.00  |
| Capital stock common .....             |    | 30,904,261.00  |
| Bonds outstanding .....                |    | 100,054,000.00 |
| Notes and accounts payable .....       |    | 3,489,240.85   |
| Vouchers and pay rolls .....           |    | 1,728,918.97   |
| Dividends and interest unclaimed ..... |    | 121,046.57     |
| Income account .....                   |    | 5,812,564.79   |
| Total .....                            | \$ | 158,151,015.18 |

## DESCRIPTION OF ROAD.

| ROADS.                                     | Wisconsin—<br>Miles. | Illinois—<br>Miles. | Iowa—<br>Miles. | Minnesota—<br>Miles. | Dakota—<br>Miles. | Total—<br>Miles. |
|--|----------------------|---------------------|-----------------|----------------------|-------------------|------------------|
| From Milwaukee to Western Avenue, Chicago  | 37.57                | 44.67               |                 |                      |                   | 82.24            |
| F. C. & St. Louis June. to Mil. Av. Ch.    |                      | .40                 |                 |                      |                   | .40              |
| Libertyville Junction to Libertyville      |                      | 3.00                |                 |                      |                   | 3.00             |
| Racine to Lanark Junction                  | 68.96                | 50.64               |                 |                      |                   | 119.60           |
| Savanna to Port Byron Junction             |                      | 47.90               |                 |                      |                   | 47.90            |
| Eagle to Elkhorn                           | 16.59                |                     |                 |                      |                   | 16.59            |
| Watertown to Hampton Mines                 |                      | 4.25                |                 |                      |                   | 4.25             |
| Rockton to Rockford                        |                      | 15.15               |                 |                      |                   | 15.15            |
| Elk River Junction to Clinton              |                      |                     |                 | 19.00                |                   | 19.00            |
| Davenport to Jackson Junction              |                      |                     |                 | 150.60               |                   | 150.60           |
| Eldridge to Maquoketa                      |                      |                     |                 | 32.30                |                   | 32.30            |
| Farley to Paralia                          |                      |                     |                 | 43.63                |                   | 43.63            |
| North Chicago to Council Bluffs Transfer   |                      | 140.23              | 349.18          |                      |                   | 489.41           |
| Galewood to Dunning                        |                      |                     | 2.49            |                      |                   | 2.49             |
| Marion to Ottumwa                          |                      |                     | 96.22           |                      |                   | 96.22            |
| Milwaukee to Prairie du Chien              | 194.40               |                     |                 |                      |                   | 194.40           |
| Prairie du Ch'n to Prairie du Ch'n Sw'ch   |                      | .50                 |                 |                      |                   | .50              |
| Mazomanie to Prairie du Sac                | 10.34                |                     |                 |                      |                   | 10.34            |
| Lone Rock to Richland Center               | 16.00                |                     |                 |                      |                   | 16.00            |
| Mil. St'k Y'ds to Prairie du Ch. Div. June | .67                  |                     |                 |                      |                   | .67              |
| Milton to Shullsburg                       | 76.49                |                     |                 |                      |                   | 76.49            |
| Jamesville to Beloit Junction              | 13.86                |                     |                 |                      |                   | 13.86            |
| Broadhead to Albany                        | 7.15                 |                     |                 |                      |                   | 7.15             |
| Warren to Mineral Point                    | 31.74                | 1.01                |                 |                      |                   | 32.75            |
| Calamine to Platteville                    | 18.00                |                     |                 |                      |                   | 18.00            |
| Milwaukee to La Crosse                     | 196.42               |                     |                 |                      |                   | 196.42           |
| Madison to Portage                         | 39.00                |                     |                 |                      |                   | 39.00            |
| Watertown Junction to Madison              | 36.35                |                     |                 |                      |                   | 36.35            |
| Lisbon to Necedah                          | 12.86                |                     |                 |                      |                   | 12.86            |
| Viroqua Junction to Viroqua                | 32.20                |                     |                 |                      |                   | 32.20            |
| North La Crosse to Onalaska                | 3.76                 |                     |                 |                      |                   | 3.76             |



## DESCRIPTION OF ROAD—CONTINUED.

| ROADS.   | Wisconsin—<br>Miles. | Illinois—<br>Miles. | Iowa—<br>Miles. | Minnesota—<br>Miles. | Dakota—<br>Miles. | Total—<br>Miles. |
|--|----------------------|---------------------|-----------------|----------------------|-------------------|------------------|
| From La Crosse Levee to Track.....                             | .75                  |                     |                 |                      |                   | .75              |
| Tomah to Merrill.....  | 108.53               |                     |                 |                      |                   | 108.53           |
| North Milwaukee to Portage.....                                | 95.08                |                     |                 |                      |                   | 95.08            |
| Beaver Dam Junction to Beaver Dam.....                         | 2.10                 |                     |                 |                      |                   | 2.10             |
| Fox Lake Junction to Fox Lake.....                             | 2.70                 |                     |                 |                      |                   | 2.70             |
| Horton to Berlin.....  | 42.30                |                     |                 |                      |                   | 42.30            |
| Rush Lake to Winneconne.....                                   | 14.80                |                     |                 |                      |                   | 14.80            |
| West Milwaukee to Schwartzburg.....                            | 6.39                 |                     |                 |                      |                   | 6.39             |
| Ripon to Oshkosh.....  | 20.00                |                     |                 |                      |                   | 20.00            |
| Brandon to Markesan.....                                       | 11.44                |                     |                 |                      |                   | 11.44            |
| Cement Line Junction to Rock.....                              | 1.00                 |                     |                 |                      |                   | 1.00             |
| Iron Ridge Junction to Fon du Lac.....                         | 27.67                |                     |                 |                      |                   | 27.67            |
| Sabina Junction to River Junction.....                         |                      | 136.62              | 24.93           |                      |                   | 161.55           |
| Turkey River Junction to West Union.....                       |                      | 58.21               |                 |                      |                   | 58.21            |
| Bellevue to Cascade.....                                       |                      | 35.62               |                 |                      |                   | 35.62            |
| Waukon Junction to Waukon.....                                 |                      | 22.81               |                 |                      |                   | 22.81            |
| Caledonia Junction to Preston.....                             |                      |                     | 57.52           |                      |                   | 57.52            |
| Bridge Switch to St. Paul.....                                 |                      |                     | 128.51          |                      |                   | 128.51           |
| St. Paul to St. Paul Junction.....                             |                      |                     | 5.61            |                      |                   | 5.61             |
| St. Paul to Short Line Junction.....                           |                      |                     | 8.30            |                      |                   | 8.30             |
| St. Croix Junction to Stillwater.....                          |                      |                     | 24.90           |                      |                   | 24.90            |
| Wabash to Zumbrota.....  |                      |                     | 60.09           |                      |                   | 60.09            |
| Wabash to Central Junction.....                                | 59.53                |                     | 1.76            |                      |                   | 61.29            |
| Central Junction to Chippewa Falls.....                        | 1.22                 |                     |                 |                      |                   | 1.22             |
| Red Cedar Junction to Cedar Falls.....                         | 20.67                |                     |                 |                      |                   | 20.67            |
| McGregor to Minneapolis.....                                   |                      |                     | 84.78           | 136.64               |                   | 221.42           |
| Conover to Decorah.....  |                      | 9.04                |                 |                      |                   | 9.04             |
| Buena Junction to Stella.....                                  |                      | 14.40               |                 |                      |                   | 14.40            |
| Northfield to Cannon Junction.....                             |                      |                     |                 | 31.98                |                   | 31.98            |
| Calmar to Chamberlain.....                                     |                      | 249.28              |                 | 149.92               |                   | 399.20           |
| Mason City to Austin.....                                      |                      | 27.99               | 11.34           |                      |                   | 39.33            |
| Emmetsburg to Estherville.....                                 |                      | 22.50               |                 |                      |                   | 22.50            |
| Spencer to Spirit Lake.....                                    |                      | 20.11               |                 |                      |                   | 20.11            |
| Marion Junction to Running Water.....                          |                      |                     |                 |                      | 62.34             | 62.34            |
| Elk Point to Sioux Falls.....                                  |                      |                     |                 |                      | 36.21             | 36.21            |
| Sioux City to Scotland.....                                    |                      | 5.60                |                 |                      | 82.58             | 88.18            |
| Rock Valley to Eden.....                                       |                      | 9.00                |                 |                      | .39               | 9.39             |
| North La Crosse to Woonsocket June.....                        | 1.39                 |                     | 299.47          | 97.20                |                   | 398.06           |
| Sioux Falls Junction to Sioux Falls.....                       |                      |                     |                 | 32.65                |                   | 32.65            |
| Wells to Mankato.....  |                      |                     |                 | 40.00                |                   | 40.00            |
| Hastings to Ortonville.....                                    |                      |                     |                 | 202.10               |                   | 202.10           |
| Minneapolis to Benton.....                                     |                      |                     |                 | 28.90                |                   | 28.90            |
| Ortonville Junction to Aberdeen.....                           |                      |                     | 1.48            | 107.52               |                   | 109.00           |
| Aberd'n to end of track west of Ipswich.....                   |                      |                     |                 | 26.52                |                   | 26.52            |
| Mitchell (I. & D. Ju.) to end of track N.<br>of Eldendale..... |                      |                     |                 | 167.52               |                   | 167.52           |
| Milbank June. to end of track northwest.....                   |                      |                     |                 | 33.00                |                   | 33.00            |
| Total.....   | 1,228.59             | 309.74              | 1,411.60        | 1,057.53             | 795.85            | 4,803.31         |

|  |          |
|--|----------|
| Length main line of road in Iowa.....  | 1,411.60 |
| Length main line of road in Illinois.....                                      | 309.74   |
| Length main line of road in Wisconsin.....                                     | 1,228.59 |
| Length main line of road in Minnesota.....                                     | 1,057.53 |
| Length main line of road in Dakota.....  | 795.85   |
| Length of double track on main line.....                                       | 25.09    |
| Same in Iowa.....  | 52       |
| Total length of road belonging to this company.....                            | 4,803.31 |
| Total length of road belonging to this company in Iowa.....                    | 1,411.60 |
| Aggregate length of sidings and other tracks not above enumerated.....         | 786.48   |
| Same in Iowa.....  | 204.67   |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 4,828.40 |
| Same in Iowa.....  | 1,412.12 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 780.44   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 625.16   |
| Weights per yard, steel, 56 to 67 lbs.   |          |
| Weights per yard, iron, 35 to 60 lbs.  |          |
| Gauge of track, standard, 4 feet 8½ inches.                                    |          |
| Gauge of track, narrow, 3 feet.  |          |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |          |
|--|----------|
| Name, description and length of each:  |          |
| *Oskosh & Mississippi River Railway, Wisconsin, Ripon to Oshkosh, length, miles..... | 20       |
| Total miles of road operated by this company.....                                    | 4,803.31 |
| Total miles of road operated by this company in Iowa.....                            | 1,411.60 |

## STATIONS.

|   |     |
|---|-----|
| Number of stations on all roads owned by this company, including flag stations..... | 852 |
| Same in Iowa.....   | 237 |
| Number of stations on all roads operated by this company.....                       | 856 |
| Same in Iowa.....   | 237 |
| Number of telegraph offices in stations in Iowa.....                                | 204 |

## EMPLOYEES.

|   |                  |
|---|------------------|
| Number of persons regularly employed on all roads operated by this company.....       | 18,902           |
| Same in Iowa.....   | 4,238            |
| Amount paid employes, including officials, on all roads operated by this company..... | \$ 10,953,475.48 |
| Same in Iowa.....   | 2,385,073.99     |

## BRIDGES IN IOWA.

|   | No.   | Aggregate length. |
|---|-------|-------------------|
| Wooden truss bridges over 100 feet in length..... | 66    | 10,152            |
| Combination bridges over 100 feet in length.....  | 18    | 2,589             |
| Iron bridges over 100 feet in length.....         | 3     | 1,414             |
| Wooden trestle and pile.....                      | 2,305 | 200,896           |

\*This road is operated under lease, but the bonds are owned substantially by the C. M. & St. P. R'y Co.

## ARCH CULVERTS AND VIADUCTS IN IOWA.

Less than 20 feet opening..... 8

## BOX CULVERTS IN IOWA.

Timber..... 1262  
Stone..... 156

## CATTLE-GUARDS.

Number of, in Iowa..... 1,753

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

Amount of timber used in renewals of wooden bridges  
during the year (feet B. M.)..... 302,171  
Timber culverts replaced with iron sewer pipe..... 2  
Timber culverts replaced with timber..... 5

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.         | KIND.     | MATERIAL. | When built.         | Length in feet. |
|-------------------|-----------|-----------|---------------------|-----------------|
| Ottumwa.....      | Pile..... | .....     | December, 1884..... | 156             |
| Sabula.....       | Pile..... | .....     | .....               | 474             |
| Ottumwa line..... | Pile..... | .....     | .....               | 160             |
| Total.....        | .....     | .....     | .....               | 790             |

Give the average number of years the trestle and pile bridges last on your road in Iowa..... 6 to 8  
Give the average number of years that wooden truss bridges last on your road in Iowa: 6 to 8 years when trusses are not roofed in, and from 12 to 16 years when roofed.

## ROAD-BED AND TRACK.

Number of track sections in Iowa..... 247  
Average length of sections, miles..... 6  
Average number of men in each section gang..... 5  
Number of new ties laid in track during the year in Iowa in renewal..... 472,564  
Average number of new ties per mile of road, in renewal... 335  
New rails laid in track during the year in Iowa—iron (654 tons) in renewal, miles..... 7.43  
New rails laid in track during the year in Iowa—steel, (7,035 tons), in renewal, miles..... 76.76  
Total track laid with new rails during the year in Iowa, in renewal, miles..... 84.19  
What is the average number of years that iron rails last in your track on main line in Iowa? 4 to 6 years.  
What is the average number of years that iron rails last in your track on branches in Iowa? 7 to 10 years.  
What is the average number of years that steel rails last in your track on main line in Iowa? 8 to 10.  
What is the average number of years that steel rails last in your track on branches in Iowa? 12 to 16.  
What is the average number of years that ties last in your track in Iowa? 6 to 8.

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
Chicago & Northwestern, at Clinton, Lyons, Delmar Junction, DeWitt, Wheatland, Tama City, Sheldahl, Anamosa, Council Bluffs, Cedar Rapids and Calliope.  
Burlington, Cedar Rapids & Northern, at Nora Junction, Plymouth Junction, Garner, Noels, Webster, Donnan, Dixon, Cedar Rapids and Emmetsburg.  
Illinois Central at Dubuque, Charles City and Sioux City.  
Central Iowa, at Mason City, Hedrick and State Center Junction.  
Minneapolis & St. Louis, at Britt.  
Chicago, Burlington & Quincy, at Ottumwa  
Des Moines & Ft. Dodge, at Ruthven and Perry.  
Chicago, St. Paul, Minneapolis & Omaha, at Sheldon.  
Wabash, St. Louis & Pacific at Council Bluffs, Ottumwa & Herndon.  
Chicago, Rock Island & Pacific, at Council Bluffs, Ottumwa and Neola.  
Kansas City, St. Joseph & Council Bluffs, at Council Bluffs.  
Cedar Rapids & Marion, between Cedar Rapids & Marion.  
What railroads cross your road, either over or under, and at what locality?  
Chicago & Northwestern, at Algona, Center Junction and Manning.  
Illinois Central, at Delaware.  
Central Iowa, at Pickering.  
Burlington, Cedar Rapids & Northern, near Louisa.  
St. Louis, Des Moines & Northern, at Madrid.  
Wisconsin, Iowa & Nebraska, at Melbourne.  
Burlington & Northwestern, at Hedrick.  
Chicago, Rock Island & Pacific, at Sigourney, South Amana and Davenport.  
Number of highway crossings at grade..... 1823  
Number of highway crossings at which there are flagmen... 12  
Number of highway crossings over railroad..... 31  
Number of highway crossings under railroad..... 33  
Number of highway bridges 18 feet above track..... 31

## FENCING IN IOWA.

|   |               |
|---|---------------|
| How many miles or your road in Iowa are fenced.....                                 | 1,654.85      |
| How many miles of new fencing have you built during the year.....                   | 211.16        |
| Give the number of miles needed on both sides of your track in each county in Iowa: |               |
| In Clayton county.....  | 30.30         |
| In Winneshiek county.....   | 20.00         |
| In Floyd county.....  | 25.00         |
| In Chickasaw county.....  | 27.00         |
| In Cerro Gordo county.....  | 49.00         |
| In Worth county.....  | 30.00         |
| In Dickinson county.....  | 28.75         |
| In O'Brien county.....  | 48.25         |
| In Sioux county.....  | 96.00         |
| In Lyon county.....   | 35.05         |
| In Emmet county.....  | 24.00         |
| In Hancock county.....  | 45.50         |
| In Clay county.....   | 55.75         |
| In Palo Alto county.....  | 66.00         |
| In Kossuth county.....  | 44.50         |
| In Scott county.....  | 23.00         |
| In Clinton county.....  | 12.00         |
| In Jones county.....  | 1.00          |
| In Woodbury county.....   | 10.00         |
| In Plymouth county.....   | 34.40         |
| In Fayette county.....  | 2.00          |
| In Dubuque county.....  | 5.00          |
| In Jackson county.....  | .50           |
| In Carroll county.....  | 28.50         |
| <b>Total miles.....</b>   | <b>741.50</b> |

## ROLLING STOCK.

|  |               |
|--|---------------|
| Number of locomotives.....   | 670           |
| Number of passenger cars.....  | 298           |
| Number of baggage, mail and express cars.....                          | 215           |
| Number of parlor and sleeping cars.....                                | 54            |
| Number of dining cars.....   | 9             |
| Number of box freight cars.....  | 12,928        |
| Number of stock cars.....  | 2,345         |
| Number of platform and coal cars.....                                  | 4,044         |
| Number of other cars.....  | 432           |
| <b>Total number of cars.....</b>                                       | <b>20,330</b> |
| Maximum weight of locomotives and tenders, tons.....                   | 80            |
| Average weight of locomotives and tenders, tons.....                   | 54            |
| Number of locomotives equipped with train brake.....                   | 195           |
| Kind of brake: Air brake, Westinghouse.....                            |               |
| Maximum weight of passenger cars, tons.....                            | 44            |
| Average weight of passenger cars, tons.....                            | 27            |
| Numbers of cars equipped with train brake.....                         | 601           |
| Kind of brake: Air brake, Westinghouse.....                            |               |
| Number of passenger cars equipped with Miller platform and buffer..... | All.          |

The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight:

|  | Weight of engine,<br>Tons. | Freight,<br>Tons. |
|--|----------------------------|-------------------|
| Chicago & Council Bluffs division.....       | 42                         | 216               |
| Racine & Southwestern division.....          | 32                         | 180               |
| Dubuque division.....                        | 30                         | 336               |
| Iowa & Dakota division.....                  | 31                         | 192               |
| Sioux City & Dakota division.....            | 29                         | 240               |
| Ottumwa division.....                        | 31                         | 180               |
| Iowa & Minnesota division.....               | 42                         | 180               |
| Dubuque division, Narrow Gauge branches..... | 16                         | 70                |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |                   |
|--|-------------------|
| Miles run by passenger trains during the year..... | 6,089,724         |
| Miles run by freight trains during the year.....   | 9,709,049         |
| Miles run by switching trains during the year..... | 4,208,946         |
| Miles run by other trains during the year.....     | 1,063,572         |
| <b>Total train mileage.....</b>                    | <b>21,071,291</b> |

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains.....                        | 4.4 |
| Average weight of passenger trains, exclusive of passengers, tons..... | 119 |
| Average number of cars in freight trains.....                          | 21  |
| Average weight of freight trains, exclusive of freight, tons.....      | 231 |

## PASSENGER TRAFFIC.

|  |                  |
|--|------------------|
| Number of through passengers carried.....                    | 210,679          |
| Number of local and special ticket passengers carried.....   | 4,623,364        |
| <b>Total number of passengers carried.....</b>               | <b>4,834,043</b> |
| Total passenger mileage, or passengers carried on mile.....  | 214,875,001      |
| Average distance traveled by each passenger.....             | 44 9-20          |
| Average amount received from each passenger.....             | \$ 1.13½         |
| Highest rate of fare per mile for any distance.....          | .04              |
| Lowest rate of fare per mile for any distance.....           | .01½             |
| Average rate of fare per mile for all passengers, cents..... | 2 55-100         |

## FREIGHT TRAFFIC.

|   |                      |
|---|----------------------|
| Number of tons of through freight carried.....                        | 797,108              |
| Number of tons of local freight carried.....                          | 5,528,292            |
| <b>Total tons of freight carried.....</b>                             | <b>6,325,310</b>     |
| Total mileage of through freight, (tons carried one mile).....        | 232,678,640          |
| Total mileage of local freight, (tons carried one mile).....          | 1,084,275,860        |
| <b>Total freight mileage, or tons carried one mile.....</b>           | <b>1,316,954,500</b> |
| Average rate per ton per mile received for through freight cents..... | 1.84                 |
| Average rate per ton per mile received for local freight, cents.....  | 1.84                 |
| Average rate per ton per mile received for all freight, cents.....    | 1.26                 |

## CAR MILEAGE.

|   |             |
|---|-------------|
| Number of miles run by loaded freight cars east and south..   | 71,579,339  |
| Number of miles run by loaded freight cars west and north..   | 75,769,620  |
| Number of miles run by empty freight cars east and south..  | 30,074,864  |
| Number of miles run by empty freight cars west and north..  | 25,401,755  |
| Total freight car mileage.....  | 202,765,578 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 30          |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 25          |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles.... | 21 |
| Rate of speed of freight trains, including stops, miles.....  | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain.....   | 1,466,257 | 23.18     |
| Flour.....   | 395,799   | 6.26      |
| Provisions (beef, pork, lard, &c.).....                  | 62,425    | 0.99      |
| Animals.....   | 353,039   | 5.58      |
| Other agricultural products.....                         | 235,214   | 3.72      |
| Lumber and forest products.....                          | 965,106   | 15.26     |
| Coal.....  | 674,184   | 10.66     |
| Plaster, lime and cement.....                            | 96,781    | 1.53      |
| Salt.....  | 55,415    | 0.87      |
| Iron, steel and castings.....                            | 84,817    | 1.34      |
| Stone and brick.....                                     | 248,132   | 3.92      |
| Manufacturers.....                                       | 87,380    | 1.38      |
| Merchandise and other articles not enumerated above..... | 1,600,731 | 25.31     |
| Total tons carried.....                                  | 6,325,310 | 100       |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT SABULA, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                |         |
|--------------------------------|---------|
| East bound number of tons..... | 452,187 |
| West bound number of tons..... | 520,956 |
| Total tons.....                | 973,143 |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT MCGREGOR, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                |         |
|--------------------------------|---------|
| East bound number of tons..... | 235,719 |
| West bound number of tons..... | 196,182 |
| Total tons.....                | 431,901 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain.....   | 308,640   | 29.583    |
| Flour.....   | 10,287    | 0.985     |
| Provisions (beef, pork lard, &c.).....                   | 16,327    | 1.565     |
| Animals.....   | 141,333   | 13.547    |
| Other agricultural products.....                         | 53,861    | 5.162     |
| Lumber and forest products.....                          | 127,957   | 12.264    |
| Coal.....  | 114,799   | 11.063    |
| Plaster, lime and cement.....                            | 6,372     | .610      |
| Salt.....  | 494       | .047      |
| Iron, steel and castings.....                            | 16,474    | 1.579     |
| Stone and brick.....                                     | 51,907    | 4.975     |
| Manufacturers.....                                       | 4,714     | .452      |
| Merchandise and other articles not enumerated above..... | 190,170   | 18.228    |
| Total tons carried.....                                  | 1,043,335 | 100       |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, &c.; 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. The American Express Company and the United States Express Company. Doing a general express business. Freights taken from express companies at depots.

## SLEEPING-CARS.

Do sleeping, parlor or dining-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? Sleeping cars are run by the Pullman Palace Car Company, which makes its own regular charges for accommodations therein. Dining cars are run by the C., M. & St. P. R'y Co. Rate 75 cents per meal. Parlor cars are run by the C., M. & St. P. R'y Co. Rates are from 25 to 50 cents, according to distance traveled.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$132,499.26. The rate of pay for transporting the United States mails is not permanently fixed. The mails are weighed for periods fixed by the Post-office Department and upon the result of the weighing the rate of compensation is based.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 352. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? The Western Union Telegraph Company owns 1025 miles.

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from congressional grants. 328,799.89 acres.  
 State the number of acres yet to inure to your company from congressional grants. About 8,000, not including the land involved in suit with the S. C. & St. P. R'y Co.  
 State the average price at which these lands have been sold or contracted by the company. \$4.65.  
 State the number of acres sold. 300,014.49 acres.  
 State the amount received from sales. \$1,395,906.84.  
 State the amount unpaid on outstanding contracts. \$169,606.97.  
 State the gross amount received from sales, contracts, forfeited contracts, &c., up to June 30, 1885. \$1,537,011.07.  
 State the amount expended in sale and management of lands. \$119,152.60.  
 State the amount of taxes paid on lands. \$27,031.84.  
 State the amount realized from the sale of lands above the expenses incurred in the management and taxes. \$1,188,835.13, including amounts unpaid on outstanding contracts and after deducting \$201,991.50 for breaking credits allowed.

 REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.  
 KILLED AND INJURED.

| DATE.     | NAME AND OCCUPATION.               | PLACE.           | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                                     |
|-----------|------------------------------------|------------------|--|
| 1884.     |                                    |                  |  |
| July      | 1 George Jacobs, brakeman.         | Council Bluffs.  | Cutting off a car; left foot cut off.  |
| July      | 18 Thomas Giffenher, engineer.     | Williamsburg.    | Engine turned over; left eye cut, right hip bruised, hand scalded.             |
| July      | 36 M. Longstaff, trackman.         | Excelsior Mines. | Stringers broke; collar bone and two ribs broken.                              |
| August    | 8 Anton Lintner, brakeman.         | Rhodes.          | Fell between cars; killed.   |
| August    | 10 J. F. Miller, laborer.          | Hayesville.      | Climbing on draft-iron; knee fractured.  |
| August    | 26 John F. L.                      | Milesdaleburg.   | Wagon wheel struck hand and crushed.   |
| August    | 27 M. E. I.                        | Miles.           | Team became frightened; arm broken.  |
| September | 2 Sam. Whissler, brakeman.         | Monticello.      | Compling cars; two fingers cut off.  |
| September | 5 John Grisgraber, laborer.        | Templeton.       | Getting off moving train; wrist dislocated.                                    |
| September | 13 William Jeffries, boy.          | Bayard.          | Jumping on caboose; left leg crushed.  |
| September | 23 Peter Swanson, section laborer. | Perry.           | Slipped on track; right arm cut off.   |
| September | 24 Mabel Travers, child.           | Marion.          | Carwheeled on to track; killed.  |
| October   | 8 J. D. Trigg, brakeman.           | Bellevue.        | Chain broke and struck him; killed.  |
| October   | 8 J. D. Trigg, brakeman.           | Bellevue.        | Compling cars; both legs badly bruised.  |
| October   | 22 O. Fohrman, boy.                | Calmar.          | Leaning against caboose; leg cut off.  |
| October   | 24 Peter Oberbeck, section man.    | Wealey.          | Foot caught in draft-iron; foot badly squeezed.                                |
| October   | 25 Ed. Lesring, brakeman.          | Elk River.       | Compling cars; right foot bruised, and small bone in ankle broken.             |
| October   | 31 George Bummel, laborer.         | Jenatcha.        | Jumped off cars; leg broken.   |
| November  | 2 David W. Engel, farmer.          | Council Bluffs.  | Wagon wheel struck and fractured and bruised.                                  |
| November  | 2 Mrs. M. Whitmer.                 | Elwood.          | Drove on crossing and wagon struck by engine; internal injuries.               |
| November  | 2 Floyd Whitmer.                   | Elwood.          | Drove on crossing and wagon struck by engine; killed.                          |
| November  | 2 Mattie Whitmer.                  | Elwood.          | Drove on crossing and wagon struck by engine; killed.                          |
| November  | 2 Ella Whitmer.                    | Elwood.          | Drove on crossing and wagon struck by engine; killed.                          |
| November  | 9 Charles Klitzig, laborer.        | Webster.         | Fell under cars; four ribs broken.   |
| December  | 1 A. C. Kitch, coal heaver.        | Vining.          | Struck by engine; right arm and two ribs broken.                               |
| December  | 6 James Moore, brakeman.           | Hale.            | Struck by engine; right arm and two ribs broken.                               |
| December  | 11 James E. Travis, brakeman.      | Defiance.        | Fell off train; badly bruised about head.                                      |
| December  | 15 Thad. Barnard, brakeman.        | Perry.           | Fell under cars; killed.   |
| December  | 19 Fred. Schmitzen, yardmaster.    | Sabula.          | Knocked from train by bridge; head cut, leg broken.                            |
| 1885.     |                                    |                  |  |
| January   | 4 M. H. Daley, merchant.           | New Hampton.     | Broken rail threw train from track; hip bruised.                               |
| January   | 4 W. C. C.                         | New Hampton.     | Broken rail threw train from track; hip and shoulder bruised.                  |
| January   | 4 Carrie Howard.                   | New Hampton.     | Broken rail threw train from track; hip, shoulder and knee bruised.            |
| January   | 20 A. Hamilton, brakeman.          | Zwingle.         | Foot caught in guard-rail; right leg broken in 3 places, left leg in 4 places. |

REPORT OF ACCIDENTS IN IOWA—CONTINUED.

| DATE.    | NAME AND OCCUPATION.                | PLACE.          | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                               |
|----------|-------------------------------------|-----------------|--|
| January  | 21 Harry Baldwin, Bremen.           | Calmar          | Fell from water tank; right knee-cap injured.                            |
| January  | 21 Wm. Fogler, farmer.              | Mason City      | Engines collided; right shoulder bruised.                                |
| January  | 22 W. S. Davis, traveler.           | New City        | Sleeper jumped from track; right leg bruised.                            |
| January  | 26 J. H. Chamberlain, traveler.     | New Hampton     | Sleeper jumped from track; head cut leg and right side bruised.          |
| January  | 26 W. J. Anderson, patent right.    | New Hampton     | Sleeper jumped from track; back and right side bruised.                  |
| January  | 26 S. Baunil, laborer.              | Ruthven         | Walking between cars; killed.  |
| February | 9 U. J. Stochsmith, brakeman.       | Buena Vista     | Caught between cars and building; cut in right side, bruised in groins.  |
| February | 9 D. M. Fish, brakeman.             | Sabula Junction | Fell between depot platform and train; cut in left leg and body bruised. |
| February | 19 One Benson, section man.         | Britton         | Killed.  |
| February | 21 One Brockey, section foreman.    | Britton         | Slipped on shales from roof; killed.                                     |
| March    | 13 W. E. Phillips, brakeman.        | New Hampton     | Fell from side of cars; head cut and chest bruised.                      |
| March    | 18 George Bond, br. kman.           | Bason City      | Knocked from side of cars; head cut and chest bruised.                   |
| March    | 31 A. C. Wolsey, switchman.         | Clear Lake      | Coupling cars; killed.   |
| March    | 26 Wm. Buchanan, farmer.            | Council Bluffs  | Walking on track; thumb and three fingers on left hand bruised.          |
| April    | 13 T. Savetien, farmer.             | Ottumwa         | Walking on track; killed.  |
| April    | 21 Charles Ottowa, farmer.          | Green Island    | Drunk; laying on track; killed.  |
| April    | 21 John H. Castelle, switchman.     | De Witt         | Stepped on moving engine; left foot crushed.                             |
| May      | 7 L. D. McKee, brakeman.            | De Witt         | Coupling cars; back and side injured.                                    |
| May      | 22 Willie Wright, child, 18 months. | Woodward        | Stepped on track; killed.  |
| May      | 31 Frank Landers, laborer.          | Ottumwa         | Attempted to step on engine; killed.                                     |
| June     | 2 Cou. we. ann, carpenter.          | Sauborn         | Engine tank fell on him; killed.   |
| June     | 10 Mrs. John Sukal                  | Oxford Junction | Walking under cars; killed.  |
| June     | 11 J. Goodison, engine wiper.       | Ottumwa         | Scalded by engine; left arm and face scalded.                            |
| June     | 12 Luther Cole, printer.            | Ottumwa         | Sitting on tracks; bridge, killed.                                       |
| June     | 20 Simon Husska.                    | Macgregor       | Walking on track; killed.  |
| June     | 30 John Miller.                     | Specht's Ferry  | Deaf and dumb; walking on track; killed.                                 |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.                      | KILLED.    |         | INJURED.    |                       |
|--|------------|---------|-------------|-----------------------|
|  | Employees. | Others. | Passengers. | Employees.<br>Others. |
| Derailment                               |            |         | 7           | 1                     |
| Caught in frogs, guard rails or switches |            |         | 1           | 1                     |
| Coupling cars                            | 1          |         | 6           |                       |
| Falling from trains                      | 3          |         | 4           |                       |
| Getting on and off trains                |            |         | 3           |                       |
| Highway crossings                        |            | 3       |             | 4                     |
| Miscellaneous                            | 5          |         | 13          |                       |
| Overhead obstructions                    |            |         | 1           |                       |
| While intoxicated                        |            | 1       |             |                       |
| Trespassers on track                     |            | 9       |             | 4                     |
| Total                                    | 9          | 13      | 7           | 29                    |

SUMMARY OF ACCIDENTS FOR IOWA.

|  |    |
|--|----|
| Number of persons killed during the year                           | 29 |
| Number of persons injured during the year                          | 44 |
| Number of casualties purely accidental during the entire year      | 18 |
| Number resulting from lack of caution, carelessness, or misconduct | 48 |
| Number of persons killed while intoxicated                         | 1  |
| Number of trespassers on track killed                              | 10 |
| Number of trespassers on track injured                             | 4  |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Alex. Mitchell, Milwaukee.  
 Vice-President—Julius Wadsworth, New York.  
 Second Vice-President—John B. Dumont, New York.  
 Secretary—P. M. Myers, Milwaukee.  
 Treasurer—R. D. Jennings, Milwaukee.  
 General Manager—Roswell Miller, Milwaukee.  
 Assistant General Manager—J. F. Tucker, Milwaukee.  
 General Superintendent—J. T. Clark, Milwaukee.  
 Assistant General Superintendents—C. H. Prior, Minneapolis; A. J. Earling, Milwaukee; D. A. Olin, Racine.  
 Division Superintendents—G. O. Clinton, Chicago; R. B. Campbell, Marion, J. H. Lakey, Wabasha; C. D. Case, Dubuque; W. M. Kellie, Minneapolis; G. H. Sanborn, Mason City; H. R. Williams, Minneapolis; W. G. Collins, Milwaukee; S. J. Collins, Milwaukee; L. B. Rock, Milwaukee; F. D. Underwood, La Crosse; D. J. Underwood, Sioux City.  
 Chief Engineer—D. J. Whittemore, Milwaukee  
 Superintendent of Telegraph—G. E. Simpson, Milwaukee.  
 General Auditor—J. P. Whaling, Milwaukee.  
 General Passenger Agent—A. V. H. Carpenter, Milwaukee.  
 General Freight Agent—A. C. Bird, Milwaukee.  
 General Solicitor—Jno. W. Cary, Milwaukee.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Alex. Mitchell, Milwaukee.  
 Julius Wadsworth, New York.  
 J. B. Dumont, New York.  
 Selah Chamberlain, Cleveland.  
 Joseph Milbank, New York.  
 Jas. T. Woodward, New York.  
 Wm. Rockefeller, New York.  
 Peter Geddes, New York.  
 Hugh T. Dickey, New York.  
 James Stillman, New York.  
 Jno Plankinton, Milwaukee.  
 P. D. Armour, Chicago.  
 J. C. Easton, La Crosse.

Date of annual meeting of stockholders, June.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Milwaukee.

STATE OF WISCONSIN, }  
 COUNTY OF MILWAUKEE, } ss.

Roswell Miller, General Manager, and P. M. Myers, 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 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. 1885, to the best of their knowledge and belief.

[Signed,]  
 [L. s.]

ROSWELL MILLER,  
 P. M. MYERS.

Subscribed and sworn to before me, this 30th day of September, A. D. 1885.

[L. s.]

G. E. WEISS,  
 Notary Public, Milwaukee County, Wis.

Received and filed in the office of the Commissioner of Railroads, this 2d day of October, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

## CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|   |                  |
|---|------------------|
| Amount authorized by articles of association, not fixed .....                                 |                  |
| Amount authorized by vote of the company, not fixed . . . .                                   |                  |
| Amount of common stock issued.....  | \$ 52,594,865.97 |
| Amount of preferred stock issued, and conditions of preferment.....                           | 22,325,454.56    |
|   | <hr/>            |
| Total amount paid in, including stock of proprietary lines, as per books of the company ..... | \$ 74,920,320.53 |
|   | <hr/>            |
| Amount of stock per mile of road.....\$   | 19,493 69        |
| Amount of stock representing the road in Iowa .....   | 21,685,178.41    |
| Amount of stock held in Iowa.....   | 253,500.00       |
| Total number of stockholders.....   | 3,350            |
| Number of stockholders in Iowa.....   | 34               |

## DEBT.

FUNDED DEBT, JUNE 30 1885.

| NAME OF BOND.                     | Issued.        | Due.          | INTEREST. |                        | Amount.       |
|-----------------------------------|----------------|---------------|-----------|------------------------|---------------|
|                                   |                |               | Date.     | Payable.               |               |
| Preferred sinking fund.....       | July 1, 1859   | Aug. 1, 1885  | 7         | Feb. 1 and Aug. 1....  | \$ 803,500    |
| General first mortgage.....       | July 1, 1859   | Aug. 1, 1885  | 7         | Feb. 1 and Aug. 1....  | 3,332,500     |
| Appleton extension.....           | Nov. 1, 1860   | Aug. 1, 1885  | 7         | Feb. 1 and Aug. 1....  | 103,000       |
| Green Bay extension.....          | April 1, 1862  | Aug. 1, 1885  | 7         | Feb. 1 and Aug. 1....  | 108,000       |
| Beloit & Madison.....             | Jan. 1, 1863   | Jan. 1, 1888  | 7         | Jan. 1 and July 1....  | 92,000        |
| Peninsula R. R.....               | July 1, 1863   | Sept. 1, 1898 | 7         | March 1 and Sept. 1..  | 152,000       |
| Consolidated sinking fund.....    | Jan. 16, 1865  | Feb. 1, 1915  | 7         | Feb. 1 and May 1....   | 8,249,000     |
| Chicago & Milwaukee R'y.....      | July 1, 1863   | July 1, 1898  | 7         | Jan. 1 and July 1....  | 1,700,000     |
| Milwaukee & Madison R'y.....      | Sept. 1, 1860  | Sept. 1, 1905 | 6         | March 1 and Sept. 1..  | 1,600,000     |
| Chicago & Tomah.....              | Sept. 1, 1880  | Nov. 1, 1905  | 6         | May 1 and Nov. 1....   | 1,528,000     |
| Chl. M. & No. W. R'y.....         | May 11, 1882   | Nov. 1, 1905  | 6         | May 1 and Nov. 1....   | 750,000       |
| No. West Union R'y.....           | June 1, 1872   | June 1, 1917  | 7         | March 1 and Sept. 1..  | 3,500,000     |
| Madison extension.....            | April 1, 1871  | April 1, 1911 | 7         | April 1 and Oct. 1.... | 3,150,000     |
| Menominee extension.....          | June 1, 1871   | June 1, 1911  | 7         | June 1 and Dec. 1....  | 2,700,000     |
| General consolidated, gold.....   | Nov. 30, 1872  | Dec. 1, 1902  | 7         | June 1 and Dec. 1....  | 12,343,000    |
| Menominee River R. R.....         | July 1, 1876   | July 1, 1906  | 7         | Jan. 1 and July 1....  | 400,000       |
| Menominee River R. R. exten.....  | Jan. 1, 1880   | July 1, 1906  | 6         | Jan. 1 and July 1....  | 160,000       |
| Esc. & Lake Superior R. R.....    | July 1, 1881   | July 1, 1901  | 6         | Jan. 1 and July 1....  | 730,000       |
| Consolidated S. F. of 1879.....   | Oct. 1, 1879   | Oct. 1, 1929  | 6         | April 1 and Oct. 1.... | 6,300,000     |
| Consolidated S. F. of 1879.....   | Oct. 1, 1879   | Oct. 1, 1929  | 6         | April 1 and Oct. 1.... | 8,310,000     |
| Sinking fund debent'ures of 1883  | May 1, 1883    | May 1, 1933   | 5         | May 1 and Nov. 1....   | 10,000,000    |
| Debentures of 1909.....           | July 1, 1884   | Nov. 1, 1909  | 6         | May 1 and Nov. 1....   | 4,000,000     |
| Chicago, Iowa & Nebraska.....     | Aug. 15, 1882  | Aug. 15, 1892 | 7         | Feb. 1 and Aug. 1....  | 129,000       |
| C. R. & M. R., 1st Division.....  | Aug. 1, 1884   | Aug. 1, 1894  | 7         | Feb. 1 and Aug. 1....  | 700,000       |
| C. R. & M. R., 2d Division.....   | Aug. 1, 1883   | Aug. 1, 1894  | 7         | Feb. 1 and Aug. 1....  | 582,000       |
| C. R. & M. R., 3d Division.....   | May 1, 1886    | May 1, 1916   | 7         | May 1 and Nov. 1....   | 2,332,000     |
| C. R. & M. R., 7 per cent mort.   | June 1, 1884   | July 1, 1909  | 7         | June 1 and Dec. 1....  | 750,000       |
| Maple River R. R.....             | July 1, 1877   | July 1, 1897  | 7         | Jan. 1 and July 1....  | 462,500       |
| W. & St. P. R. R., 1st mortgage   | April 10, 1867 | Jan. 1, 1887  | 7         | Jan. 1 and July 1....  | 2,000,000     |
| W. & St. P. R. R., 2d mortgage    | Nov. 1, 1867   | Nov. 1, 1907  | 7         | May 1 and Nov. 1....   | 1,592,000     |
| W. & St. P. R. R. Ext., gold..... | Dec. 1, 1871   | Dec. 1, 1916  | 7         | June 1 and Dec. 1....  | 4,254,000     |
| Minn. Valley R'y.....             | Oct. 1, 1878   | Oct. 1, 1908  | 7         | April 1 and Oct. 1.... | 150,000       |
| R. & No. M. R'y.....              | Sept. 1, 1878  | Sept. 1, 1908 | 7         | March 1 and Sept. 1..  | 100,000       |
| Plainview R. R.....               | Sept. 1, 1878  | Sept. 1, 1908 | 7         | March 1 and Sept. 1..  | 100,000       |
| Dak. Cen. R'y (W. & St. P. Con)   | May 1, 1882    | Sept. 1, 1907 | 6         | March 1 and Sept. 1..  | 1,065,000     |
| Dak. Cen. R'y (So. Ea. Div.)..... | Nov. 1, 1882   | Nov. 1, 1907  | 6         | May 1 and Nov. 1....   | 2,000,000     |
| Iowa Midland R'y.....             | Aug. 1, 1870   | Oct. 1, 1900  | 8         | April 1 and Oct. 1.... | 1,350,000     |
| Ott. C. F. & St. P. R'y.....      | March 1, 1884  | March 1, 1909 | 5         | March 1 and Sept. 1..  | 1,600,000     |
| Des M. & M. R. R.....             | Feb. 1, 1882   | Feb. 1, 1907  | 7         | Feb. 1 and Aug. 1....  | 600,000       |
| No. Ill. R'y Co.....              | April 1, 1885  | March 1, 1910 | 5         | March 1 and Sept. 1..  | 1,500,000     |
| Total.....                        |                |               |           |                        | \$ 91,460,500 |

Total amount of floating debt..... \$ 3,336,275.83  
 Contingent liability as guarantor of bonds or debts of other roads:  
 \$5,725,000, Fremont, Elk & Missouri Valley Railway Co.  
 bonds.  
 \$1,055,000, Missouri Valley and Blair Railway & Bridge  
 Company bonds.  
 \$1,628,000, Sioux City & Pacific Railroad Co., first mort'g.

Total amount of debt liabilities..... \$ 94,796,775.83

Amount of debt per mile of road..... \$ 24,665.40  
 Amount of debt representing the road in Iowa..... 27,438,278.69  
 Total amount of stock and debt..... 169,717,096.38  
 Amount of stock and debt per mile of road..... 44,159.09  
 Amount of interest paid representing the road  
 in Iowa proportion..... 1,454,441.32

## COST OF ROAD AND EQUIPMENT.

Total cost of road and equipment..... \$ 162,562,815.04  
 Average cost of road and equipment per mile  
 [3843.31 miles]..... \$ 42,297.61  
 Proportion of cost of road and equipment for  
 Iowa..... 47,052,707.31  
 Average cost of road and equipment per mile  
 in Iowa [1112.42 miles]..... 42,297.61

## PROPERTY ACCOUNTS.

CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN  
 INCREASED DURING THE YEAR.

Grading and masonry..... \$ 498,211.98  
 Bridging..... 371,563.39  
 Superstructure, including rails..... 457,791.97  
 Land, land damages, and fences..... 150,941.46  
 Passenger and freight stations, coal sheds and water stations }  
 Engine houses, car sheds and turn-tables..... } 177,804.41  
 Machine shops, including machinery and tools..... }  
 Engineering, agencies, salaries, and other expenses during  
 construction..... 11,423.06  
 Purchase of other roads (specifying same), and all partic-  
 ulars:  
 Chicago, Iowa & Nebraska..... 5,967,206.00  
 Cedar Rapids & Missouri River..... 11,240,589.83  
 Maple River..... 2,435,300.60  
 Balance of other expenditures..... 473,115.07

Total for construction..... \$ 21,310,832.10

## EQUIPMENT.

Total for equipment..... \$ 237,771.72  
 Total expenditures charged to property accounts..... \$ 22,021,718.89

Property sold (or reduced in valuation on the books) and cred-  
 ited property accounts during the year (specifying same):  
 Premium on securities, cancellation of stock of proprietary  
 companies merged during the year, etc., etc., etc..... \$ 2,063,267.27  
 Net addition to property account for the year..... \$ 19,958,451.62



## ANALYSIS OF EARNINGS.

|   |                 |                  |
|---|-----------------|------------------|
| Earnings, passenger:  |                 |                  |
| From all passengers.....  | \$ 5,485,307.15 |                  |
| From express.....   | 391,376.26      |                  |
| From mails.....   | 477,128.18      |                  |
| Total earnings, passenger department  |                 | \$ 6,353,811.59  |
| Earnings per train mile run (5,844,322 miles)\$   | 1.0872          |                  |
| Earnings, freight:  |                 |                  |
| Total earnings, freight department.....   | 16,940,112.70   |                  |
| Earnings per train mile run (10,707,282 miles)  |                 |                  |
| Total transportation earnings.....  | 23,293,924.29   |                  |
| Transportation earnings per train mile run, from all trains earning revenue (16,551,604 miles)..... | 1.4073          |                  |
| Transportation earnings per mile of road operated (3,831.61 average miles).....                     | 6,079.41        |                  |
| Proportion of transportation earnings for Iowa.....   | 6,691,728.18    |                  |
| Earnings from all other sources:  |                 |                  |
| Miscellaneous earnings.....   | 209,535.74      |                  |
| Total earnings from all sources.....  |                 | \$ 23,503,460.03 |
| Proportion of earnings for Iowa.....  | \$ 6,751,921.13 |                  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |                 |
|--|-----------------|
| Repairs of road-bed and track.....                           | \$ 1,704,721.69 |
| Renewal of rails (No. tons laid, steel, 10,699.2117).....    | 207,705.76      |
| Renewal of ties (No. laid, 871,221).....                     | 314,337.67      |
| Repairs of bridges, including culverts and cattle-guards.... | 286,905.66      |
| Repairs of fences, road-crossings and signs.....             | 145,063.61      |
| Repairs of buildings, stations and water-tanks.....          | 339,960.37      |
| Total.....   | \$ 2,998,694.76 |

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

|                                |                 |
|--------------------------------|-----------------|
| Repairs of locomotives.....    | \$ 920,585.18   |
| Repairs of passenger cars..... | 406,500.63      |
| Repairs of freight cars.....   | 879,458.07      |
| Total.....                     | \$ 2,206,543.88 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |                 |
|---|-----------------|
| Fuel for locomotives.....                           | \$ 1,776,575.37 |
| Water supply.....                                   | 96,535.16       |
| Oil and waste.....                                  | 170,725.59      |
| Locomotive service.....                             | 1,406,917.18    |
| Passenger train service.....                        | 302,856.01      |
| Passenger train supplies.....                       | 72,598.01       |
| Mileage of cars (debit balance).....                | 23,030.05       |
| Freight train service.....                          | 675,039.00      |
| Freight train supplies.....                         | 18,762.38       |
| Mileage of freight cars, (debit balance).....       | 71,081.99       |
| Telegraph expenses (maintenance and operating)..... | 342,099.12      |
| Damage and loss of freight and baggage.....         | 47,765.55       |
| Damages to property and cattle.....                 | 22,700.44       |
| Personal injuries.....                              | 97,743.91       |
| Agents and station service.....                     | 1,909,845.37    |
| Station supplies.....                               | 89,014.53       |
| Total.....  | \$ 7,213,267.64 |

## CLASS 4.—GENERAL EXPENSES.

|  |                 |
|--|-----------------|
| Salaries of general officers and clerks.....                                       | \$ 178,091.11   |
| Legal expenses.....  | 61,468.45       |
| Insurance.....   | 1,769.38        |
| Stationery and printing.....   | 113,895.82      |
| Outside agencies and advertising.....  | 277,802.15      |
| Contingencies.....   | 99,789.74       |
| Taxes in Iowa, \$162,786.80; taxes in other States, \$522,902.38; total taxes..... | 685,689.18      |
| Total.....   | \$ 1,418,505.83 |

## RECAPITULATION OF EXPENSES.

|   |                  |
|---|------------------|
| Maintenance of way and buildings.....   | \$ 2,998,694.76  |
| Maintenance of motive power and cars.....   | 2,206,543.88     |
| Conducting transportation.....  | 7,213,267.64     |
| General expenses, including taxes.....  | 1,418,505.83     |
| Total operating expenses and taxes.....   | \$ 13,837,012.11 |
| Operating expenses and taxes per mile of road operated (3,831.61 average miles).....                | \$ 3,611.28      |
| Operating expenses and taxes per train mile run, for trains earning revenue (16,551,604 miles)..... | .8360            |
| Proportion of operating expenses and taxes for Iowa.....  | \$ 3,975,006.08  |
| Expenses of running and management of passenger trains.....   | 3,368,679.90     |
| Expenses of running and management of passenger trains, per train mile, cents.....                  | 57.65            |
| Expenses of running and management of freight trains.....   | 10,468,332.21    |
| Expenses of running and management of freight trains, per train mile, cents.....                    | 97.77            |
| Expenses of running and management of all trains earning revenue.....                               | 13,837,012.11    |
| Percentage of expenses and taxes to earnings.....   | 58.87            |

## GENERAL EXHIBIT.

|   |               |                  |
|---|---------------|------------------|
| Total earnings.....   |               | \$ 23,503,460.03 |
| Total expenses, including taxes.....  |               | 13,837,012.11    |
| Net earnings.....   |               | 9,666,447.92     |
| Rentals, specifying amount paid to each company:                                  |               |                  |
| Chicago, Iowa & Nebraska R. R. Co., credit \$                                     | 46,891.24     |                  |
| Cedar Rapids & Missouri R. R. Co., credit   | 55,512.65     |                  |
| Maple River R. R. Co., credit   | 7,050.57      |                  |
| Des Moines & Minnesota R. R. Co., debit   | 17,032.00—    | Cr. 91,922.46    |
| Interest accruing during the year.....  |               | 5,116,748.91     |
| Interest paid during the year.....  |               | 5,024,962.41     |
| Interest paid during the year on account of<br>the road in Iowa [proportion]..... |               | 1,454,441.32     |
| Interest on funded debt.....  |               | 5,116,748.91     |
| Interest paid on funded debt.....   |               | 5,024,962.41     |
| Sinking fund.....   |               | 58,000.00        |
| Dividends declared, 7 per cent on common stock                                    | 2,195,490.50  |                  |
| Dividends declared, 8 per ct. on preferr'd stock                                  | 1,785,858.00— | 3,981,348.50     |
| Interest falling due during the year and not paid                                 | 91,786.50     |                  |
| Balance for the year.....   |               | 602,272.97       |
| Balance at commencement of the year.....  |               | 9,423,759.11     |
| Balance at the close of the year, June 30, 1885.....                              |               | \$ 10,026,032.08 |

## INCOME ACCOUNT.

|  |                  |
|--|------------------|
| Income from earnings.....  | \$ 23,503,460.03 |
| Income from lands sold or leased during the year<br>[Is not credited to income]..... |                  |
| Total income from all sources for the year.....                                      | \$ 23,503,460.03 |
| Proportion of income for Iowa.....   | \$ 6,751,921.13  |

## GENERAL RECAPITULATION.

|   |                  |
|---|------------------|
| Total income.....   | \$ 23,503,460.03 |
| Total operating expenses and taxes.....   | 13,837,012.11    |
| Net income above operating expenses and taxes.....  | 9,666,447.92     |
| Net income above operating expenses, taxes, interest, sink-<br>ing funds, and rental..... | \$ 4,583,621.47  |
| Gross income per train mile run (16,551,604 miles) \$                                     | 1.4200           |
| Net income per train mile run (16,551,604 miles)  | .5842            |
| Percentage of net income to stock and debt....  | 5.70             |
| Percentage of net income to cost of road and<br>equipment.....                            | 5.95             |

## SURPLUS.

|   |                 |
|---|-----------------|
| Surplus at the commencement of the year.....            | \$ 9,423,759.11 |
| Surplus at the close of the year.....                   | 10,026,032.08   |
| Cash.....   | 2,704,754.81    |
| Amount of its own stock or bonds owned by the company.. | 171,482.24      |
| Amount absorbed in construction and equipment.....      | 4,699,384.13    |
| Amount in material and balances from other roads.....   | 2,450,410.90    |

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

|  |                   |
|--|-------------------|
| DEBIT.   |                   |
| Cost of road and equipment.....                      | \$ 162,562,815.04 |
| Bonds owned by company.....                          | 2,000.00          |
| Cost of securities sundry proprietary companies..... | 12,453,642.14     |
| Outside real estate in Chicago.....                  | 200,000.00        |
| Cash.....  | 2,704,754.81      |
| Bills receivable.....                                | 371,255.35        |
| Due from agents and companies.....                   | 1,413,983.27      |
| Material and supplies.....                           | 1,888,202.84      |
| Total.....   | \$181,596,653.45  |

## CREDIT.

|   |                  |
|---|------------------|
| Capital stock, Chicago & Northwestern Rail-<br>way stock..... | \$ 63,700,320.53 |
| Capital stock, proprietary companies.....                     | 11,220,000.00    |
| Funded debt.....  | 91,460,500.00    |
| Interest unpaid.....  | 663,335.93       |
| Dividends unpaid.....   | 113,032.00       |
| Notes payable.....  | 275,000.00       |
| Vouchers and accounts.....                                    | 2,284,907.90     |
| Other liabilities.....  | 1,853,525.01     |
| Income account.....   | 10,026,032.08    |
| Total.....  | \$181,596,653.45 |

## DESCRIPTION OF ROAD.

MILES OF ROAD COMPLETED JUNE 30, 1885.

| FROM                                 | Total miles. | Illinois. | Iowa.    | Wisconsin. | Michigan. | Minnesota. | Dakota. |
|--------------------------------------|--------------|-----------|----------|------------|-----------|------------|---------|
| Chicago to Mississippi River         | 137.00       | 137.00    |          |            |           |            |         |
| Mississippi River to Council Bluffs  | 354.00       | .88       | 353.12   |            |           |            |         |
| Clinton to Lyons                     | 2.50         |           | 2.50     |            |           |            |         |
| Lyons to Anamosa quarry              | 70.97        |           | 70.97    |            |           |            |         |
| Maple River Junction to Mapleton     | 60.15        |           | 60.15    |            |           |            |         |
| Wall Lake to Kingsley                | 70.87        |           | 70.87    |            |           |            |         |
| Des Moines to T. & N. W. connection  | 57.34        |           | 57.34    |            |           |            |         |
| Boone to coal banks                  | 3.25         |           | 3.25     |            |           |            |         |
| Carroll to Kirkman                   | 34.81        |           | 34.81    |            |           |            |         |
| Mahoning to Audubon                  | 17.00        |           | 17.00    |            |           |            |         |
| Stanwood to Tipton                   | 8.50         |           | 8.50     |            |           |            |         |
| Belle Plaine to Muchakinock          | 64.00        |           | 64.00    |            |           |            |         |
| Tama to Elmore                       | 164.50       |           | 164.50   |            |           |            |         |
| Jewell Junc. to D. M. & M. connect'n | 1.75         |           | 1.75     |            |           |            |         |
| Jewell Junction to Lake City         | 58.30        |           | 58.30    |            |           |            |         |
| Eagle Grove to Hawarden              | 145.20       |           | 145.20   |            |           |            |         |
| Chicago to Freeport                  | 121.00       | 121.00    |          |            |           |            |         |
| Chicago to South Branch              | 4.50         | 4.50      |          |            |           |            |         |
| Chicago to Montrose                  | 5.20         | 5.20      |          |            |           |            |         |
| Elgin to Lake Geneva                 | 48.04        | 35.82     | 12.22    |            |           |            |         |
| St. Charles to Aurora                | 11.80        | 11.80     |          |            |           |            |         |
| Sycamore to Cortland                 | 4.64         | 4.64      |          |            |           |            |         |
| Chicago to Ft. Howard                | 242.20       | 69.73     | 172.47   |            |           |            |         |
| Appleton Water Power extension       | 3.63         |           | 3.63     |            |           |            |         |
| Renosha to Rockford                  | 72.10        | 44.03     | 28.07    |            |           |            |         |
| Sheboygan to Princeton               | 78.40        |           | 78.40    |            |           |            |         |
| Janesville to Afton                  | 6.10         |           | 6.10     |            |           |            |         |
| Chicago to Milwaukee                 | 85.00        | 44.60     | 40.40    |            |           |            |         |
| Milwaukee to Fon du Lac              | 62.63        |           | 62.63    |            |           |            |         |
| Milwaukee to Montford                | 140.88       |           | 140.88   |            |           |            |         |
| Galena to Woodman                    | 76.84        | 10.30     | 66.54    |            |           |            |         |
| Lancaster Junction to Lancaster      | 12.04        |           | 12.04    |            |           |            |         |
| Platteville Junction to Platteville  | 4.00         |           | 4.00     |            |           |            |         |
| Ft. Howard to Ishpeming              | 182.10       |           | 49.45    | 132.65     |           |            |         |
| Powers to Crystal Falls              | 58.77        |           | 13.73    | 45.04      |           |            |         |
| Iron River Junction to Stambaugh     | 19.50        |           | 19.50    |            |           |            |         |
| Norenta to Metropolitan              | 34.86        |           |          | 34.86      |           |            |         |
| Branches to mines:                   |              |           |          |            |           |            |         |
| Off main line                        | 39.80        |           |          | 39.80      |           |            |         |
| Off E. & L. S. line                  | 8.44         |           |          | 8.44       |           |            |         |
| Off M. R. R. line                    | 32.91        |           | 4.71     | 28.20      |           |            |         |
| Belvidere to Winona                  | 227.00       | 21.00     | 205.87   |            | .13       |            |         |
| Trempealeau to Gatesville            | 6.71         |           | 16.06    |            |           |            |         |
| Valley Junction to Necedah           | 16.06        |           | 16.06    |            |           |            |         |
| Winona to Watertown                  | 322.98       |           |          | 288.50     | 34.48     |            |         |
| Mankota Junction to Mankota          | 3.75         |           |          | 3.75       |           |            |         |
| Sleepy Eye to Redwood Falls          | 24.40        |           |          | 24.40      |           |            |         |
| Rochester to Zumbrota                | 24.48        |           |          | 24.48      |           |            |         |
| Eyola to Plainview                   | 15.01        |           |          | 15.00      |           |            |         |
| Eyola to Chatfield                   | 11.46        |           |          | 11.46      |           |            |         |
| Tracy to Dakota line                 | 46.40        |           |          | 46.40      |           |            |         |
| Minnesota State line to Pierre       | 209.11       |           |          | 209.11     |           |            |         |
| Ordway Junction to Ordway            | 87.48        |           |          | 87.48      |           |            |         |
| Ordway to Columbia                   | 5.47         |           |          | 5.47       |           |            |         |
| Watertown to Redfield                | 71.00        |           |          | 71.00      |           |            |         |
| Watertown Junction to Watertown      | 43.83        |           |          | 43.83      |           |            |         |
| Iroquois to Hawarden (State line)    | 125.49       |           |          | 125.49     |           |            |         |
| Total                                | 3,843.31     | 510.50    | 1,112.42 | 920.91     | 308.49    | 414.13     | 576.88  |

No leased lines.

|   |          |
|---|----------|
| Total length of road operated by this company                       | 3,843.31 |
| Total length of road operated by this company in Iowa               | 1,112.42 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings | 971.04   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings  | 141.38   |
| Weights per yard, steel, 50 to 65 lbs.                              |          |
| Weights per yard, iron, 50 to 60 lbs.                               |          |
| Gauge of track, 1,600 miles, 3 feet.                                |          |
| Gauge of track, 3,827.31 miles, 4 feet, 8½ inches.                  |          |
| Part of the road first opened for operation during the year:        |          |
| Belle Plaine to What Cheer, Sept. 29, 1884                          | 38.19    |
| What Cheer to Muchakinock, Nov. 1, 1884                             | 25.81    |
| Total miles of road operated by this company*                       | 3,843.31 |
| Total miles of road operated by this company in Iowa                | 1,112.42 |

## STATIONS.

|  |     |
|--|-----|
| Number of stations on all roads owned by this company    | 439 |
| Same in Iowa   | 120 |
| Number of stations on all roads operated by this company | 624 |
| Same in Iowa   | 191 |
| Number of telegraph offices in stations in Iowa          | 162 |

## EMPLOYEES.

|  |                 |
|--|-----------------|
| Number of persons regularly employed on all roads operated by this company       | 15,485          |
| Same in Iowa   | 3,695           |
| Amount paid employes, including officials, on all roads operated by this company | \$ 9,090,206.12 |
| Same in Iowa   | 2,015,364.48    |

## BRIDGES IN IOWA.

|  | No.   | Aggregate length. |
|--|-------|-------------------|
| Wooden truss bridges over 100 feet in length | 2     | 276               |
| Combination bridges over 100 feet in length  | 11    | 3,214             |
| Iron bridges over 100 feet in length         | 13    | 3,057             |
| Wooden trestle and pile                      | 1,597 | 182,598           |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                              |     |       |
|------------------------------|-----|-------|
| With 25 feet opening or more | 18  |       |
| Less than 25 feet opening    | 502 | 7,917 |

## BOX CULVERTS IN IOWA.

|        |     |
|--------|-----|
| Timber | 341 |
| Stone  | 75  |

## CATTLE-GUARDS.

|                    |       |
|--------------------|-------|
| Number of, in Iowa | 1,489 |
|--------------------|-------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |  |
|--|--|
| Amount of trestle work replaced with earth during the year (lineal feet) |  |
|--|--|

## BRIDGES BUILT IN IOWA DURING THE YEAR.

| LOCATION.   | Kind.  | When built. | Length in feet. |
|---|--|-------------|-----------------|
| Denison .....                                     | 2 spans iron through bridge, 127 feet each             | 1884        | 264             |
| Dunlap .....                                      | 2 spans iron through bridge, 127 feet each             | 1884        | 264             |
|   | 1 span iron through bridge                             |             | 156             |
|   | 1 span combination                                     |             | 156             |
| On line between Belle Plaine and Muchaknock ..... | 1 span Howe truss                                      |             | 118             |
|   | 1 span Howe truss                                      |             | 84              |
|   | 1 span Howe truss                                      |             | 32              |
|   | 8 spans Howe truss, 72 feet each                       |             | 576             |
|   | 178 trestle and pile bridges                           |             | 15,424          |
|   | 106 culverts of wood                                   |             |                 |
| On old line.....                                  | 2 stone arches, 41 span                                |             |                 |
|   | 2,000 lineal feet of pile and trestle bridges rebuilt. |             |                 |
| Total .....                                       |  |             | 17,198          |

|   |    |
|---|----|
| Give the average number of years the trestle and pile bridges last on your road in Iowa; about..... | 10 |
| Give the average number of years that wooden truss bridges last on your road in Iowa; about .....   | 10 |

## ROAD-BED AND TRACK.

|  |         |
|--|---------|
| Number of track sections in Iowa, about .....  | 196     |
| Average length of sections, miles, about.....  | 5.67    |
| Average number of men in each section gang.....  | 5       |
| Number of new ties laid in track during the year in Iowa..   | 235,578 |
| Average number of new ties per mile of road.....   | 211.8   |
| New rails laid in track during the year in Iowa—steel (2595-1459 tons) miles, 51,0070-5280 (25½ miles of track)..... |         |
| Total track laid with new rails during the year in Iowa, miles .....   | 25½     |

## CROSSINGS IN IOWA.

|   |
|---|
| What railroad crosses your road at grade, and at what locality?       |
| Chicago, Milwaukee & St. Paul, at St. Paul, at Clinton [2 crossings]. |
| Chicago, Milwaukee & St. Paul, at De Witt.                            |
| Chicago, Milwaukee & St. Paul, at Wheatland.                          |
| Chicago, Milwaukee & St. Paul, at Cedar Rapids.                       |
| Burlington, Cedar Rapids & Northern, at Cedar Rapids.                 |
| Chicago, Milwaukee & St. Paul, at Tama.                               |
| Central Railroad of Iowa, at Marshalltown.                            |
| Wisconsin, Iowa & Nebraska, at Marshalltown.                          |
| Minneapolis & St. Louis, at Ogden.                                    |
| Des Moines & Ft. Dodge, at Grand Junction.                            |
| Des Moines & Northern, at New Jefferson.                              |
| Union Pacific, near Council Bluffs.                                   |
| Chicago, Burlington & Quincy, near Council Bluffs.                    |
| Chicago, Milwaukee & St. Paul, near Council Bluffs.                   |
| Chicago, Rock Island & Pacific, near Council Bluffs.                  |
| Chicago, Rock Island & Pacific, at Des Moines.                        |
| Wabash, St. Louis & Pacific, at Des Moines.                           |
| Chicago, Milwaukee & St. Paul, near Sheldahl.                         |
| Chicago & Northwestern, at Ames.                                      |
| Chicago, Milwaukee & St. Paul, at Lyons.                              |
| Chicago, Milwaukee & St. Paul, at Delmar Junction.                    |
| Chicago, Milwaukee & St. Paul, at Anamosa.                            |
| Chicago, Rock Island & Pacific, at Carnforth.                         |
| Burlington, Cedar Rapids & Northern, near What Cheer.                 |

|   |
|---|
| Chicago, Rock Island & Pacific, near Tloga.                                 |
| Central Railroad of Iowa, near Gainford.                                    |
| Burlington & Western, near Gainford.  |
| Chicago, Milwaukee & St. Paul, at Tama.                                     |
| Wisconsin, Iowa & Nebraska, at Gladbrook.                                   |
| Central of Iowa, at Gifford.  |
| Des Moines & Ft. Dodge, at Gowrie.  |
| Wabash, St. Louis & Pacific, at Lohrville.                                  |
| Illinois Central, at Webster City.  |
| Burlington, Cedar Rapids & Northern, at Goldfield.                          |
| Minneapolis & St. Louis, at Whitman.  |
| Des Moines & Fort Dodge, at Rolfe.  |
| Chicago, St. Paul, Minneapolis & Omaha, at Alton.                           |
| Chicago, Milwaukee & St. Paul, at Hawarden.                                 |
| What railroads cross your road, either over or under, and at what locality: |
| St. Louis, Des Moines & Northern, at Boone, over.                           |
| Chicago, Milwaukee & St. Paul, at Center Junction, over.                    |
| Chicago, Milwaukee & St. Paul, near Manning, over.                          |
| Burlington, Cedar Rapids & Northern, at Tilton, over.                       |
| Minneapolis & St. Louis, at Dayton, over.                                   |
| Chicago, Milwaukee & St. Paul, at Algona, under.                            |
| Minneapolis & St. Louis, at Dakota City, under.                             |

|   |       |
|---|-------|
| Number of highway crossings at grade.....                 | 1,096 |
| Number of highway crossings at which there are flagmen. . | 10    |
| Number of highway crossings over railroad.....            | 9     |
| Number of highway crossings under railroad.....           | 23    |
| Number of highway bridges 18 feet above track.....        | 5     |

## FENCING IN IOWA.

|  |     |
|--|-----|
| How many miles of your road in Iowa are fenced? About..  | 848 |
| How many miles of new fencing have you built and added during the year? About.....   | 291 |
| Give the number of miles needed on both sides of your track in each county in Iowa? No data; fence is built as fast as needed. There are about 264 miles of road in Iowa not fenced. |     |

## ROLLING STOCK.

|   |        |
|---|--------|
| Number of locomotives .....   | 671    |
| Number of passenger cars .....  | 306    |
| Number of baggage, mail and express cars.....   | 153    |
| Number of parlor and sleeping cars .....  | 7      |
| Number of dining cars.....  | 9      |
| Number of box freight cars.....   | 11,668 |
| Number of stock cars.....   | 1,925  |
| Number of platform and coal cars .....  | 2,653  |
| Number of other cars.....   | 4,338  |
| Total number of cars.....   | 21,054 |
| Maximum weight of locomotives and tenders, tons.....  | 75     |
| Average weight of locomotives and tenders, tons .....   | 50     |
| Number of locomotives equipped with train brake.....  | 372    |
| Kind of brake, Westinghouse air brake.  |        |
| Maximum weight of passenger cars, tons .....  | 29½    |
| Average weight of passenger cars, tons .....  | 24     |
| Number of cars equipped with train brake.....   | 472    |
| Kind of brake, Westinghouse air brake.  |        |
| Number of passenger cars equipped with Miller platform and buffer.....  | 472    |
| The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine, 39 tons; tons..... | 275    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |            |
|--|------------|
| Miles run by passenger trains during the year..... | 5,844,322  |
| Miles run by freight trains during the year.....   | 10,707,282 |
| Miles run by switching trains during the year..... | 4,615,180  |
| Miles run by other trains during the year.....     | 806,509    |
| Total train mileage.....                           | 21,973,296 |

## CARS AND WEIGHT OF TRAINS.

|  |        |
|--|--------|
| Average number of cars in passenger trains, about.....                   | 4.48   |
| Average weight of passenger trains, exclusive of passengers about.....   | 110.75 |
| Average number of cars in freight trains, about.....                     | 19.20  |
| Average weight of freight trains, exclusive of freight, tons, about..... | 211.20 |

## PASSENGER TRAFFIC.

|   |             |
|---|-------------|
| Total number of passengers carried.....                     | 8,453,737   |
| Total passenger mileage, or passengers carried one mile.... | 229,967,003 |
| Average distance traveled by each passenger, miles.....     | 27.20       |
| Average amount received from each passenger.....            | \$ 2.39     |
| Highest rate of fare per mile for any distance.....         | .04         |
| Lowest rate of fare per mile for any distance.....          | .01         |
| Average rate of fare per mile for all passengers.....       | 2.39        |

## FREIGHT TRAFFIC.

|   |               |
|---|---------------|
| Total tons of freight carried.....  | 8,252,743     |
| Total freight mileage, or tons carried one mile.....  | 1,420,414,843 |
| Average rate per ton per mile received for all freight, cents.....  | 1.19          |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa. No data. |               |

## CAR MILEAGE.

|   |             |
|---|-------------|
| Number of miles run by loaded freight cars east and south.....  | 79,753,896  |
| Number of miles run by loaded freight cars west and north.....  | 74,323,667  |
| Number of miles run by empty freight cars east and south.....   | 22,473,201  |
| Number of miles run by empty freight cars west and north.....   | 27,766,963  |
| Total freight car mileage.....  | 204,317,727 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 21.98       |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 27.19       |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger 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.....  | 1,580,244 | 19.15     |
| Flour.....  | 224,849   | 2.72      |
| Provisions (beef, pork, lard, etc.).....                    | 83,343    | 1.01      |
| Animals.....  | 378,609   | 4.59      |
| Other agricultural products.....                            | 162,965   | 1.97      |
| Lumber and forest products.....                             | 977,370   | 11.84     |
| Coal.....   | 1,114,804 | 13.51     |
| Plaster, lime, cement.....                                  | 74,886    | .91       |
| Salt.....   | 54,472    | .66       |
| Petroleum and oil.....                                      | 48,772    | .59       |
| Iron, steel and castings.....                               | 288,028   | 3.49      |
| Stone and brick, sand and clay.....                         | 199,355   | 2.42      |
| Manufactures—articles shipped from point of production..... | 356,773   | 4.32      |
| Merchandise, and other articles not enumerated above.....   | 2,708,273 | 32.82     |
| Total tons carried.....                                     | 8,252,743 | 100.      |

## TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT CLINTON, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                |           |
|--------------------------------|-----------|
| East bound number of tons..... | 833,432   |
| West bound number of tons..... | 526,182   |
| Total tons.....                | 1,359,614 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS. FORWARDED. | PER CENT. |
|---|------------------|-----------|
| Grain.....  | 305,861          | 25.76     |
| Flour.....  | 6,664            | .56       |
| Provisions (beef, pork, lard, etc.).....                    | 20,871           | 1.76      |
| Animals.....  | 125,927          | 10.61     |
| Other agricultural products.....                            | 29,619           | 2.60      |
| Lumber and forest products.....                             | 149,349          | 12.68     |
| Coal.....   | 337,242          | 28.41     |
| Plaster, lime, cement.....                                  | 10,448           | .88       |
| Salt.....   | 426              | .04       |
| Petroleum and oil.....                                      | 3,465            | .29       |
| Iron, steel and castings.....                               | 1,057            | .09       |
| Stone, brick, sand and clay.....                            | 72,918           | 6.14      |
| Manufactures—articles shipped from point of production..... | 12,697           | 1.07      |
| Merchandise, and other articles not enumerated above.....   | 110,503          | 9.31      |
| Total tons carried.....                                     | 1,187,047        | 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? American Express Company and United States Express Company. Rates are various. Express companies have no care of machinery or repairs. They do a miscellaneous business, restricted to articles properly belonging to express business. They deliver freight into this company's cars.

SLEEPING-CARS.

Do sleeping, parlor, or dining-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? Sleeping cars are run, owned by the New York Central Sleeping Car Company, which makes and collects the charges therefor. Dining cars are run, owned by this company, on which the charges are 75 cents per meal. Parlor cars are run, owned by this company on which the charges are from 10 cents upward, according to the distance traveled. 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. New York Central Sleeping Car Company, \$14,295.82 (for cars additional to regular supply).

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$119,947.06. Compensation for mail service is not permanently fixed. Service is ordered "Subject to rules and regulations of the Department." Amount paid is dependent on the weight of mail carried over each route.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? This Company owns no telegraph line exclusively, but owns certain wires or rights in all lines. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? All owned or controlled by Western Union Telegraph Company. About 1,112 miles.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED AND INJURED.

| DATE.        | NAME AND OCCUPATION.        | PLACE.       | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.          |
|--------------|-----------------------------|--------------|---|
| 1884         |                             |              |   |
| July 2       | R. B. Putnam, yard master   | Boone        | Coupling; fatal.                                    |
| July 3       | E. S. Meloy, civil engineer | Guernsey     | Train derailed; left foot amputated.                |
| July 3       | Ira Husted, brakeman        | Guernsey     | Train derailed; fatal.                              |
| July 3       | J. W. Gill, road master     | Guernsey     | Train derailed; back injured.                       |
| July 4       | J. S. Skerret, laborer      | Boon River   | Hand-car derailed; collar bone broken.              |
| July 4       | H. Hartman, switchman       | Galva        | Collision; hand crushed.                            |
| July 7       | H. Hartman, switchman       | Galva        | Collision; hand crushed.                            |
| July 8       | L. Lackey, laborer          | Dow City     | Upr. 2 brace of bridge fell on him; back broken.    |
| July 8       | M. O'Leary                  | Connell Run  | Getting on train; leg amputated.                    |
| July 11      | A. P. Clawson, laborer      | Stamwood     | Chin of steel rail; flew in his eye; eye destroyed. |
| July 12      | John W. Perkins             | Wakarusa     | Stranding near track; struck; fatal.                |
| July 13      | W. J. Dyke                  | Edellville   | Found dead on track; run over; fatal.               |
| July 17      | H. E. Dalton, brakeman      | Essex        | Hand wrenched in letting off brake; wrist sprained. |
| July 17      | E. H. Ott, helper           | Arcaida      | Machinery fell on him; leg broken.                  |
| July 24      | J. E. Bak F                 | Irwin        | Walking on track; arm and leg bruised.              |
| July 25      | John W. Perkins             | Belle Plaine | Fell on his foot; toes bruised.                     |
| July 25      | H. L. Landis, switchman     | Edellville   | Getting on train; fatal.                            |
| July 25      | H. L. Landis, switchman     | Edellville   | Getting on train; toes bruised.                     |
| July 31      | Chas. Fish, brakeman        | Ames         | Coupling; finger crushed.                           |
| August 1     | B. F. Shuey, brakeman       | Sedar Rapids | Coalerrick fell on him; shoulder dislocated.        |
| August 27    | C. E. Marden, brakeman      | Marshalltown | Fell off train; shoulder dislocated.                |
| September 1  | W. J. Cromwell, brakeman    | Waverly      | Coupling; right arm bruised.                        |
| September 12 | James Jones                 | Clarence     | Uncoupling; leg broken.                             |
| September 16 | S. S. Benedict, brakeman    | Ames         | Getting on train; manovels of legs.                 |
| September 17 | Jas. Perdon, yard master    | Ives Moines  | Uncoupling; foot sprained.                          |
| September 18 | A. E. Kenyon, brakeman      | Orange City  | Coupling; left hand crushed.                        |
| September 20 | John Dick                   | Odebolt      | Collision; slightly bruised.                        |
| September 20 | J. W. Perry, brakeman       | Carson       | Fell off train; left knee sprained.                 |
| September 20 | J. W. Perry, brakeman       | Carson       | Fell off train; left knee sprained.                 |
| September 26 | Chas. Ware, operator        | Dow City     | Getting on train; toe crushed.                      |
| September 26 | M. Evans, conductor         | Webster City | Coupling; finger broken.                            |
| September 27 | John Aikin                  | Sedar Rapids | Driving over crossing; compound fracture of leg.    |
| September 30 | E. Elawichter, brakeman     | Clinton      | Fell into man-hole of engine tank; back wrenched.   |

REPORT OF ACCIDENTS IN IOWA—CONTINUED

| DATE.       | NAME AND OCCUPATION.        | PLACE.          | CAUSES OF ACCIDENTS AND CHARACTER OF INJURY.                  |
|-------------|-----------------------------|-----------------|---|
| 1884.       |                             |                 |   |
| October 4   | H. Johnson, carpenter       | Cornforth       | Was in tool car when other cars backed against it; arm cut.   |
| October 2   | W. H. Sutton, engineer      | West Side       | Getting on engine; ankle fractured.                           |
| October 6   | E. McCarthy                 | Clinton         | Lying on track; foot crushed.                                 |
| October 6   | E. L. Buford, brakeman      | Cedar Rapids    | Fell off train; fatal.  |
| October 11  | Ed. Biste, switchman        | Carroll         | Thrown from car while switching; knee bruised.                |
| October 13  | J. H. Phillips, brakeman    | Almont          | Coupling; hand and fingers bruised.                           |
| October 15  | D. Mullin, laborer          | Belle Plaine    | Getting off car; shoulder dislocated.                         |
| October 15  | Gus. Switzer, brakeman      | Jewell Junction | Coupling cars; fingers smashed.                               |
| October 27  | M. F. Haverty, switchman    | Clinton         | Coupling cars; fingers amputated.                             |
| October 29  | J. G. Marshall, switchman   | Eagle Grove     | Uncoupling cars; two fingers pinched.                         |
| November 1  | E. D. Spengenberg, brakeman | Missouri Valley | Coupling; fatal.  |
| November 5  | W. Rhinehart, brakeman      | Gray            | Getting off car; ankle sprained.                              |
| November 7  | W. Hampton, brakeman        | Sac City        | Coupling; finger amputated.                                   |
| November 10 | Mat. Watson, laborer        | Tioga           | Fell off car; hip cut.  |
| November 11 | G. J. Fullich, switchman    | Clinton         | Coupling; finger smashed.                                     |
| November 11 | L. E. Hranon, brakeman      | Arvadia         | Fell off engine; back bruised.                                |
| November 15 | W. Ronwick, brakeman        | Corretionville  | Coupling; thumb and finger bruised.                           |
| November 15 | J. R. Fegan, machinist      | Lyons           | Getting off cars; body bruised.                               |
| November 17 | Fred. B. obasco, brakeman   | Guernsey        | Stepped off a car through a bridge; leg broken.               |
| November 19 | Dan Hopkins, brakeman       | Eagle Grove     | Fell through scuttlehole of coal shed; fatal.                 |
| November 21 | C. S. McElroy, switchman    | Carroll         | Coupling; finger amputated.                                   |
| November 22 | E. Jessup, brakeman         | Alton           | Uncoupling; left foot amputated.                              |
| November 22 | J. A. Perry, yardmaster     | Cedar Rapids    | Uncoupling; hand badly bruised.                               |
| November 24 | Metcalf, baggage man        | Cedar Rapids    | Coupling; finger and thumb crushed.                           |
| November 25 | J. Pickerich, brakeman      | Chelsea         | Coupling; finger and thumb crushed.                           |
| November 27 | L. C. Idlescoffer, brakeman | Marshalltown    | Coupling; finger crushed.                                     |
| November 28 | J. W. Dodds, brakeman       | What Cheer      | Coupling; hand bruised.                                       |
| November 29 | J. Benjamin, engineer       | Cedar Rapids    | Collision; limbs bruised.                                     |
| November 29 | Fred. Phillips, fireman     | Cedar Rapids    | Collision; fatal.   |
| November 30 | W. B. Hranon, brakeman      | Jewell Junction | Bottom of coal bucket fell on his foot; toe jammed.           |
| December 3  | D. Hennessy                 | Clinton         | Getting on car; arm broken.                                   |
| December 4  | W. Cunningham, brakeman     | Sac City        | Uncoupling; hand bruised.                                     |
| December 5  | E. Enkikisson, brakeman     | Boone           | Knocked off car by telegraph wire; face bruised.              |
| December 5  | M. E. Dalton, brakeman      | Lowden          | Fell off car; shoulder dislocated.                            |
| December 15 | W. T. Shaw, brakeman        | Clinton         | Leg caught between engine and box car; knee wrenched.         |
| December 16 | John Holstrom, section man  | Wall Lake       | Thrown off car by breaking of handle; badly bruised.          |
| December 17 | F. Anderson, fireman        | Stanwood        | Jumped from an engine; leg bruised.                           |
| December 24 | W. H. Thurston, switchman   | Belle Plaine    | Coupling; fingers crushed.                                    |
| December 24 | W. Black, brakeman          | Story           | Hand caught in brake wheel; two fingers sprained.             |
| December 24 | J. F. Jackson, engineer     | Luzerne         | Collision; bruised generally.                                 |
| December 27 | W. D. Bramon, brakeman      | Ogden           | Coupling; finger bruised.                                     |
| December 27 | C. W. Farmer, fireman       | Long Point      | Jumped from an engine; shoulder bruised.                      |
| 1885.       |                             |                 |   |
| January 1   | A. Black, switchman         | Holstein        | Caught between engine and coach; legs bruised.                |
| January 9   | A. Banks, brakeman          | Cedar Rapids    | Standing on draw-bar; foot caught; foot crushed.              |
| January 10  | A. Banks, brakeman          | Alton           | Coupling; collar bone broken.                                 |
| January 10  | E. A. Davis, conductor      | Cedar Rapids    | Fell off freight platform; ankle sprained.                    |
| January 17  | C. A. Fleming, fireman      | Boone           | Shaking grate and slipped; head and breast bruised.           |
| January 19  | Ed. Peterson, brakeman      | Carroll         | Wheel of hand car broke; leg broken.                          |
| January 21  | James Gaughen, laborer      | Rockdale        | Coupling; finger broken; thumb bruised.                       |
| January 26  | C. A. Granger, brakeman     | Bradgate        | Coupling; finger bruised.                                     |
| January 26  | P. Gilligan, switchman      | Des Moines      | Coupling; right hand pinched.                                 |
| February 6  | W. H. Hranon, brakeman      | Holstein        | Coupling; arm bruised.  |
| February 7  | R. Melville, brakeman       | Coon River      | Jumped from train; hip bruised.                               |
| February 7  | Thos. Shearn, engineer      | Lawn Hill       | Broken rail; knee injured.                                    |
| February 15 | W. Van Amberg, laborer      | Anamosa         | Laid down on track; fatal.                                    |
| February 18 | John Lawson, brakeman       | Anamosa         | Coupling; finger crushed.                                     |
| February 18 | Chas. Kreuger, brakeman     | Stanhope        | Jumped from engine; internal.                                 |
| February 18 | John Witez, brakeman        | Boone           | Driving over crossing; fatal.                                 |
| February 22 | J. Murphy, brakeman         | Le Grand        | Broken rail; thumb sprained.                                  |
| February 22 | J. Murphy, brakeman         | Le Grand        | Broken rail; ankle sprained.                                  |
| February 23 | J. P. Springer, brakeman    | West Side       | Coupling; hand crushed.                                       |
| February 24 | A. Hagen, fireman           | Whitten         | Engine derailed by broken draw-bar; head and face cut.        |
| February 25 | L. E. Byers, switchman      | Belle Plaine    | Coupling; finger cut.   |
| March 2     | G. Morrison                 | Carroll         | Standing on draw-bar of car; foot crushed.                    |
| March 3     | F. E. Kiddie, brakeman      | Low Moor        | Coupling; hand crushed.                                       |
| March 3     | E. Goodwin, conductor       | What Cheer      | Fell off a car; wrist sprained.                               |
| March 3     | D. C. McFarlan, yard master | What Cheer      | Jumped off car; knee sprained.                                |
| March 4     | J. D. Kerby, brakeman       | Ames            | Coupling; body squeezed.                                      |
| March 4     | S. C. Road, brakeman        | Gladbrook       | Unloading freight; plank slipped; foot bruised.               |
| March 5     | G. H. Steele, brakeman      | Belle Plaine    | Coupling; arm bruised.  |
| March 5     | L. O. Idlescoffer, brakeman | Belle Plaine    | Coupling; thumb jammed.                                       |
| March 8     | Jas. Gregg                  | Tama            | Walking on track; fatal.                                      |
| March 8     | W. Hancock, brakeman        | Creeseent       | Struck by a bolt thrown through car window; shoulder bruised. |
| March 18    | M. Mahon, brakeman          | Anamosa         | Getting on engine; foot bruised.                              |
| March 18    | F. L. Pierce, brakeman      | Le Grand        | Coupling; collar bone dislocated.                             |
| March 18    | C. F. Mellich, brakeman     | Grand Junction  | Uncoupling; arm bruised.                                      |
| March 23    | A. Van Horn, brakeman       | Bertram         | Coupling; arm bruised.  |
| March 24    | J. McKee                    | Cedar Rapids    | Getting on train; fatal.                                      |
| March 26    | W. Carpenter                | Bancroft        | Walking on bridge; ankle bruised.                             |
| March 30    | W. Doehran                  | Breda           | Standing on draw-bar; foot crushed.                           |
| March 30    | E. Watkinson                | Blairstown      | Jumped off train; stunned and bruised.                        |
| April 1     | —, Buvenshaw                | De Witt         | Walking on track; bruised generally.                          |
| April 2     | E. F. Clark, conductor      | Anamosa         | Engine left track; arm and ankle broken.                      |
| April 2     | J. D. Cunningham, brakeman  | Anamosa         | Engine left track; back bruised.                              |
| April 2     | R. McCabe, fireman          | Anamosa         | Engine left track; fatal.                                     |
| April 2     | Jas. Mooney, engineer       | Anamosa         | Engine left track; fatal.                                     |
| April 7     | F. Giebe, brakeman          | Clinton         | Fell on engine tank; internal.                                |

REPORT OF ACCIDENTS FOR IOWA—CONTINUED.

| DATE. | NAME AND OCCUPATION.        | PLACE.          | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.           |
|-------|-----------------------------|-----------------|--|
| 1885. |                             |                 |  |
| April | 7 A. Zollinger, brakeman    | Renwick         | Coupling; hand bruised.                              |
| April | 8 R. Pasch, brakemas        | Orange City     | Coupling; finger bruised.                            |
| April | 9 K. L. Dinklagebauer       | Clinton         | Getting off car; right foot crushed.                 |
| April | 10 J. W. Fitch, brakeman    | Clinton         | Getting on car; hand bruised.                        |
| April | 25 R. Lambert, switchman    | Clinton         | Arm caught between ratchet of way car; arm bruised.  |
| April | 28 F. G. Westrip, switchman | Council Bluffs  | Jumped off car; ankle sprained.                      |
| May   | 3 J. W. Cruse, yardmaster   | Tama            | Fell off car; knee sprained.                         |
| May   | 4 Jas. Waters, laborer      | Delmar Junction | Driving a spike; left wrist bruised.                 |
| May   | 11 C. W. Fitch, brakeman    | Belle Plaine    | Coupling cars; finger mangled.                       |
| May   | 12 C. W. Fitch, brakeman    | Des Moines      | Driving a spike; thumb bruised.                      |
| May   | 17 C. Lund, laborer         | Des Moines      | Fell off car; foot and side bruised.                 |
| May   | 27 Chas. Drill, brakeman    | Radgave         | Coupling; hand bruised.                              |
| June  | 2 C. D. Knight, switchman   | Belle Plaine    | Unloading hand car; leg bruised.                     |
| June  | 9 H. Hermsou                | Carroll         | Driving over crossing; bruised.                      |
| June  | 10 G. Augustine             | Marion          | Driving over crossing; bruised.                      |
| June  | 11 Chas. Curroll            | Marion Valley   | Driving over crossing; bruised.                      |
| June  | 15 Chas. Curroll            | Council Bluffs  | Lying on track; fatal.                               |
| June  | 16 P. Frank, laborer        | Guernsey        | Getting on car; fingers bruised.                     |
| June  | 21 P. Lyndon, laborer       | Seranton        | Struck by tile thrown from car; ear split; head cut. |
| June  | 23 W. Davenport             | Maquoketa       | Walking on track; fatal.                             |
| June  | 27 Martin Grouch, laborer   | Coio            | Fell off hand car; leg and nose broken.              |
| June  | 29 John Jollow, brakeman    | Ames            | Fell between cars; fatal.                            |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENTS.                      | KILLED.     |            |         | INJURED.    |            |         |
|---|-------------|------------|---------|-------------|------------|---------|
|   | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments                               |             | 15         |         |             | 10         |         |
| Collisions                                |             | 1          |         | 1           | 10         |         |
| Caught in frogs, guard rails, or switches |             |            |         |             | 10         |         |
| Coupling cars                             |             |            |         |             | 42         |         |
| Falling from train                        |             |            |         |             | 11         |         |
| Getting on and off trains                 | 1           |            |         |             | 15         |         |
| Highway crossings                         |             |            |         |             |            | 3       |
| Miscellaneous                             |             | 13         |         |             | 24         |         |
| Overhead obstructions                     |             |            |         |             | 1          |         |
| Stealing rides                            |             |            |         |             |            | 6       |
| While intoxicated                         |             |            | 1       |             |            | 1       |
| Trespassers on track                      |             |            | 4       |             |            | 6       |
| Total                                     | 1           | 9          | 9       | 3           | 107        | 16      |

SUMMARY OF ACCIDENTS FOR IOWA.

|  |     |
|--|-----|
| Number of persons killed during the year                           | 19  |
| Number of persons injured during the year                          | 136 |
| Number of casualties purely accidental during the entire year      | 18  |
| Number resulting from lack of caution, carelessness, or misconduct | 105 |
| Number of persons killed while intoxicated                         | 1   |
| Number of persons injured while intoxicated                        | 1   |
| Number of trespassers on track killed                              | 8   |
| Number of trespassers on track injured                             | 6   |
| Number of tramps or others stealing rides killed or injured        | 6   |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Albert Keep, Chicago, Illinois.  
 Vice-President—M. L. Sykes, New York, New York.  
 Secretary—M. L. Sykes, New York, New York.  
 Treasurer—M. L. Sykes, Chicago, Illinois.  
 General Manager—M. Hughitt, Chicago, Illinois.  
 General Superintendent—C. C. Wheeler, Chicago, Illinois.  
 Assistant General Superintendents—W. S. Mellen, Chicago, Illinois; S. Sanborn, Winona, Minnesota.  
 Division Superintendents—E. J. Cuyler, Chicago, Illinois; Chas. Murray, Chicago, Illinois; H. G. Burt, Boone, Iowa; M. Hopkins, Eagle Grove, Iowa; C. A. Swineford, Baraboo, Wisconsin; W. F. Fitch, Escanaba, Michigan; W. P. Cosgrove, Winona, Minnesota; J. S. Oliver, Huron, Dakota.  
 Chief Engineer—E. H. Johnson, Chicago, Illinois.  
 Superintendent of Telegraph—G. H. Thayer, Chicago, Illinois.  
 Auditor—J. B. Redfield, Chicago, Illinois.  
 General Passenger Agent—R. S. Hair, Chicago, Illinois.  
 General Freight Agent—H. R. McCollough, Chicago, Illinois.  
 General Solicitor—B. C. Cook, Chicago, Illinois.



## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Horace Williams, Clinton, Iowa.  
 D. O. Mills, New York.  
 John M. Burke, New York.  
 M. Hughitt, Chicago, Illinois.  
 N. K. Fairbank, Chicago, Illinois.  
 W. L. Scott, Erie, Pennsylvania.  
 C. J. Osborne, New York.  
 F. W. Vanderbilt, New York.  
 W. K. Vanderbilt, New York.  
 H. McK. Twombly, New York.  
 John I. Blair, Blairstown, N. J.  
 A. G. Dulman, New York.  
 David P. Kimball, Boston, Mass.  
 Chauncey M. Depew, New York.  
 Sam'l F. Barger, New York.  
 Albert Keep, Chicago, Illinois.  
 M. L. Sykes, New York.

Date of annual meeting of stockholders: First Thursday in June.  
 Fiscal year of company ends May 31st.  
 General offices of the company are located at Chicago, Illinois.

STATE OF ILLINOIS, } ss.  
 COUNTY OF COOK, }

Albert Keep, President, and J. B. Redfield, Auditor 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., 1885, to the best of their knowledge and belief.

[Signed.]

[L. s.]

ALBERT KEEP,  
 J. B. REDFIELD.

Subscribed and sworn to before me, this 26th day of August, A. D. 1885.

[L. s.]

J. L. MCKITTERICK,  
 Notary Public, Cook County, Ill.

Received and filed in the office of the Commissioners of Railroads, this 28th day of August, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE, 30TH, 1885.

## CAPITAL STOCK.

|  |                 |                  |
|--|-----------------|------------------|
| Amount authorized by articles of association..       | \$50,000,000.00 |                  |
| Amount authorized by vote of the company...          | 41,960,000.00   |                  |
| Amount issued, number of shares.....                 | 41,960          |                  |
| Amount of common stock issued .....                  |                 | \$ 41,960,000.00 |
| Total amount paid in, as per books of the company... |                 | \$ 41,960,000.00 |

|   |               |
|---|---------------|
| Amount of stock per mile of road owned.....   | \$ 87,457.58  |
| Amount of stock representing the road in Iowa | 28,422,819.29 |
| Amount of stock held in Iowa .....            | 227,100.00    |
| Total number of stockholders.....             | 3,055         |
| Number of stockholders in Iowa .....          | 25            |

## DEBT.

Funded debt as follows:

|   |                  |
|---|------------------|
| First mortgage bonds, due July 1, 1917, rate of interest, 6 per cent.....           | \$ 12,500,000.00 |
| Amount of interest paid on same during the year .....                               | 720,000.00       |
| C. & S. W. bonds due Nov. 1, 1899, rate of interest, 7 per cent .....               | 5,000,000.00     |
| Amount of interest paid on same during the year .....                               | 350,000.00       |
| Extension and collateral bonds, due July 1, 1934, rate of interest, 5 per cent..... | 3,000,000.00     |
| Amount of interest paid on same during the year .....                               | 24,750.00        |
| Total amount of debt liabilities .....  | \$ 20,500,000.00 |

|   |               |
|---|---------------|
| Amount of debt per mile of road owned.....                        | \$ 18,300.30  |
| Amount of debt representing the road owned in Iowa .....          | 13,886,267.64 |
| Total amount of stock and debt.....                               | 62,460,000.00 |
| Amount of stock and debt per mile of road owned.....              | 55,757.90     |
| Amount of interest paid representing the road owned in Iowa ..... | 741,560.70    |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROADS AND BRANCHES.

|   |                  |
|---|------------------|
| Total expended for construction .....                                 | \$ 52,167,641.86 |
| Average cost of construction per mile of road<br>(1,120.2 miles)..... | \$ 46,560.93     |
| Proportion of cost of construction for Iowa ..                        | 35,323,291.90    |

## COST OF EQUIPMENT.

|  |                  |
|--|------------------|
| Total for equipment.....   | 7,560,196.58     |
| Average cost of equipment per mile of road<br>operated by company (1,383.4 miles)..... | 5,464.94         |
| Total cost of road and equipment.....  | \$ 59,727,838.42 |
| Average cost of road and equipment per mile<br>owned (1,120.2 miles).....              | 53,318.90        |
| Proportion of cost of road and equipment for<br>Iowa .....                             | 40,442,385.65    |
| Average cost of road and equipment per mile<br>in Iowa (758.5 miles).....              | 53,318.90        |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |               |
|--|---------------|
| Bridging and masonry.....  | \$ 619,907.42 |
| Land, land damages and fences.....   | 7,167.49      |
| Engineering, agencies, salaries, and other expenses during<br>construction ..... | 10,087.57     |
| Fencing .....  | 4,036.09      |
| Construction of Wilton & Tipton branch.....                                      | 14,231.37     |
| Total for construction.....  | \$ 655,430.54 |

## EQUIPMENT

|  |               |
|--|---------------|
| Total for equipment .....                            | 87,721.00     |
| Total expenditures charged to property accounts..... | \$ 743,151.54 |

## ANALYSIS OF EARNINGS.

|  |                 |                  |
|--|-----------------|------------------|
| Earnings, passenger :  |                 |                  |
| From local passengers.....   | \$ 1,680,977.25 |                  |
| From through passengers.....   | 1,198,761.81    |                  |
| From all passengers .....  | 2,879,739.06    |                  |
| From express and baggage .....   | 179,632.01      |                  |
| From mails .....   | 164,746.32      |                  |
| From other sources, passenger department   | 128,019.32      |                  |
| Total earnings, passenger department   |                 | \$ 3,850,136.71  |
| Earning per train mile run [2,482,734 miles].  | \$              | 1.85             |
| Earnings, freight :  |                 |                  |
| From local.....  | \$ 3,632,675.95 |                  |
| From through.....  | 4,430,471.05    |                  |
| Total earnings, freight department..   |                 | \$ 8,063,147.00  |
| Earnings per train/mile run [5,645,100 miles].   | \$              | 1.43             |
| Total transportation earnings .....  |                 | \$ 11,413,283.71 |
| Earnings per train mile run, from all trains<br>earning revenue [8,127,834 miles]..... | \$              | 1.40             |
| Earnings per mile of road operated [1,383.4<br>miles] .....                            | 8,250.17        |                  |
| Proportion of earnings for Iowa .....  | 6,647,970.23    |                  |
| Rents received for use of road, stations, etc...                                       |                 | 211,962.86       |
| Car mileage (credit balances).....   |                 | 207,562.49       |
| Exchange, interest and discount.....   |                 | 295,576.86       |
| Telegraph earnings.....  |                 | 8,411.92         |
| Total earnings from all sources .....  |                 | \$ 12,136,797.34 |
| Proportion of earnings for Iowa.....   | 7,282,078.40    |                  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|  |                 |
|--|-----------------|
| Repairs of road-bed and track .....                          | \$ 776,144.12   |
| Renewal of rails.....  | 87,179.19       |
| Renewal of ties.....   | 139,170.27      |
| Repairs of bridges, including culverts and cattle-guards.... | 191,950.45      |
| Repairs of fences, road-crossings and signs.....             | 32,728.93       |
| Repairs of buildings, stations and water-tanks.....          | 167,996.93      |
| Total .....  | \$ 1,285,169.92 |

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

|                                |                 |
|--------------------------------|-----------------|
| Repairs of locomotives.....    | \$ 862,784.31   |
| Repairs of passenger cars..... | 165,053.04      |
| Repairs of freight cars.....   | 543,638.53      |
| Total .....                    | \$ 1,071,475.88 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|   |                        |
|---|------------------------|
| Fuel for locomotives.....                           | \$ 658,885.30          |
| Water supply .....                                  | 65,993.61              |
| Oil and waste .....                                 | 43,509.15              |
| Locomotive service.....                             | 694,820.56             |
| Passenger train service.....                        | 152,549.79             |
| Passenger train supplies.....                       | 25,658.84              |
| Mileage of passenger cars (debit balance).....      | 17,117.84              |
| Dining-car expenses.....                            | 118,075.54             |
| Freight train service.....                          | 302,796.41             |
| Freight train supplies.....                         | 35,064.96              |
| Mileage of freight cars (debit balance).....        | 221,610.27             |
| Telegraph expenses (maintenance and operating)..... | 123,383.43             |
| Damage and loss of freight and baggage.....         | 17,018.62              |
| Damage to property and cattle .....                 | 39,285.98              |
| Personal injuries.....                              | 51,290.69              |
| Agents and station service.....                     | 897,288.06             |
| Station supplies.....                               | 89,482.32              |
| <b>Total.....</b>                                   | <b>\$ 3,553,831.37</b> |

## CLASS 4—GENERAL EXPENSES.

|  |                        |
|--|------------------------|
| Salaries of general officers and clerks.....   | \$ 221,383.19          |
| Legal expenses.....  | 38,216.60              |
| Stationery and printing.....   | 64,492.76              |
| Outside agencies and advertising.....  | 413,942.71             |
| Contingencies .....  | 93,836.69              |
| Taxes in Iowa, \$87,136.14; taxes in other States, \$207,992.69;<br>total taxes..... | 295,128.83             |
| <b>Total.....</b>  | <b>\$ 1,132,000.78</b> |

## RECAPITULATION OF EXPENSES.

|  |                        |
|--|------------------------|
| Maintenance of way and buildings.....  | \$ 1,285,169.92        |
| Maintenance of motive power and cars.....  | 1,071,475.88           |
| Conducting transportation.....   | 3,553,831.37           |
| General expenses, including taxes.....   | 1,132,000.78           |
| <b>Total operating expenses and taxes.....</b>   | <b>\$ 7,042,477.95</b> |
| Operating expenses and taxes per mile of road,<br>operated (1,383.4 miles).....                          | \$ 5,090.70            |
| Operating expenses and taxes per train mile<br>run, for trains earning revenue (8,127,834<br>miles)..... | .87                    |
| Proportion of operating expenses and taxes for Iowa.....   | \$ 4,225,486.77        |
| Expenses of running and management of passenger trains..   | 1,030,611.10           |
| Expenses of running and management of pas-<br>senger trains per train mile.....                          | .415                   |
| Expenses of running and management of freight trains....   | 2,523,220.27           |
| Expense of running and management of<br>freight trains, per train mile.....                              | .447                   |
| Expense of running and management of all trains earning<br>revenue.....                                  | 3,553,831.37           |
| Percentage of expenses to earnings.....  | 53.03                  |

## GENERAL EXHIBIT.

|  |                  |
|--|------------------|
| Total earnings.....  | \$ 12,136,797.34 |
| Total expenses, including taxes .....                                      | 7,042,477.95     |
| Net earnings.....  | 5,094,319.39     |
| Rentals, specifying amount paid to each company:                           |                  |
| Peoria & Bureau Valley Railroad.....                                       | \$ 125,000.00    |
| Keokuk & Des Moines Railroad.....  | 137,500.00       |
| Hannibal & St. Joseph Railroad.....  | 38,621.52        |
| Missouri River bridge tolls.....   | 196,343.82       |
| Interest accruing during the year.....                                     | 497,465.34       |
| Interest paid during the year.....   | 1,094,750.00     |
| Interest paid during the year on account of the road owned<br>in Iowa..... | 741,560.70       |
| Interest on funded debt.....   | 1,094,750.00     |
| Interest paid on funded debt.....  | 1,094,750.00     |
| Dividends declared (7 per cent).....                                       | 2,937,186.00     |
| Balance for the year.....  | 564,918.05       |
| Balance at commencement of the year.....                                   | 729,257.89       |
| Balance at the close of the year, June 30, 1885.....                       | 131,024.40       |

## INCOME ACCOUNT.

|  |                         |
|--|-------------------------|
| Income from earnings.....                              | \$ 12,136,797.34        |
| Income from lands sold or leased during the year.....  | 330,000.00              |
| <b>Total income from all sources for the year.....</b> | <b>\$ 12,466,797.34</b> |
| Proportion of income for Iowa.....                     | \$ 7,480,078.40         |

## GENERAL RECAPITULATION.

|   |                  |
|---|------------------|
| Total income.....   | \$ 12,466,797.34 |
| Total operating expenses and taxes.....                                 | 7,042,477.95     |
| Net income above operating expenses and taxes.....                      | 5,424,319.39     |
| Net income above operating expenses, taxes, interest and<br>rental..... | 3,832,104.05     |
| Gross income per train mile run [10,522,643<br>miles].....              | \$ 1.18          |
| Net income per train mile run [10,522,643 miles]                        | .36              |
| Percentage of net income to stock and debt.....                         | 8.68             |
| Percentage of net income to cost of road and<br>equipment.....          | 9.08             |

## SURPLUS.

|   |               |
|---|---------------|
| Surplus at the commencement of the year.....                        | \$ 729,257.89 |
| Surplus at the close of the year.....                               | 131,024.40    |
| The amount invested in railroad stocks and bonds.....               | 7,064,889.31  |
| The amount of its own stock or bonds owned by the com-<br>pany..... | 910,000.00    |
| Amount absorbed in construction.....                                | 743,151.54    |
| Amount in material.....   | 310,188.39    |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|  |                         |
|--|-------------------------|
| Cost of road and equipment, including all branches owned by the company        | \$ 59,727,838.42        |
| Cost of railroad bridge at Rock Island   | 758,526.10              |
| Capital stock and bonds of connecting roads                                    | 7,064,389.31            |
| Loans payable on demand and cash in New York                                   | 936,935.87              |
| Six per cent mortgage coupon bonds on hand                                     | 400,000.00              |
| Five per cent extension coupon bonds on hand                                   | 510,000.00              |
| Due from post-office department  | 41,398.26               |
| Stock of material, fuel, &c., on hand  | 310,188.39              |
| Cash and balance due from other roads in the hands of the treasurer at Chicago | 602,986.89              |
| <b>Total</b>   | <b>\$ 70,352,263.24</b> |

## CREDIT.

|                                  |                         |
|----------------------------------|-------------------------|
| Capital stock                    | \$ 41,960,000.00        |
| Six per cent mortgage bonds      | 12,500,000.00           |
| Five per cent extension bonds    | 3,000,000.00            |
| Chicago & Southwestern bonds     | 5,000,000.00            |
| Addition and improvement account | 7,750,000.00            |
| Suspense account                 | 11,238.84               |
| Balance                          | 131,024.40              |
| <b>Total</b>                     | <b>\$ 70,352,263.24</b> |

## DESCRIPTION OF ROAD.

|   |                 |
|---|-----------------|
| Length main line of road from Chicago to Council Bluffs, miles    | 499.20          |
| Length main line in Iowa  | 317.00          |
| Length main line in Illinois                                      | 182.20          |
| Length of double track on main line                               | 162.70          |
| Same in Iowa  | 4.00            |
| Branches owned by this company:                                   |                 |
| South Englewood to South Chicago, miles                           | 7.50            |
| Davenport to Atchison   | 345.00          |
| Washington to Knoxville   | 77.50           |
| Wilton to Muscatine   | 12.00           |
| Atlantic to Audubon   | 24.50           |
| Des Moines to Winterset and Indianola                             | 46.90           |
| Avoca to Harlan   | 11.80           |
| Newton to Monroe  | 17.00           |
| Atlantic to Griswold  | 14.70           |
| Mt. Zion to Keosauqua   | 4.50            |
| Menlo to Guthrie Center   | 14.50           |
| Avoca to Carson   | 17.60           |
| Atchison Junction to Leavenworth                                  | 21.50           |
| Wilton to lime kilns  | 6.00            |
| <b>Total length of branches owned by this company, miles</b>      | <b>621.00</b>   |
| <b>Total length of branches owned by this company in Iowa</b>     | <b>441.50</b>   |
| <b>Total length of branches owned by this company in Illinois</b> | <b>7.50</b>     |
| <b>Total length of branches owned by this company in Missouri</b> | <b>170.00</b>   |
| <b>Total length of branches owned by this company in Kansas</b>   | <b>2.00</b>     |
| <b>Total length of road belonging to this company</b>             | <b>1,120.20</b> |

|   |          |
|---|----------|
| Total length of road belonging to this company in Iowa                    | 758.50   |
| Aggregate length of sidings and other tracks not above enumerated         | 280.10   |
| Same in Iowa  | 151.90   |
| Aggregate length of track, computed as single track, exclusive of sidings | 1,282.90 |
| Same in Iowa  | 762.50   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings       | 663.10   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings        | 257.60   |
| Weights per yard, steel, 60 pounds.                                       |          |
| Weights per yard, iron, 56 to 60 pounds.                                  |          |
| Gauge of track, 4 feet, 8½ inches.  |          |

ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY  
THIS COMPANY UNDER LEASE OR CONTRACT.

|   |                 |
|---|-----------------|
| Name, description and length of each:   |                 |
| Bureau, Illinois, to Peoria, Illinois   | 46.70           |
| Des Moines, Iowa, to Keokuk, Iowa   | 162.20          |
| Cameron, Mo., to Kansas City, Mo. Lease of right to run trains over H. & St. J. R'y | 54.30           |
| <b>Total length of above roads</b>  | <b>263.20</b>   |
| <b>Total length of above roads in Iowa</b>  | <b>162.20</b>   |
| <b>Total length of above roads in Illinois</b>                                      | <b>46.70</b>    |
| <b>Total length of above roads in Missouri</b>                                      | <b>54.30</b>    |
| <b>Total miles of road operated by this company</b>                                 | <b>1,383.40</b> |
| <b>Total miles of road operated by this company in Iowa</b>                         | <b>920.70</b>   |

## STATIONS.

|  |     |
|--|-----|
| Number of stations on all roads owned by this company    | 186 |
| Same in Iowa   | 118 |
| Number of stations on all roads operated by this company | 232 |
| Same in Iowa   | 143 |
| Number of telegraph offices in stations in Iowa          | 83  |

## EMPLOYEES.

|  |                 |
|--|-----------------|
| Number of persons regularly employed on all roads operated by this company       | 8,148           |
| Same in Iowa   | 4,889           |
| Amount paid employes, including officials, on all roads operated by this company | \$ 3,357,819.60 |
| Same in Iowa   | 2,014,691.70    |

## BRIDGES IN IOWA.

|  | No.   | Aggregate Length. |
|--|-------|-------------------|
| Wooden truss bridges over 100 feet in length | 23    | 3,081             |
| Combination bridges over 100 feet in length  | 27    | 3,992             |
| Iron bridges over 100 feet in length         | 42    | 5,417             |
| Wooden trestle and pile                      | 1,682 | 109,272           |
| Iron trestle                                 | 8     | 1,614             |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                              |     |       |
|------------------------------|-----|-------|
| With 20 feet opening or more | 5   | 110   |
| Less than 20 feet opening    | 155 | 1,394 |

## BOX CULVERTS IN IOWA.

|             |     |       |
|-------------|-----|-------|
| Timber..... | 408 | 2,871 |
| Stone.....  | 179 | 752   |

## CATTLE-GUARDS.

|                         |       |        |
|-------------------------|-------|--------|
| Number of in Iowa ..... | 1,706 | 13,648 |
|-------------------------|-------|--------|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |   |         |
|---|---|---------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... |   | 927,198 |
| Timber culverts replaced with stone.....  | 5 | 224     |
| Timber culverts replaced with sewer pipe.....   | 2 | 98      |
| Timber culverts replaced with timber.....   | 8 | 64      |

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.    | Kind.            | Material.          | When built.         | Length in feet. |
|--------------|------------------|--------------------|---------------------|-----------------|
| Eldon .....  | Howe truss ..... | Wood and iron..... | January, 1885 ..... | 66              |
| Floris ..... | Trestle .....    | Iron .....         | August, 1884.....   | 210             |
| Floris ..... | Trestle .....    | Iron .....         | August, 1884.....   | 120             |
| Floris ..... | Trestle .....    | Iron .....         | August, 1884.....   | 300             |
| Total .....  |                  |                    |                     | 696             |

|   |   |
|---|---|
| Give the average number of years the trestle and pile bridges last on your road in Iowa, years.....   | 9 |
| Give the average number of years that that wooden truss bridges last on your road in Iowa, years..... | 9 |

## ROAD-BED AND TRACK.

|  |         |
|--|---------|
| Number of track sections in Iowa.....  | 162     |
| Average length of sections, miles.....   | 6       |
| Average number of men in each section.....   | 5.17    |
| Number of new ties laid in track during the year in Iowa..   | 252,208 |
| Average number of new ties per mile of road.....   | 294.20  |
| New rails laid in track during the year in Iowa—steel (1,389,776-2240 tons) miles.....                   | 14.737  |
| Total track laid with new rails during the year in Iowa, miles.....                                      | 14.737  |
| What is the average number of years that iron rails last in your track on main line in Iowa, years.....  | 7       |
| What is the average number of years that iron rails last in your track on branches in Iowa, years.....   | 8       |
| What is the average number of years that steel rails last in your track on main line in Iowa, years..... | 12½     |
| What is the average number of years that ties last in your track in Iowa, years.....                     | 6½      |

## CROSSINGS IN IOWA.

|   |     |
|---|-----|
| What railroad crosses your road at grade, and at what locality?             |     |
| Burlington, Cedar Rapids & Northern at Columbus Junction.                   |     |
| Burlington, Cedar Rapids & Northern at West Liberty.                        |     |
| Burlington & Western at Oskaloosa.  |     |
| Keokuk & Des Moines at Knoxville Junction.                                  |     |
| Keokuk & Des Moines at Eldon.   |     |
| Wabash, St. Louis & Pacific at Harvey.                                      |     |
| Wabash, St. Louis & Pacific at Belknap.                                     |     |
| Wabash, St. Louis & Pacific at Centerville.                                 |     |
| Wabash, St. Louis & Pacific at Des Moines.                                  |     |
| Wabash, St. Louis & Pacific at Des Moines.                                  |     |
| Chicago, Burlington & Quincy at Fairfield.                                  |     |
| Chicago, Burlington & Quincy at Des Moines.                                 |     |
| Chicago, Burlington & Quincy at Indianola.                                  |     |
| Chicago, Burlington & Quincy at Council Bluffs.                             |     |
| Chicago, Burlington & Quincy at Ottumwa.                                    |     |
| Chicago, Milwaukee & St. Paul at Neola.                                     |     |
| Chicago, Milwaukee & St. Paul at Council Bluffs.                            |     |
| Chicago, Milwaukee & St. Paul at Ottumwa.                                   |     |
| Central of Iowa at Grinnell.  |     |
| Central of Iowa at Given.   |     |
| Wisconsin, Iowa & Nebraska at Des Moines.                                   |     |
| Wisconsin, Iowa & Nebraska at Des Moines.                                   |     |
| Chicago & Northwestern at Council Bluffs.                                   |     |
| Chicago & Northwestern at Cairnforth.                                       |     |
| Des Moines & Ft. Dodge at Des Moines.                                       |     |
| Des Moines & Ft. Dodge at Valley Junction.                                  |     |
| Des Moines, Osceola & Southern at Lathrop.                                  |     |
| Des Moines, St. Louis & Northern at fair grounds at Des Moines.             |     |
| Council Bluffs & Kansas City at Farmington.                                 |     |
| St. Louis, Keokuk & Northwestern at Keokuk.                                 |     |
| What railroads cross your road, either over or under, and at what locality? |     |
| Chicago, Milwaukee & St. Paul at Homestead.                                 |     |
| Chicago, Milwaukee & St. Paul at Sigourney.                                 |     |
| Chicago, Milwaukee & St. Paul at Davenport.                                 |     |
| Central of Iowa at Oskaloosa.   |     |
| Burlington, Cedar Rapids & Northern at Iowa City.                           |     |
| Burlington & Western at Brighton.   |     |
| Chicago, Burlington & Pacific at Brighton.                                  |     |
| Chicago, Burlington & Pacific at Oskaloosa.                                 |     |
| Number of highway crossings at grade .....                                  | 655 |
| Number of highway crossings at which there are flagmen...                   | 20  |
| Number of highway crossings over railroad .....                             | 25  |
| Number of highway crossings under railroad .....                            | 44  |
| Number of highway bridges 18 feet above track..                             | 23  |
| Number of highway bridges less than 18 feet above track...                  | 2   |

## FENCING IN IOWA.

|   |            |
|---|------------|
| How many miles of your road in Iowa are fenced, .....                               | 702½       |
| What is the average cost per rod.....\$   | 1.20       |
| What is the total cost of same.....   | 539,520.00 |
| How many miles of new fencing have you built during the year.....                   | 19         |
| Give the number of miles needed on both sides of your track in each county in Iowa: |            |
| In Polk county, miles.....  | 10.20      |
| In Marion county .....  | 12.70      |
| In Mahaska county .....   | 1.00       |
| In Wapello county .....   | 4.20       |
| In Van Buren county.....  | 3.30       |
| Total miles.....  | 31.40      |

## ROLLING STOCK.

|   | Leased. | Owned. | Total. |
|---|---------|--------|--------|
| Number of locomotives .....   | 18      | 308    | 326    |
| Number of passenger cars .....  | 11      | 124    | 135    |
| Number of baggage, mail, and express cars .....   | 6       | 47     | 53     |
| Number of parlor and sleeping cars .....  | 2       | 21     | 23     |
| Number of dining cars .....   |         | 9      | 9      |
| Officers, 2, pay car, 1 .....   |         | 3      | 3      |
| Number of box freight cars .....  | 218     | 4,336  | 4,554  |
| Number of stock cars .....  | 98      | 1,155  | 1,253  |
| Number of platform and coal cars .....  | 131     | 1,694  | 1,825  |
| Number of other cars (including caboose, hand and rubble) .....   | 84      | 835    | 919    |
| Total number of cars .....  | 550     | 8,224  | 8,774  |
| Maximum weight of locomotives and tenders, tons .....   |         |        | 53     |
| Average weight of locomotives and tenders, tons .....   |         |        | 48     |
| Number of locomotives equipped with train brake .....   |         |        | 72     |
| Kind of brake? Automatic, 70; American, 1; Eames, 1.  |         |        |        |
| Maximum weight of passenger cars, tons .....  |         |        | 35     |
| Average weight of passenger cars, tons .....  |         |        | 23     |
| Number of cars equipped with train brake. Passenger 219, freight 55 .....   |         |        |        |
| Kind of brake? Automatic.   |         |        |        |
| Number of passenger cars equipped with Miller platform and buffer. Passenger 214, fruit 5 .....   |         |        |        |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight, Weight of engine, 36 tons; tons ..... |         |        | 240    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |            |
|---|------------|
| Miles run by passenger trains during the year ..... | 2,482,734  |
| Miles run by freight trains during the year .....   | 5,151,683  |
| Miles run by switching trains during the year ..... | 1,749,071  |
| Miles run by other trains during the year .....     | 645,738    |
| Total train mileage .....                           | 10,029,226 |

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains .....                       | 6   |
| Average weight of passenger trains, exclusive of passengers tons ..... | 160 |
| Average number of cars in freight trains .....                         | 21  |
| Average weight of freight trains, exclusive of freight, tons .....     | 220 |

## PASSENGER TRAFFIC.

|  |            |
|--|------------|
| Number of through passengers carried .....           | 183,950‡   |
| Number of local passengers carried .....             | 1,734,561‡ |
| Number of of special ticket passengers carried ..... | 987,457    |
| Total number of passengers carried .....             | 2,905,969  |

|   |             |
|---|-------------|
| Total passenger mileage, or passengers carried one mile ..... | 124,856,754 |
| Average distance traveled by each passenger, miles .....      | 43          |
| Average amount received from each passenger .....             | 1.05        |
| Highest rate of fare per mile for any distance .....          | 4           |
| Lowest rate of fare per mile for any distance .....           | 2           |
| Average rate of fare per mile for all passengers, cents ..... | 2.433       |

## FREIGHT TRAFFIC.

|   |           |
|---|-----------|
| Number of tons of through freight carried ..... | 2,165,857 |
| Number of tons of local freight carried .....   | 1,474,239 |
| Total tons of freight carried .....             | 3,640,096 |

|  |             |
|--|-------------|
| Total mileage of through freight (tons carried one mile) ..... | 528,212,698 |
| Total mileage of local freight (tons carried one mile) .....   | 251,681,316 |
| Total freight mileage, or tons carried one mile .....          | 779,894,242 |

|   |       |
|---|-------|
| Average rate per ton per mile received for through freight .....  | .88   |
| Average rate per ton per mile received for local freight .....  | 1.85  |
| Average rate per ton per mile received for all freight .....  | 1.04  |
| Average cost per mile to move freight (all expenses) .....  | .78   |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa ..... | 24.03 |

## CAR MILEAGE.

|   |             |
|---|-------------|
| Number of miles run by loaded freight cars east ..... | 40,939,323  |
| Number of miles run by loaded freight cars west ..... | 38,001,287  |
| Number of miles run by empty freight cars east .....  | 9,379,439   |
| Number of miles run by empty freight cars west .....  | 12,851,500  |
| Total freight car mileage .....                       | 101,171,549 |

|  |       |
|--|-------|
| Percentage of empty freight cars hauled east to all freight cars hauled .....      | 18.64 |
| Percentage of empty freight cars hauled west to all freight cars hauled west ..... | 25.27 |

## SPEED OF TRAINS IN IOWA.

|  |          |
|--|----------|
| Rate of speed of passenger trains, including stops, miles per hour ..... | 22 to 25 |
| Rate of speed of freight trains, including stops, miles per hour .....   | 10 to 15 |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.     | PER<br>CENT. |
|--|-----------|--------------|
| Grain.....   | 798,440   | 21.80        |
| Flour.....   | 200,805   | 5.52         |
| Provisions, (beef, pork, lard, etc).....                     | 75,449    | 2.07         |
| Animals.....   | 297,928   | 8.18         |
| Other agricultural products.....                             | 77,931    | 2.14         |
| Lumber and forest products.....                              | 353,220   | 9.70         |
| Coal.....  | 613,182   | 16.84        |
| Plaster, lime and cement.....                                | 52,465    | 1.44         |
| Salt.....  | 41,324    | 1.14         |
| Petroleum and oil.....                                       | 47,530    | 1.31         |
| Iron, steel and castings.....                                | 212,561   | 5.84         |
| Stone and brick.....   | 169,166   | 4.65         |
| Manufactures, articles shipped from point of production..... | 146,004   | 4.01         |
| Merchandise and other articles not enumerated above.....     | 559,091   | 15.36        |
| Total tons carried.....                                      | 3,640,096 | 100          |

## TONNAGE CROSSING THE MISSISSIPPI RIVER AT DAVENPORT, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                 |           |
|---------------------------------|-----------|
| East bound, number of tons..... | 1,082,914 |
| West bound, number of tons..... | 790,988   |
| Total tons.....                 | 1,873,902 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.     | PER<br>CENT. |
|--|-----------|--------------|
| Grain.....   | 698,845   | 24.97        |
| Flour.....   | 192,657   | 6.88         |
| Provisions (beef, pork, lard, etc).....                      | 75,449    | 2.69         |
| Animals.....   | 231,292   | 8.27         |
| Other agricultural products.....                             | 68,175    | 2.44         |
| Lumber and forest products.....                              | 296,507   | 10.60        |
| Coal.....  | 424,906   | 15.18        |
| Plaster, lime and cement.....                                | 22,655    | 0.81         |
| Salt.....  | 27,454    | 0.98         |
| Petroleum and oil.....                                       | 36,655    | 1.31         |
| Iron, steel and castings.....                                | 170,022   | 6.08         |
| Stone and brick.....   | 64,705    | 2.31         |
| Manufactures, articles shipped from point of production..... | 122,960   | 4.40         |
| Merchandise and other articles not enumerated above.....     | 366,140   | 13.08        |
| Total tons carried.....                                      | 2,798,422 | 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? United States Express Company do the usual express business, loading and unloading their own freight in the cars furnished by the Railway Company, and paying a freight equal to double first-class freight rates.

## SLEEPING-CARS.

Do sleeping, parlor or dining-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? Sleeping cars are run by Pullman's Palace Car Company, rates \$2.00 per double berth. Dining-cars are run by railway company, rates 75 cents per meal.

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. The Pullman Palace Car Company own one-half interest in the sleeping cars run by this company, and the net earnings are divided equally between the Pullman and Railway companies.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for transportation of its mails on your road in Iowa, and on what terms of service? \$214,512.56. No contract.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company own 1,384 miles.

## LANDS—CONGRESSIONAL GRANT.

|   |                 |
|---|-----------------|
| State the number of acres of land your company has already received from the Congressional grants.....        | 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 have been sold or contracted by the company, per acre.....       | \$ 8.66         |
| State the number of acres sold.....   | 532,559.74      |
| State the amount received from sales.....   | \$ 3,798,926.94 |
| State the amount unpaid on outstanding contracts.....   | 844,294.04      |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1884.....    | 4,721,005.65    |
| State the amount expended in sale and management of lands   | 257,043.50      |
| State the amount of taxes paid on lands.....  | 593,188.21      |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes..... | 3,870,778.94    |

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED AND INJURED.

| DATE.     | NAME AND OCCUPATION.          | PLACE.         | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.         |
|-----------|-------------------------------|----------------|--|
| 1884.     |                               |                |  |
| July      | 2 C. Robinson, citizen        | Earlham        | Walking on track; death.                           |
| July      | 3 P. Mahoney, citizen         | Davenport      | Struck by car; death.                              |
| July      | 6 John Swayne, citizen        | Des Moines     | Walking on track; death.                           |
| July      | 6 F. White, citizen           | Brighton       | Boarding car; death.                               |
| July      | 8 J. T. Reynolds, citizen     | Iowa City      | Walking on track; death.                           |
| July      | 17 J. D. Brown, citizen       | Des Moines     | Walking on track; death.                           |
| July      | 30 J. Beschant, citizen       | Adelphi        | Boarding car; right foot lost.                     |
| August    | 1 W. H. Cartwright, passenger | West Liberty   | Jumped from train; shoulder broken.                |
| August    | 2 W. D. Crawford, brakeman    | Centerville    | Fell from train; ankle broken.                     |
| August    | 28 E. E. Brown, brakeman      | Bonaparte      | Fell from train; death.                            |
| August    | 30 D. Hough, brakeman         | Davenport      | Coupling cars; death.                              |
| September | 1 W. M. Brown, citizen        | Des Moines     | Walking on track; death.                           |
| September | 23 W. M. Brown, citizen       | Des Moines     | Walking on track; death.                           |
| September | 30 J. Coffey, citizen         | Ottumwa        | Sleeping on track; death.                          |
| October   | 3 J. H. Toohy, passenger      | Allerton       | Threw himself under train; death; suicide.         |
| October   | 6 J. M. Bolton, employe       | Commerce       | Collision; head injured.                           |
| October   | 6 J. E. Williams, employe     | Commerce       | Collision; arm lost.                               |
| October   | 30 J. M. Downey, citizen      | Quinn Bluffs   | Driving across track; death.                       |
| October   | 30 J. M. Downey, citizen      | Quinn Bluffs   | Driving across track; death.                       |
| November  | 6 J. Telfor, citizen          | Ottumwa        | Boy—playing around cars; death.                    |
| November  | 11 E. Loomis, citizen         | Newton         | Walking on track; death.                           |
| December  | 3 E. Sparrowgrove, employe    | Davenport      | Derailment; death.                                 |
| 1885.     |                               |                |  |
| January   | 7 C. E. Johnson, employe      | Des Moines     | Coupling; right hand lost.                         |
| February  | 1 W. Montgomery, employe      | Davenport      | Sleeping on track in round-house; right foot lost. |
| February  | 17 P. J. Hannaway, citizen    | Adelphi        | Stealing ride; death.                              |
| March     | 17 H. Correll, employe        | Fairfield      | Stealing ride; death.                              |
| March     | 24 H. Correll, employe        | Monroe         | Stealing ride; death.                              |
| April     | 4 R. De Puy, citizen          | Pleasant Plain | Jumped from train; death.                          |
| May       | 24 R. Conway, citizen         | Pleasant Plain | Walking on track; death.                           |
| June      | 2 R. Jackson, citizen         | Des Moines     | Boarding train; death.                             |
| June      | 11 R. A. Weare, citizen       | Moscow         | Walking on track; death.                           |
| June      | 10 F. Roter, passenger        | Montpelier     | Fell from train; left leg lost.                    |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.            | KILLED.     |           |         | INJURED.    |           |         |
|--------------------------------|-------------|-----------|---------|-------------|-----------|---------|
|                                | Passengers. | Employes. | Others. | Passengers. | Employes. | Others. |
| Derailment.....                |             | 1         |         |             |           | 2       |
| Collisions.....                |             |           | 1       |             |           |         |
| Coupling cars.....             |             | 3         |         |             |           | 1       |
| Falling from train.....        |             | 1         |         | 1           |           |         |
| Getting on and off trains..... | 1           |           | 3       | 1           |           |         |
| Highway crossings.....         |             |           | 1       |             |           |         |
| Miscellaneous.....             |             |           | 1       |             |           | 1       |
| Stealing rides.....            |             |           | 1       |             |           |         |
| Trespassers on track.....      |             |           | 11      |             |           |         |
| Total.....                     | 1           | 5         | 18      | 2           | 5         | 1       |

SUMMARY OF ACCIDENTS FOR IOWA.

|  |    |
|--|----|
| Number of persons killed during the year.....                          | 24 |
| Number of persons injured during the year.....                         | 8  |
| Number of casualties purely accidental during the entire year.....     | 11 |
| Number resulting from lack of caution, carelessness or misconduct..... | 21 |
| Number of trespassers on track killed.....                             | 11 |
| Number of trespassers on track injured.....                            | 2  |
| Number of tramps or others stealing rides killed or injured.....       | 2  |
| Suicides in Iowa.....  | 1  |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—R. R. Cable, Chicago, Illinois  
 Vice-President—David Dows, New York City.  
 Vice-President—A. Kimball, Chicago, Illinois.  
 Secretary and Treasurer—W. C. Purdy, Chicago, Illinois.  
 General Manager—R. R. Cable, Chicago, Illinois.  
 General Superintendent—A. Kimball, Chicago, Illinois.  
 Assistant General Superintendents—H. F. Royce, Davenport, Iowa.  
 Division Superintendents—R. H. Chamberlin, Chicago, Illinois; John Givin, Des Moines, Iowa; George F. Walker, Trenton, Missouri.  
 Assistant to the General Manager—E. St. John, Chicago, Illinois.  
 Superintendent of Telegraph—A. R. Swift, Chicago, Illinois.  
 Auditor—C. F. Gilson, Chicago, Illinois.  
 General Ticket and Passenger Agent—E. St. John, Chicago, Illinois.  
 General Freight Agent—W. M. Sage, Chicago, Illinois.  
 General Solicitor—T. F. Withrow, Chicago, Illinois.



## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

David Dows, New York City.  
 Francis H. Tows, New York City.  
 A. G. Dulman, New York City.  
 James R. Cowing, New York City.  
 Sidney Dillon, New York City.  
 E. P. Flower, New York City.  
 Benj. Brewster, New York City.  
 H. B. Bishop, New York City.  
 Hugh Riddle, Chicago, Illinois.  
 H. H. Porter, Chicago, Illinois.  
 Marshall Field, Chicago, Illinois.  
 R. R. Cable, Rock Island, Illinois.  
 George G. Wright, Des Moines, Iowa.

Date of annual meeting of stockholders first Wednesday in June each year.  
 Fiscal year of company ends March 31.  
 General offices of the company are located at Chicago.

STATE OF ILLINOIS, } ss.  
 COUNTY OF COOK. }

R. R. Cable, president, and W. G. Purdy, secretary and treasurer, of the Chicago, Rock Island & Pacific Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper agents and officers 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. 1885, to the best of their knowledge and belief.

Signed,  
 Attest:  
 W. G. PURDY, *Secretary*.  
 [L. S. OF R. R.]

R. R. CABLE,  
 W. G. PURDY.

Subscribed and sworn to before me this 15th day of September, A. D. 1885.  
 BARCLAY W. PERKINS,  
 [L. S.] *Notary Public*.

Received and filed in the office of the Commissioners of Railroads, this 16th day of September, A. D. 1885.  
 E. G. MORGAN, *Secretary*.

## REPORT

[OF THE

## KEOKUK &amp; DES MOINES RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|  |                 |                 |
|--|-----------------|-----------------|
| Amount authorized by articles of association   | \$ 4,125,000.00 |                 |
| Amount authorized by vote of the company   | 4,125,000.00    |                 |
| Amount issued, number of shares, 41,250—<br>amount paid in   |                 | \$ 4,125,000.00 |
| Amount of common stock issued  | 2,600,400.00    |                 |
| Amount of preferred stock issued, and conditions of preferment   | 1,524,600.00    |                 |
| (Entitled to 8 per cent dividend in preference and an equal proportion with the common stock of all excess.) |                 |                 |
| Total amount paid in, as per books of the company  |                 | \$ 4,125,000.00 |

|  |               |                 |
|--|---------------|-----------------|
| Amount of stock per mile of road                                     | \$ 25,383.00  |                 |
| Amount of stock representing the road in Iowa                        | 4,125,000.00  |                 |
| Amount of stock held in Iowa   | 5,500.00      |                 |
| Total number of stockholders   | 223           |                 |
| Number of stockholders in Iowa                                       | 4             |                 |
| Length of road 162.20 miles.   |               |                 |
| Funded debt as follows:  |               |                 |
| First mortgage bonds, due Oct. 1, 1923, rate of interest 5 per cent. |               | \$ 2,750,000.00 |
| Amount of interest paid on same during the year                      | \$ 137,500.00 |                 |
| Total amount of funded debt  |               | \$ 2,750,000.00 |

|                                  |  |                 |
|----------------------------------|--|-----------------|
| Total amount of debt liabilities |  | \$ 2,750,000.00 |
|----------------------------------|--|-----------------|

|   |              |              |
|---|--------------|--------------|
| Amount of debt per mile of road                       | \$ 16,923.00 |              |
| Amount of debt representing the road in Iowa          | 2,750,000.00 |              |
| Total amount of stock and debt                        |              | 6,875,000.00 |
| Amount of stock and debt per mile of road             | 42,307.00    |              |
| Amount of interest paid representing the road in Iowa | 137,500.00   |              |

Received and filed in the office of the Commissioners of Railroads, this 26th day of August, A. D. 1885.

E. G. MORGAN,  
*Secretary*.

REPORT  
OF THE  
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA  
RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|  |                         |
|--|-------------------------|
| Amount authorized by articles of association.....  | \$ 50,000,000.00        |
| Amount authorized by vote of the company ..  | 34,050,126.64           |
| Amount issued, number of shares 339,834 and scrip, amount paid in.....   |                         |
| Amount of common stock issued, including scrip.....  | \$ 21,341,206.68        |
| Amount of preferred stock issued and conditions of preferment 7 per cent .....   | 12,643,721.66           |
| Common stock to be issued for Chicago, St. Paul & Minneapolis and St. Paul & Sioux City, common stock outstanding..... | 62,099.67               |
| Preferred stock to be issued for Chicago, St. Paul & Minneapolis and St. Paul & Sioux City, preferred stock.....       | 3,111.65                |
| Total amount paid in, as per books of the company... *   | <u>\$ 34,050,126.66</u> |
| Amount of stock per mile of road.....  | \$ 27,420.86            |
| Amount of stock representing the road in Iowa .....  | 2,043,007.60            |
| Amount of stock held in Iowa .....   | None.                   |
| Number of stockholders in Iowa.....  | None.                   |
| Total number of stockholders.....  | 1,412                   |

\*This includes \$4,230,533.33 in the company's treasury.

DEBT.

Funded debt as follows:

|  |                         |
|--|-------------------------|
| First mortgage bonds Chicago, St. Paul & Minneapolis Railway due May 1, 1918, rate of interest 6 per cent..... | \$ 3,000,000.00         |
| Amount of interest paid on same during the year .....  | \$ 179,835.00           |
| First mortgage bonds, Northern Wisconsin Railway, due Jan. 1, 1930; rate of interest 6 per cent.....           | 800,000.00              |
| Amount of interest paid on same during the year.....   | 48,000.00               |
| First mortgage bonds, H. & R. F. Railway, due July 1, 1908, rate of interest 8 per cent.....                   | 125,000.00              |
| Amount of interest paid on same during the year .....  | 10,260.00               |
| First mortgage bonds St. Paul & Sioux City Railroad, due April 1, 1919, rate of interest 6 per cent.....       | *6,080,000.00           |
| Amount of interest paid on same during the year.....   | 364,320.00              |
| First mortgage bonds, St. P., S. & T. F. R. R., due January 1, 1908, rate of interest 7 per cent.....          | 384,800.00              |
| Amount of interest paid on same during the year.....   | 22,198.75               |
| Consolidated mortgage bonds, C., St. P., M. & O. Ry., due June 1, 1930, rate of interest 6 per cent.....       | †11,922,357.50          |
| Amount of interest paid on same during the year.....   | 710,790.00              |
| Depot ground bonds, St. P., S. & T. F. R. R., rate of interest 10 per cent.....                                | 130,000.00              |
| Amount of interest paid on same during the year.....   |                         |
| Land grant income bonds, C., St. P. & M. Ry., rate of interest 6 per cent.....                                 | ‡47,312.50              |
| Total amount of funded debt.....   | <u>\$ 22,339,970.00</u> |
| Contingent liability as guarantor of bonds or debts of other roads:  |                         |
| First mortgage bonds of the Minneapolis Eastern Ry. Co., guaranteed by this company.....                       | \$ 75,000.00            |
| Total amount of debt liabilities.....  | <u>\$ 22,339,970.00</u> |
| Amount of debt per mile of road owned... Iowa.....   | 17,990.57               |
| Amount of debt representing the road in Iowa.....  | \$ 1,340,398.20         |
| Total amount of stock and debt...<br>Amount of stock and debt per mile of road                                 | 56,390,096.66           |
| Amount of interest paid representing the road in Iowa.....   | 45,411.42               |
|  | <u>80,124.23</u>        |

\*Includes \$10,000.00 in the company's treasury.

†Includes \$140,357.50 in the company's treasury.

‡All in the company's treasury.

§Convertible into Chicago, St. Paul, Minneapolis & Omaha consolidated mortgage bonds.

## COST OF ROAD AND EQUIPMENT.

|   |                  |
|---|------------------|
| Total cost of road and equipment.....                                     | \$ 51,120,862.79 |
| Average cost of road and equipment per mile,<br>(1,241.76 miles).....     | \$ 41,168.07     |
| Proportion of cost of road and equipment for<br>Iowa.....                 | 3,067,251.77     |
| Average cost of road and equipment per mile<br>in Iowa (74.54 miles)..... | 41,168.07        |

NOTE—This company's road is formed by the consolidation and purchase of several distinct properties, the details of cost of which cannot be given.

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |               |
|---|---------------|
| Grading, ballasting and ditching.....   | \$ 90,031.56  |
| Bridging and masonry.....   | 34,128.65     |
| Superstructure, including rails.....  | 178,479.45    |
| Land, land damages, fences, cattle-guards and crossings....                         | 59,693.92     |
| Passenger and freight stations, coal sheds and water stations                       | 81,038.05     |
| Engine houses, car sheds and turn tables.....                                       | 790.05        |
| Machine shops, including machinery and tools.....                                   | 5,016.25      |
| Engineering, agencies, salaries and other expenses during<br>construction.....      | 804.38        |
| Purchase and construction of other roads (specifying same),<br>and all particulars: |               |
| a. North Wisconsin, extension to Bayfield.....                                      | 138,011.04    |
| b. Superior branch.....   | 1,254.43      |
| c. Chippewa Falls & Northern Railway.....   | 6,628.12      |
| d. Eau Claire & Chippewa Falls Railway.....   | 575.23        |
| e. Florence cut-off.....  | 24,381.64     |
| f. Sioux City & Nebraska Railway.....   | 687.35        |
| g. Minnesota Transfer Railway.....  | 6,334.50      |
| h. Extension, Woodstock to Pipestone.....   | 116,527.79    |
| k. Extension, River Falls to Ellsworth.....   | 71,642.33     |
| Double track extension.....   | 2,476.37      |
| Total for construction.....   | \$ 816,498.91 |

## EQUIPMENT.

|  |               |
|--|---------------|
| Locomotives.....   | \$ 5,565.22   |
| New snow plows and flangers.....   | 1,944.57      |
| Passenger, mail, baggage and express cars.....   | 50,338.33     |
| Freight and other cars.....  | 8,415.50      |
| Wrecking-cars, pile-drivers and tools.....   | 5,230.14      |
| Total for equipment.....   | \$ 71,483.76  |
| Any other expenditures charged to property account:<br>Amount erroneously credited in previous year.....                     | 85,458.83     |
| Total expenditures charged to property accounts.....   | \$ 973,439.50 |
| Property sold (or reduced in valuation on the books) and<br>credited property accounts during the year (specifying<br>same): |               |
| Warehouse at Lake Crystal, lots in Covington and house<br>in Sioux City.....   | \$ 575.00     |
| Sold rip-rap from South Stillwater Branch.....   |               |
| Amount transferred from construction account to secur-<br>ities on hand.....   | 300.00        |
| Premium on securities.....   |               |
| Net addition to property account for the year.....   | \$ 972,564.50 |

## ANALYSIS OF EARNINGS.

|  |                 |  |
|--|-----------------|--|
| Earnings, passenger:   |                 |  |
| From all passengers.....   | \$ 1,344,833.40 |  |
| From express.....  | 90,951.26       |  |
| From mails.....  | 84,047.09       |  |
| Other sources, passenger department, in-<br>cluding baggage.....                         | 25,962.68       |  |
| Total earnings, passenger department   | \$ 1,545,794.43 |  |
| Earnings per train mile run (1,497,924 miles)..  | \$ 1.032        |  |
| Earnings, freight:   |                 |  |
| Earnings, freight.....   | 4,029,901.62    |  |
| From other sources, freight department....   | 19,821.01       |  |
| Total earnings, freight department.....  | 4,049,722.63    |  |
| Earnings per train mile run (3,795,296 miles)  | 1.067           |  |
| Total transportation earnings.....   | \$ 5,595,517.06 |  |
| Earnings per train mile run, from all trains earn-<br>ing revenue (5,293,220 miles)..... | 1.057           |  |
| Earnings per mile of road operated (average<br>1,312.33 miles).....                      | 4,263.80        |  |
| Proportion of earnings for Iowa.....   | 349,936.59      |  |
| Rents received for use of stations, etc.....   | 6,736.85        |  |
| Total earnings from all sources.....   | \$ 5,602,253.91 |  |
| Proportion of earnings for Iowa.....   | 350,560.59      |  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |                      |
|---|----------------------|
| Repairs of road-bed and track .....   | \$ 540,655.36        |
| Renewal of rails [No. tons laid, steel, 5,907 330-2240; iron, 1,241 985-2240] ..... | 9,346.02             |
| Renewal of ties [No. laid, 476,641] .....   | 104,014.11           |
| Repairs of bridges, including culverts and cattle-guards .....                      | 79,592.77            |
| Repairs of fences, road-crossings and signs .....                                   | 26,901.93            |
| Repairs of buildings, stations and water-tanks .....                                | 70,826.35            |
| <b>Total</b> .....  | <b>\$ 831,336.54</b> |

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

|                                 |                      |
|---------------------------------|----------------------|
| Repairs of locomotives .....    | 217,906.06           |
| Repairs of passenger cars ..... | 80,175.61            |
| Repairs of freight cars .....   | 194,961.44           |
| <b>Total</b> .....              | <b>\$ 493,043.11</b> |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                        |
|--|------------------------|
| Fuel for locomotives .....                           | \$ 644,872.64          |
| Water supply .....                                   | 33,264.56              |
| Oil and waste .....                                  | 38,278.11              |
| Locomotive service .....                             | 378,771.93             |
| Passenger train service .....                        | 76,084.00              |
| Passenger train supplies .....                       | 18,763.59              |
| Mileage of passenger cars (debit balance) .....      | 23,951.94              |
| Freight train service .....                          | 185,593.19             |
| Freight train supplies .....                         | 5,126.73               |
| Mileage of freight cars (credit balance) .....       | \$ 50,445.61           |
| Telegraph expenses (maintenance and operating) ..... | 86,770.69              |
| Damage and loss of freight and baggage .....         | 15,949.38              |
| Damage to property and cattle .....                  | 11,261.39              |
| Personal injuries .....                              | 35,200.10              |
| Agents and station service .....                     | 340,773.83             |
| Station supplies .....                               | 18,302.46              |
| <b>Total</b> .....                                   | <b>\$ 1,862,518.93</b> |

Expense Missouri river transfer .....

|    |           |
|----|-----------|
| \$ | 31,021.46 |
|----|-----------|

## CLASS 4.—GENERAL EXPENSES.

|  |                      |
|--|----------------------|
| Salaries of general and division officers and clerks .....                                   | \$ 140,892.77        |
| Legal expenses .....   | 16,592.39            |
| Insurance .....  | 11,554.73            |
| Stationery and printing .....  | 35,014.41            |
| Outside agencies and advertising .....   | 67,159.97            |
| Contingencies .....  | 23,108.63            |
| Taxes in Iowa, estimated, \$15,700.13; taxes in other States, \$206,878.60—total taxes ..... | 222,578.73           |
| <b>Total</b> .....   | <b>\$ 516,901.63</b> |

## RECAPITULATION OF EXPENSES.

|  |               |
|--|---------------|
| Maintenance of way and buildings .....     | \$ 831,336.54 |
| Maintenance of motive power and cars ..... | 493,043.11    |
| Conducting transportation .....            | 1,862,518.93  |
| Expenses Missouri river transfer .....     | 31,021.46     |
| General expenses, including taxes .....    | 516,901.63    |

Total operating expenses and taxes .....

|    |              |
|----|--------------|
| \$ | 3,734,821.67 |
|----|--------------|

|   |             |
|---|-------------|
| Operating expenses and taxes per mile of road operated (average 1,312.33 miles) .....               | \$ 2,833.10 |
| Operating expenses and taxes per train mile run, for trains earning revenue (5,203,220 miles) ..... | .756        |
| Proportion of operating expenses and taxes for Iowa (approximated) .....                            | 233,799.83  |
| Percentage of operating expenses and taxes to earnings .....  | 66½         |

## GENERAL EXHIBIT.

|  |                 |
|--|-----------------|
| Total earnings .....                             | \$ 5,602,253.91 |
| Total expenses, including taxes .....            | 3,734,821.67    |
| Net earnings .....                               | 1,867,432.24    |
| Rentals, specifying amount paid to each company: |                 |
| St. Paul, Minneapolis & Manitoba Railway ..      | \$ 22,405.21    |
| Illinois Central Railway .....                   | 12,000.00       |
| St. Paul Union Depot Company .....               | 3,892.70        |
| Minneapolis & St. Louis Railway Company ..       | 12,257.80       |

Total .....

|  |           |
|--|-----------|
|  | 50,555.71 |
|--|-----------|

|  |              |
|--|--------------|
| Loss in operating proprietary roads .....  | 11,691.70    |
| Interest accruing during the year .....  | 1,331,180.84 |
| Interest paid during the year .....  | 1,335,403.75 |
| Interest paid during the year on account of the road in Iowa (approximated) .....                        | \$ 80,124.23 |
| Interest on funded debt .....  | 1,331,180.84 |
| Interest paid on funded debt .....   | 1,335,403.75 |
| Dividends declared (6½ per cent) on preferred stock .....  | 731,692.00   |
| Interest falling due during the year and not paid .....  | 26,873.25    |
| Balance for the year (surplus, including land grant receipts and loss operating proprietary roads) ..... | 540,129.26   |
| Balance at commencement of the year (surplus) .....  | 1,488,141.15 |
| Balance at the close of the year, June 30, 1885 (surplus) .....  | 2,028,270.41 |

## INCOME ACCOUNT.

|  |                 |
|--|-----------------|
| Income from earnings .....                                 | \$ 5,602,253.91 |
| Income from stock owned of connecting or other roads ..... | 46,874.41       |
| Income from bonds held of your own road .....              | 88,076.85       |
| Income from lands during the year .....                    | 608,858.49      |
| Income from other sources .....                            | 54,007.72       |

Total income from all sources for the year .....

|    |              |
|----|--------------|
| \$ | 6,400,071.18 |
|----|--------------|

Proportion of income for Iowa .....

|    |            |
|----|------------|
| \$ | 350,560.59 |
|----|------------|

## GENERAL RECAPITULATION.

|  |                 |
|--|-----------------|
| Total income.....  | \$ 6,400,071.18 |
| Total operating expenses and taxes .....   | 3,734,821.67    |
| Net income above operating expenses and taxes .....  | 2,665,249.51    |
| Net income above operating expenses, taxes, interest and rental, and loss operating proprietary roads..... | 1,271,821.26    |
| Gross income per train mile run (5,293,220 miles) .  | \$ 1.209        |
| Net income per train mile run (5,293,220 miles) ..   | 0.503           |
| Percentage of net income to stock and debt.....  | 4.002           |
| Percentage of net income to cost of road and equipment.....  | 5.21            |

## SURPLUS.

|   |                 |
|---|-----------------|
| Surplus at the commencement of the year .....   | \$ 1,488,141.15 |
| Surplus at the close of the year.....   | 2,028,270.41    |
| The amount invested in railroad stocks.....   | 796,804.50      |
| Give the name of each road, and the number of shares owned in each of them and the par value of shares: |                 |
| St. Paul Union Depot Company's capital stock shares .....   | 700             |
| Par value, \$100 per share.....   | \$ 70,000.00    |
| St. Paul & Duluth Railroad capital stock, shares .....  | 13.105          |
| Par value, \$100 per share.....   | 1,310,500.00    |
| Amount in material and balances from other roads.....   | 1,231,465.91    |

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|  |                  |
|--|------------------|
| Cost of road and equipment.....  | \$ 51,120,862.79 |
| Land grant account.....  | 2,436,336.57     |
| Stocks, bonds, etc., owned.....  | 5,229,688.48     |
| Proprietary railways.....  | 370,289.18       |
| Materials and supplies.....  | 723,603.52       |
| Excess of cash and cash assets over amount of current liabilities..... | 890,800.37       |
| Total assets.....  | \$ 60,771,580.86 |

## CREDIT.

|                        |                  |
|------------------------|------------------|
| Common stock.....      | \$ 21,403,293.35 |
| Preferred stock.....   | 12,646,833.31    |
| Funded debt.....       | 22,339,970.00    |
| Land grants.....       | 2,363,213.79     |
| Profit and loss.....   | 2,028,270.41     |
| Total liabilities..... | \$ 60,771,580.86 |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length of main line of road owned from Elroy to East St Paul miles.....        | 195.28 |
| Length of main line of road from N. Wisconsin Junction to Bayfield, miles..... | 178.24 |
| Length of main line of road from St. Paul to Le Mars (Tk in S. C.) miles.....  | 243.97 |
| Length of main line of road from Sioux City to Omaha, miles....                | 127.75 |
| Length of main line of road in Iowa, miles.....                                | 57.10  |
| Length of main line of road in Minnesota, miles.....                           | 205.45 |
| Length of main line of road in Wisconsin, miles.....                           | 355.88 |
| Length of main line of road in Nebraska, miles.....                            | 326.81 |
| Length of double track on main line, miles.....                                | 14.73  |
| Same in Iowa.....  | None.  |
| Branches owned by this company:  |        |
| Stillwater Junction to Stillwater, miles.....                                  | 3.30   |
| Stillwater to St. Croix bridge, miles.....                                     | 4.55   |
| River Falls Junction to River Falls, miles.....                                | 12.30  |
| Lake Crystal to Elmore, miles.....   | 44.00  |
| Heron Lake to Pipestone, miles.....  | 55.10  |
| Sioux Falls Junction to Salem, miles.....                                      | 28.00  |
| Luverne to Doon, miles.....  | 98.00  |
| Coburn Junction to Ponca, miles.....   | 15.82  |
| Emerson to Norfolk, miles.....   | 46.50  |
| Merrillan to Neilsville, miles.....  | 14.00  |
| Eau Claire to Chicago Junction, miles.....                                     | 80.62  |
| Superior Junction to Superior City, miles.....                                 | 60.57  |
| Florence cut-off, Wakefield to Hartington, miles.....                          | 33.76  |

|  |          |
|--|----------|
| Total length of branches owned by this Company, miles.....                           | 496.52   |
| Total length of branches owned by this Company in Iowa, miles.                       | 17.44    |
| Total length of branches owned by this Company in Minnesota, miles.....              | 160.04   |
| Total length of branches owned by this company in Wisconsin, miles.....              | 167.40   |
| Total length of branches owned by this company in Nebraska miles.....                | 96.08    |
| Total length of branches owned by this company in Dakota, miles                      | 55.47    |
| Total length of road belonging to this company, miles.....                           | 1,241.76 |
| Total length of road belonging to this company in Iowa, miles....                    | 74.54    |
| Aggregate length of sidings and other tracks not above enumerated, miles.....        | 192.52   |
| Same in Iowa, miles.....   | 17.08    |
| Aggregate length of track, computed as single track, exclusive of siding, miles..... | 1,256.49 |
| Same in Iowa, miles.....   | 74.54    |
| Total length of steel rails in tracks in Iowa, exclusive of sidings, miles.....      | 56.16    |
| Total length of iron rails in tracks in Iowa, exclusive of sidings, miles.....       | 18.38    |
| Weights per yard, steel, 50 pounds.  |          |
| Weights per yard, iron, 50 pounds.   |          |
| Gauge of track, 4 feet, 8½ inches.   |          |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |              |
|--|--------------|
| Name and length of each:   |              |
| St. Paul to Minneapolis.....   | 11.40        |
| Minneapolis to Merriam Junction.....   | 27.00        |
| Le Mars to Sioux City.....   | 25.20        |
| Ashland to Ashland Junction.....   | 4.38         |
| Superior City to Connor's Point and Transfer Grounds..   | 8.28         |
| Total length of above roads.....   | <u>76.28</u> |
| Total length of above roads in Iowa.....   | 25.20        |
| Total length of above roads in other States:   |              |
| In Minnesota.....  | 38.40        |
| In Wisconsin.....  | 12.68        |
| If any part of the road was first opened for operation during the past year, state the date; 11.1 miles, August 11, 1884; 7.78 miles, January 1, 1885..... |              |
| Total miles road operated by this company.....   | 1,318.02     |
| Total miles road operated by this company in Iowa.....   | <u>99.74</u> |

## STATIONS.

|  |     |
|--|-----|
| Number of stations on all roads owned by this company....  | 219 |
| Same in Iowa.....  | 11  |
| Number of stations on all roads operated by this company.. | 226 |
| Same in Iowa.....  | 13  |
| Number of telegraph offices in stations in Iowa.....       | 12  |

## EMPLOYEES.

|   |                 |
|---|-----------------|
| Number of persons regularly employed on all roads operated by this company, approximated.....                       | 4,172           |
| Same in Iowa.....   | 336             |
| Amount paid employes, including officials, on all roads operated by this company, total pay rolls, approximate..... | \$ 2,333,544.76 |
| Same in Iowa.....   | 187,928.06      |

## BRIDGES IN IOWA.

|                              | No. | Ag. length. |
|------------------------------|-----|-------------|
| Wooden trestle and pile..... | 136 | 8,250       |

## BOX CULVERTS IN IOWA.

|            |    |    |
|------------|----|----|
| Stone..... | 17 | 51 |
|------------|----|----|

## CATTLE-GUARDS.

|  |    |
|--|----|
| Number of in Iowa.....   | 50 |
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... | 9  |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    | 9  |

## ROAD-BED AND TRACK.

|   |        |
|---|--------|
| Number of track sections in Iowa.....   | 14     |
| Average length of sections.....   | 8      |
| Average number of men in each section gang.....   | 4      |
| Number of new ties laid in track during the year in Iowa..  | 22,720 |
| Average number of new ties per mile of road.....  | 305    |
| What is the average number of years that iron rails last in your track on main line in Iowa.....  | 5      |
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 5      |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 10     |
| What is the average number of years that steel rails last in your track on branches in Iowa.....  | 10     |
| What is the average number of years that ties last in your track in Iowa.....                     | 4      |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality: |    |
| Chicago & Northwestern, at Alton.                               |    |
| Chicago, Milwaukee & St. Paul, at Sheldon.                      |    |
| Burlington, Cedar Rapids & Northern, at Sibley.                 |    |
| Number of highway crossings at grade.....                       | 66 |
| Number of highway crossings at which there are flagmen...       | 3  |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of your road in Iowa are fenced.....\$                               | 122.2     |
| What is the average cost per rod, approximated.....                                 | .70       |
| What is the total cost of same,.....  | 27,372.50 |
| How many miles of new fencing have you built during the year.....                   | 20.00     |
| Give the number of miles needed on both sides of your track in each county in Iowa: |           |
| In Osceola, O'Brien, Sioux, Plymouth and Lyon, there are, miles.....                | 15        |

## ROLLING STOCK.

|   | Leased. | Owed. | Total. |
|---|---------|-------|--------|
| Number of locomotives.....  |         | 181   | 181    |
| Number of passenger cars.....   |         | 80    | 80     |
| Number of baggage, mail, and express cars.....  |         | 89    | 89     |
| Number of pay and office cars.....  |         | 2     | 2      |
| Number of dining cars.....  |         | 2     | 2      |
| Number of box freight cars.....   | 470     | 3,084 | 3,554  |
| Number of stock cars.....   |         | 210   | 210    |
| Number of platform and coal cars.....   |         | 1,474 | 1,474  |
| Number of other cars, caboose, 99; ditching, 4; derrick and tool, 7; pile-drivers, 3..... |         | 113   | 113    |
| Total number of cars.....   | 470     | 5,004 | 5,474  |

|  |      |
|--|------|
| Maximum weight of locomotives and tenders, tons.....   | 77½  |
| Average weight of locomotives and tenders, tons.....   | 54½  |
| Number of locomotives equipped with train brake.....   | 94   |
| Kind of brake. Westinghouse Automatic.   |      |
| Maximum weight of passenger cars, tons.....  | 28.9 |
| Average weight of passenger cars, tons.....  | 25.7 |
| Number of cars equipped with train brake, all passenger equipment.....   | 123  |
| Kind of brake. Westinghouse automatic.   |      |
| Number of passenger cars equipped with Miller platform and buffer.....   | 123  |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine, 35 tons; about 106 tons. |      |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 1,497,924 |
| Miles run by freight trains during the year.....   | 2,783,959 |
| Miles run by switching trains during the year..... | 1,011,337 |
| Miles run by other trains during the year.....     | 472,445   |
| Total train mileage.....                           | 5,765,665 |

## CARS AND WEIGHT OF TRAINS.

|  |        |
|--|--------|
| Average number of cars in passenger trains.....                        | 5½     |
| Average weight of passenger trains, exclusive of passengers, tons..... | 141.35 |
| Average number of cars in freight trains.....                          | 17     |
| Average weight of freight trains exclusive of freight, tons.....       | 176    |

## PASSENGER TRAFFIC.

|   |            |
|---|------------|
| Total number of passengers carried.....                           | 927,161    |
| Total passenger mileage, or passengers carried one mile, approx.. | 54,891,159 |
| Average distance traveled by each passenger, miles, approx.....   | 59.63      |
| Average amount received from each passenger, approx.....          | 1.45       |
| Highest rate of fare per mile for any distance, approx.....       | .04        |
| Lowest rate of fare per mile for any distance, approx.....        | .01        |
| Average rate of fare per mile for all passengers, approx.....     | .0245      |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Total tons of freight carried.....                                   | 2,017,503   |
| Total freight mileage, or tons carried one mile.....                 | 322,392,130 |
| Average rate per ton, per mile, received for all freight, cents..... | 1.25        |

## CAR MILEAGE.

|  |            |
|--|------------|
| Number of miles run by loaded freight cars east and south..... | 14,868,728 |
| Number of miles run by loaded freight cars west and north..... | 19,633,502 |
| Number of miles run by empty freight cars east and south.....  | 7,562,705  |
| Number of miles run by empty freight cars west and north.....  | 2,880,440  |
| Total freight car mileage.....                                 | 44,945,370 |

|   |      |
|---|------|
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 33.3 |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 12.8 |

## SPEED OF TRAINS IN IOWA.

|   |     |
|---|-----|
| Rate of speed of passenger trains, including stops, miles per hour..... | 22½ |
| Rate of speed of freight trains, including stops, miles per hour...     | 10½ |

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.     | PER CENT. |
|--|-----------|-----------|
| Grain.....   | 254,205   | 12.60     |
| Flour and mill stuff.....  | 332,283   | 16.47     |
| Provisions (beef, pork, lard, etc.).....   | 18,359    | .91       |
| Animals.....   | 67,385    | 3.34      |
| Other agricultural products.....   | 68,594    | 3.40      |
| Lumber and forest products.....  | 608,678   | 30.17     |
| Coal.....  | 153,935   | 7.63      |
| Plaster, lime and cement.....  | 31,069    | 1.54      |
| Salt.....  | 7,666     | .38       |
| Iron, steel, castings, lead and mineral products.....  | 26,631    | 1.32      |
| Stone and brick.....   | 104,805   | 5.17      |
| Manufactures, including agricultural implements, furniture and wagons—articles shipped from point of production..... | 40,744    | 2.00      |
| Merchandise, company's material, with charges.....   | 303,649   | 15.07     |
| Total tons carried.....  | 2,017,503 | 100       |

## TONNAGE CROSSING THE MISSOURI RIVER TRANSFER AT SIOUX CITY, IOWA FOR THE YEAR ENDING JUNE 30, 1885.

|                                |         |
|--------------------------------|---------|
| East bound number of tons..... | 28,404  |
| West bound number of tons..... | 136,612 |
| Total tons.....                | 165,016 |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

[Approximate.]

|  | TONS.   | PER CENT. |
|--|---------|-----------|
| Grain.....   | 58,525  | 21.39     |
| Flour.....   | 45,064  | 16.47     |
| Provisions (beef, pork, lard, etc.).....                     | 2,489   | .91       |
| Animals.....   | 9,139   | 3.34      |
| Other agricultural products.....                             | 9,303   | 3.40      |
| Lumber and forest products.....                              | 58,498  | 21.38     |
| Coal.....  | 20,877  | 7.63      |
| Plaster, lime and cement.....                                | 4,214   | 1.54      |
| Salt.....  | 1,039   | .38       |
| Iron, steel, castings and lead.....                          | 3,612   | 1.32      |
| Stone and brick.....   | 14,146  | 5.17      |
| Manufactures, articles shipped from point of production..... | 5,472   | 2.00      |
| Merchandise, and other articles not enumerated above.....    | 41,233  | 15.07     |
| Total tons carried.....                                      | 273,611 | 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? [a] The American Express Company. They pay this company 1 1/2 times first class freight rates on local business, and first-class rates on through and special freight. [b] A general express business. [c] Employees of the Express Company handle all their freight, both on and off the trains.

SLEEPING CARS.

Do sleeping, parlor, or dining 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? The Pullman Palace Car Company runs sleeping cars on this company's main line in Iowa. They charge about \$1.50 from St. Paul to Sioux City.

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. This company paid the Pullman Palace Car Company 3 cents per mile for each mile run by their cars on this road. Total amount paid during the year, \$28,491.12. The Pullman Palace Car Company receives all the revenue.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$11,286 on main line, \$4,375 on branch; terms prescribed by the United States Post-office department.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$270.00.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? One-half interest in 74.54 miles.

What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? The Western Union Telegraph Company half of all lines on this company's right of way.

REPORT OF ACCIDENTS IN IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE       | NAME AND OCCUPATION.       | PLACE.      | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|------------|----------------------------|-------------|--|
| July 1884. | 2 Jerry Murphy, tramp..... | Sibley..... | Trespasser; killed.                        |

INJURED.

|              |                                 |                 |   |
|--------------|---------------------------------|-----------------|---|
| August 1884. | 1 Dennis Crowe, brakeman.....   | Alton.....      | Handling freight; foot crushed.                               |
| September 5  | David M. Reed, farmer.....      | Sioux City..... | Attempting to cross track ahead of train; injured internally. |
| November 8   | D. F. McClintock, brakeman..... | Sioux City..... | Coupling cars; left thumb bruised.                            |
| August 1885. | 13 M. M. Kane, fireman.....     | Sheldon.....    | Coupling up engine; foot bruised.                             |
| March 1885.  | 26 Charles Burns, farmer.....   | Le Mars.....    | Team scared by train; head cut.                               |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.        | KILLED.     |            |         | INJURED.    |            |         |
|---------------------------|-------------|------------|---------|-------------|------------|---------|
|                           | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Coupling cars.....        |             |            |         |             | 1          |         |
| Highway crossings.....    |             |            |         |             |            | 2       |
| Miscellaneous.....        |             |            |         |             | 2          |         |
| Trespassers on track..... |             |            | 1       |             |            |         |
| Total.....                |             |            | 1       |             | 3          | 2       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|   |      |
|---|------|
| Number of persons killed during the year.....                           | 1    |
| Number of persons injured during the year.....                          | 5    |
| Number of casualties purely accidental during the year.....             | all. |
| Number resulting from lack of caution, carelessness or misconduct, all. |      |
| Number of trespassers on track killed.....                              | 1    |

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

*President*—Marvin Hughett, Chicago, Ills.  
*Vice-President*—M. L. Sykes, N. Y.  
*Secretary*—E. E. Woodman, Hudson, Wisconsin.  
*Treasurer*—M. L. Sykes, New York, N. Y.  
*Assistant President*—E. W. Winter, St. Paul, Minn.  
*General Superintendent*—J. M. Whitman, St. Paul, Minn.  
*Division Superintendents*—  
     { H. Spencer, St. James, Minn.  
     { A. A. Hobart, St. Paul, Minn.  
     { J. McCabe, Omaha, Neb.  
*Chief Engineer*—C. W. Johnson, St. Paul, Minn.  
*Superintendent of Telegraph*—H. C. Hope, St. Paul, Minn.  
*Auditor*—H. A. Gray, St. Paul, Minn.  
*General Passenger Agent*—T. W. Teasdale, St. Paul, Minn.  
*General Freight Agent*—J. T. Clark, St. Paul, Minn.  
*General Solicitor*—J. D. Howe, St. Paul, Minn.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Albert Keep, Chicago, Ills.  
 Cornelius Vanderbilt, New York, N. Y.  
 Wm. K. Vanderbilt, New York, N. Y.  
 H. McK. Twombly, New York, N. Y.  
 Marvin Hughitt, Chicago, Ills.  
 W. D. Washburn, Minneapolis, Minn.  
 E. W. Winter, St. Paul, Minn.  
 W. L. Scott, Erie, Pa.  
 C. M. Depew, New York, N. Y.  
 M. L. Sykes, New York, N. Y.  
 John M. Whitman, St. Paul, Minn.  
 John D. Howe, St. Paul, Minn.  
 J. H. Howe, Kenosha, Wis.

Date of annual meeting of stockholders, first Saturday after first Thursday in June.

Fiscal year of company ends December 31.

General offices of the company are located at St. Paul, Minn.; Hudson, Wis.; 52 Wall street, New York, N. Y.

STATE OF MINNESOTA, } ss.  
COUNTY OF RAMSEY, }

E. W. Winter, assistant president, and H. A. Gray, auditor of the Chicago, St. Paul, Minneapolis & Omaha 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 full, true and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of their knowledge and belief.

(Signed)

H. A. GRAY,  
E. W. WINTER,

Subscribed and sworn to before me this 17th day of September, A. D. 1885.

[L. s.]

G. HAMILTON,  
Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 21st day of September, A. D. 1885.

E. G. MORGAN, *Secretary*.

REPORT  
OF THE  
CROOKED CREEK RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|  |    |           |                  |
|--|----|-----------|------------------|
| Amount authorized by articles of association.            | \$ | 71,500.00 |                  |
| Amount authorized by vote of the company..               |    | 71,500.00 |                  |
| Amount issued, number of shares 715, amount paid in..... |    |           | \$ 71,500.00     |
| Amount of common stock issued.....                       |    | 71,500.00 |                  |
| Total amount paid in, as per books of the company.....   | \$ |           | <u>71,500.00</u> |

|   |    |           |
|---|----|-----------|
| Amount of stock per mile of road.....         | \$ | 8,411.76  |
| Amount of stock representing the road in Iowa |    | All.      |
| Amount of stock held in Iowa.....             |    | 28,600.00 |
| Total number of stockholders.....             |    | 5         |
| Number of stockholders in Iowa.....           |    | 2         |

DEBT.

|  |    |                 |
|--|----|-----------------|
| Total amount of floating debt.....                         | \$ | 2,342.10        |
| Total amount of debt liabilities.....                      | \$ | <u>2,342.10</u> |
| Amount of debt per mile of road.....                       | \$ | 275.54          |
| Amount of debt representing the road in Iowa               |    | All.            |
| Total amount of stock and debt.....                        | \$ | 73,842.10       |
| Amount of stock and debt per mile of road.                 |    | 8,687.30        |
| Amount of interest paid representing the road in Iowa..... |    | 187.35          |

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD.

|   |    |                  |
|---|----|------------------|
| Grading.....  | \$ | 9,500.00         |
| Bridging and masonry.....   |    | 10,000.00        |
| Superstructure, including rails.....  |    | 28,500.00        |
| Land, land damages and fences.....  |    | 6,065.00         |
| Passenger and freight stations, coal sheds and water stations               |    | 4,000.00         |
| Engine houses, car sheds and turn-tables.....                               |    | 600.00           |
| Interest paid during construction, discounts, etc.....                      |    | 500.00           |
| Engineering, agencies, salaries and other expenses during construction..... |    | 650.00           |
| Total expended for construction.....  | \$ | <u>59,815.00</u> |

|  |    |          |
|--|----|----------|
| Average cost of construction per mile of road [8.5 miles]..... | \$ | 7,037.06 |
| Proportion of cost of construction for Iowa...                 |    | All.     |

COST OF EQUIPMENT.

|   |    |                  |
|---|----|------------------|
| Locomotives.....  | \$ | 6,600.00         |
| Passenger, mail, baggage and express cars....                                   |    | 300.00           |
| Freight and other cars.....   |    | 5,600.00         |
| Total for equipment.....  | \$ | 12,400.00        |
| Average cost of equipment per mile of road operated by company (8.5 miles)..... | \$ | 1,458.22         |
| Total cost of road and equipment.....   | \$ | <u>72,215.00</u> |

|  |    |          |
|--|----|----------|
| Average cost of road and equipment per mile, (8.5 miles).... | \$ | 8,496.00 |
|--|----|----------|

ANALYSIS OF EARNINGS.

|   |    |                  |
|---|----|------------------|
| Earnings, passenger:  |    |                  |
| From all passengers.....  | \$ | 589.15           |
| From mails.....   |    | 392.68           |
| Total earnings, passenger department.   |    | <u>981.83</u>    |
| Earnings per train mile run (9,360 miles).....                                  | \$ | 0.10             |
| Earnings, freight:  |    |                  |
| Total earnings, freight department.....   |    | 10,721.02        |
| Earnings, per train mile run, (9,360 miles).....                                | \$ | 1.14             |
| Total transportation earnings.....  |    | 11,702.85        |
| Earnings per train mile run, from all trains earning revenue (9,360 miles)..... |    | 1.25             |
| Earnings per mile of road operated (8.5 miles)                                  |    | 1,376.80         |
| Total earnings from all sources.....  | \$ | <u>11,702.85</u> |
| Proportion of earnings for Iowa.....  |    | All.             |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |                 |
|--|----|-----------------|
| Repairs of road-bed and track.....                           | \$ | 1,661.75        |
| Renewal of rails, (number tons laid, steel, 16).....         |    | 611.85          |
| Renewal of ties, (number laid, 765).....                     |    | 267.00          |
| Repairs of bridges, including culverts and cattle-guards.... |    | 1,007.30        |
| Repairs of fences, road crossings and signs.....             |    | 27.80           |
| Repairs of buildings, stations and water-tanks.....          |    | 68.50           |
| Total .....  | \$ | <u>3,643.40</u> |

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

|                              |    |                 |
|------------------------------|----|-----------------|
| Repairs of locomotives.....  | \$ | 1,239.80        |
| Repairs of freight cars..... |    | 15.75           |
| Total .....                  | \$ | <u>1,255.55</u> |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|                                     |    |                 |
|-------------------------------------|----|-----------------|
| Fuel for locomotives.....           | \$ | 911.30          |
| Water supply.....                   |    | 461.90          |
| Oil and waste.....                  |    | 166.95          |
| Locomotive service.....             |    | 1,783.50        |
| Freight train service.....          |    | 558.70          |
| Freight train supplies.....         |    | 53.00           |
| Damages to property and cattle..... |    | 27.50           |
| Agents and station service.....     |    | 540.00          |
| Station supplies.....               |    | 31.00           |
| Total .....                         | \$ | <u>4,531.85</u> |

## CLASS 4.—GENERAL EXPENSES.

|  |    |                 |
|--|----|-----------------|
| Salaries of general officers and clerks..... | \$ | 1,600.00        |
| Legal expenses.....                          |    | 171.50          |
| Stationery and printing.....                 |    | 39.50           |
| Taxes in Iowa, \$197.61; total taxes.....    |    | 197.61          |
| Total .....                                  | \$ | <u>2,058.61</u> |

## RECAPITULATION OF EXPENSES.

|   |    |                  |
|---|----|------------------|
| Maintenance of way and buildings.....     | \$ | 3,643.40         |
| Maintenance of motive power and cars..... |    | 1,255.55         |
| Conducting transportation.....            |    | 4,531.85         |
| General expenses, including taxes.....    |    | 2,058.61         |
| Total operating expenses and taxes.....   | \$ | <u>11,489.41</u> |

|  |    |                 |
|--|----|-----------------|
| Operating expenses and taxes per mile of road operated (8.5 miles).....                        | \$ | 1,351.70        |
| Operating expenses and taxes per train mile run, for trains earning revenue (9,360 miles)..... |    | 1.22            |
| Expenses of running and management of freight trains....                                       | \$ | 3,933.35        |
| Expenses of running and management of freight trains, per train mile.....                      | \$ | .42             |
| Expenses of running and management of all trains earning revenue.....                          |    | <u>3,933.35</u> |
| Percentage of expenses to earnings, 98 per cent.   |    |                 |

## GENERAL EXHIBIT.

|  |    |                 |
|--|----|-----------------|
| Total earnings.....                                  | \$ | 11,702.85       |
| Total expenses, including taxes.....                 |    | 11,489.41       |
| Net earnings.....                                    |    | 213.44          |
| Interest accruing during the year.....               |    | 187.35          |
| Interest paid during the year.....                   |    | 187.35          |
| Interest on floating debt.....                       |    | 187.35          |
| Interest paid on floating debt.....                  |    | 187.35          |
| Floating debt liquidated during the year.....        |    | 2,342.10        |
| Balance for the year.....                            |    | 4,707.10        |
| Balance at the close of the year, June 30, 1885..... |    | <u>2,365.00</u> |

## INCOME ACCOUNT.

|   |    |                  |
|---|----|------------------|
| Income from earnings.....                       | \$ | 11,702.85        |
| Income from other sources, coal, etc.....       |    | 4,681.01         |
| Total income from all sources for the year..... | \$ | <u>16,383.86</u> |

## GENERAL RECAPITULATION.

|  |    |                 |
|--|----|-----------------|
| Total income.....  | \$ | 16,383.86       |
| Total operating expenses and taxes.....                              |    | 11,489.41       |
| Net income above operating expenses and taxes.....                   |    | <u>4,894.45</u> |
| Net income above operating expenses, taxes, interest and rental..... | \$ | <u>4,707.10</u> |

|   |    |      |
|---|----|------|
| Gross income per train mile run (9,360 miles)...            | \$ | 1.75 |
| Net income per train mile run (9,360 miles)...              |    | 0.50 |
| Percentage of net income to stock and debt...               |    | 6.4  |
| Percentage of net income to cost of road and equipment. . . |    | 6.50 |

## SURPLUS.

|                                       |    |          |
|---------------------------------------|----|----------|
| Surplus at the close of the year..... | \$ | 2,365.00 |
|---------------------------------------|----|----------|

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|                                    |    |           |
|------------------------------------|----|-----------|
| Cost of road.....                  | \$ | 38,500.00 |
| Cost of equipment.....             |    | 3,600.00  |
| Cost of station and buildings..... |    | 2,200.00  |
| Estimated of coal lands, etc.....  |    | 27,200.00 |
| Total.....                         | \$ | 71,500.00 |

## CREDIT.

|                           |    |           |
|---------------------------|----|-----------|
| Capital stock issued..... | \$ | 71,500.00 |
| Total.....                | \$ | 71,500.00 |

## DESCRIPTION OF ROAD.

|   |      |
|---|------|
| Length main line of road from Judd to Lehigh, Iowa.....                 | 8.5  |
| Total length of road belonging to this company in Iowa....              | 8.5  |
| Aggregate length of sidings and other tracks not above enumerated.....  | .5   |
| Total length of steel rails in track in Iowa, exclusive of sidings..... | .5   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings..... | 8.0  |
| Weights per yard, steel, 41½, 50 and 56 lbs.                            |      |
| Weights per yard, iron, 30 lbs.   |      |
| Gauge of track, 4 feet, 8½ inches.                                      |      |
| Total miles road operated by this company in Iowa.....                  | 8.50 |

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads owned by this company.... | 2 |
| Same in Iowa.....   | 2 |
| Number of stations on all roads operated by this company. | 2 |
| Same in Iowa.....   | 2 |

## EMPLOYEES.

|   |             |
|---|-------------|
| Number of persons regularly employed on all roads operated by this company in Iowa..... | 6           |
| Amount paid employes, including officials, on all roads operated by this company.....   | \$ 4,480.30 |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 1   | 870               |
| Wooden trestle and pile.....                      | 13  | 600               |

## BOX CULVERTS IN IOWA.

|             |   |    |
|-------------|---|----|
| Timber..... | 4 | 80 |
|-------------|---|----|

## CATTLE-GUARDS.

|                       |    |     |
|-----------------------|----|-----|
| Number of in Iowa.... | 14 | 140 |
|-----------------------|----|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |     |
|---|-----|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | 600 |
|---|-----|

Give the average number of years that wooden truss bridges last on your road in Iowa. About seven years. Our bridge, however, was not covered or it would probably have stood at least twice as long.....

## ROAD-BED AND TRACK.

|   |     |
|---|-----|
| Number of track sections in Iowa.....   | 1   |
| Average length of sections, miles.....  | 8.5 |
| Average number of men in each section gang.....   | 5   |
| Number of new ties laid in track during the year in Iowa....  | 785 |
| Average number of new ties per mile of road.....  | 90  |
| New rails laid in track during the year in Iowa—steel (16 tons) miles.....  |     |
| What is the average number of years that iron rails last in your track on main line in Iowa? Thirty pound rails about 8 or 9 years..... |     |

## FENCING IN IOWA.

Give the number of miles needed on both sides of your road in Iowa: In Webster county about 8 miles.

## ROLLING STOCK.

|  |   |
|--|---|
| Number of locomotives.....                 | 1 |
| Number of passenger cars, combination..... | 1 |
| Number of other cars.....                  | 2 |
| Total number of cars.....                  | 3 |

|   |         |
|---|---------|
| Maximum weight of locomotives and tenders, tons.....  | 20      |
| Average weight of locomotives and tenders, tons.....  | 20      |
| Number of locomotives equipped with train brake.....  | 1       |
| Kind of brake? Hand.  |         |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 20 tons, tons..... | 50 to 6 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |       |
|--|-------|
| Miles run by freight trains during the year..... | 9,360 |
| Total train mileage.....                         | 9,360 |

## CARS AND WEIGHT OF TRAINS.

|   |    |
|---|----|
| Average number of cars in freight trains.....                     | 3  |
| Average weight of freight trains, exclusive of freight, tons..... | 24 |

## PASSENGER TRAFFIC.

|   |       |
|---|-------|
| Number of local passengers carried..... | 1,964 |
| Total number of passengers carried..... | 1,964 |

|   |        |
|---|--------|
| Total passenger mileage, or passengers carried one mile.... | 16,694 |
| Average distance traveled by each passenger, miles.....     | 8.5    |
| Average amount received from each passenger, cents.....     | 30     |
| Highest rate of fare per mile for any distance.....         | 3.5    |
| Lowest rate of fare per mile for any distance.....          | 3.5    |
| Average rate of fare per mile for all passengers.....       | 3.5    |

## FREIGHT TRAFFIC.

|   |         |
|---|---------|
| Number of tons of local freight carried.....                | 13,260  |
| Total tons of freight carried.....                          | 13,260  |
| Total mileage of local freight (tons carried one mile)..... | 112,710 |
| Total freight mileage, or tons carried one mile.....        | 112,710 |

|  |      |
|--|------|
| Average rate per ton per mile received for local freight, cents.....   | 8.80 |
| Average rate per ton per mile received for all freight.....  | 8.80 |
| Average cost per ton per mile to move freight, cents.....  | 4    |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 93   |

## CAR MILEAGE.

|   |       |
|---|-------|
| Number of miles run by loaded freight cars east and south.....  | 400   |
| Number of miles run by loaded freight cars west and north.....  | 4,280 |
| Number of miles run by empty freight cars east and south.....   | 4,480 |
| Number of miles run by empty freight cars west and north.....   | 200   |
| Total freight car mileage.....  | 9,360 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 96    |
| Percentage of empty freight cars hauled west and north to all freight hauled west and north.....      | 4     |

## SPEED OF TRAINS IN IOWA.

|  |          |
|--|----------|
| Rate of speed of freight trains, including stops, miles..... | 10 to 12 |
|--|----------|

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.  | PER CENT. |
|--|--------|-----------|
| Grain.....   | 544    | 3.8       |
| Flour.....   | 43     | 0.3       |
| Provisions (beef, pork, lard, etc.).....                 | 8      | 0.0       |
| Animals.....   | 64     | 0.5       |
| Lumber and forest products.....                          | 798    | 5.5       |
| Coal.....  | 12,244 | 84.4      |
| Plaster, lime and cement.....                            | 32     | 0.2       |
| Salt.....  | 81     | 0.2       |
| Petroleum and oil.....                                   | 8      | 0.0       |
| Stone and brick.....                                     | 450    | 3.1       |
| Merchandise, and other articles not enumerated above.... | 275    | 2.0       |
| Total tons carried.....                                  | 14,497 | 100       |

## ADDITIONAL QUESTIONS.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? One mail a day, \$404.84 per annum.

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

*President*—W. C. Willson, Lehigh, Iowa.  
*Vice-President*—Geo. Burnham, Lehigh, Iowa.  
*Secretary and Treasurer*—J. M. Funk, Webster City, Iowa.  
*General Manager*—W. C. Willson, Lehigh, Iowa.  
*General Superintendent*—Geo. W. Post, Lehigh, Iowa.  
*Auditor*—Geo. W. Post, Lehigh, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

W. C. Willson, Lehigh, Iowa.  
 J. M. Funk, Webster City, Iowa.  
 George Burnham, Milwaukee, Wisconsin.  
 J. Q. Burnham, Milwaukee, Wisconsin.  
 Chas. Burnham, Milwaukee, Wisconsin.  
 E. L. Judd, Milwaukee, Wisconsin.

Date of annual meeting of stockholders. Second Wednesday in June.  
 General offices of the company are located at Lehigh, Iowa.

STATE OF IOWA, }  
 COUNTY OF WEBSTER, } ss.

W. C. Willson, President, and Geo. W. Post, Superintendent and Auditor of the Crooked Creek 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 of the affairs of said company on the thirtieth day of June, A. D. 1885, to the best of their knowledge and belief.

(Signed)

W. C. WILLSON,  
 GEO. W. POST.

Subscribed and sworn to before me this 11th day of September, A. D. 1885.

[L. s.]

E. B. PRICE,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

## DES MOINES & FT. DODGE RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

### CAPITAL STOCK.

|  |                 |            |
|--|-----------------|------------|
| Amount authorized by articles of association.                      | \$ 4,000,000.00 |            |
| Amount authorized by vote of the company ..                        | 4,000,000.00    |            |
| Amount issued, number of shares, 50,412.80 ;                       |                 |            |
| amount paid in.....  |                 |            |
| Amount of common stock issued.....                                 | \$ 4,283,000.00 |            |
| Amount of preferred stock issued, and conditions of preferment ..  |                 | 758,280.00 |
| Entitled to dividends up to 7 per cent before any on common stock. |                 |            |

NOTE—In addition to original amount of stock authorized by articles of association. The articles of association provide for the issuing of 230 shares additional common and 30 shares preferred stock for every mile of new road built.

Total amount paid in as per books of the company ... \$ 5,041,280.00

|   |              |  |
|---|--------------|--|
| Amount of stock per mile of road .....              | \$ 36,776.20 |  |
| Amount of stock representing the road in Iowa ..... | All.         |  |
| Amount of stock held in Iowa.....                   | No record.   |  |
| Total number of stockholders.....                   | 350          |  |
| Number of stockholders in Iowa .....                | No record    |  |

## DEBT.

## Funded debt as follows:

|  |                        |
|--|------------------------|
| 1,192 bonds, due 1905, rate of interest, 6 per cent.....   | \$ 1,198,000.00        |
| Amount of interest paid on same during the year.....       | \$ 53,910.00           |
| 672 bonds, due 1905, rate of interest 6 per cent.....      | 672,000.00             |
| Amount of interest paid on same during the year.....       | 30,240.00              |
| *1,200 bonds due 1905, rate of interest 6 per cent.....    | 1,200,000.00           |
| Amount of interest paid on same during the year.....       | None.                  |
| Certificate of indebtedness, interest 7 per cent.....      | 94,000.00              |
| Total amount of funded debt.....                           | <u>\$ 3,164,000.00</u> |
| Total amount of debt liabilities.....                      | <u>\$ 3,164,000.00</u> |
| Amount of debt per mile of road.....                       | \$ 22,955.81           |
| Amount of debt representing the road in Iowa.....All.      |                        |
| Total amount of stock and debt.....                        | \$ 8,205,280.00        |
| Amount of stock and debt per mile of road... in Iowa.....  | 59,531.88              |
| Amount of interest paid representing the road in Iowa..... | 89,205.00              |

## COST OF ROAD AND EQUIPMENT.

|   |                        |
|---|------------------------|
| Total cost of road and equipment.....                           | <u>\$ 8,492,066.95</u> |
| Average cost of road and equipment per mile (137.83 miles)..... | \$ 61,612.61           |
| Proportion of cost of road and equipment for Iowa.....All.      |                        |

NOTE—The road having been bought fully equipped, we cannot itemize cost of road and equipment.

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |                    |
|---|--------------------|
| Grading.....  | \$ 89.00           |
| Superstructure, including rails.....  | 1,728.92           |
| Land, land damages and fences.....  | 2,995.36           |
| Engine houses, car sheds and turn-tables.....                               | 49.25              |
| Engineering, agencies, salaries and other expenses during construction..... | 62.85              |
| Total for construction.....   | <u>\$ 4,925.38</u> |

\*Income bonds.

## EQUIPMENT.

## No.

|  |    |                 |
|--|----|-----------------|
| Freight and other cars.....                          | 10 | \$ 4,480.14     |
| Total for equipment.....                             |    | <u>4,480.14</u> |
| Total expenditures charged to property accounts..... |    | <u>9,465.52</u> |
| Net addition to property account for the year.....   |    | \$ 9,405.52     |

## ANALYSIS OF EARNINGS.

|   |               |                      |
|---|---------------|----------------------|
| Earnings, passenger:  |               |                      |
| From local passengers.....  | \$ 79,640.12  |                      |
| From through passengers.....  | 29,921.71     |                      |
| From all passengers.....  | 91,561.83     |                      |
| From express and baggage.....   | \$ 5,677.18   |                      |
| From mails.....   | 8,715.20      |                      |
| Total earnings, passenger department.....   |               | \$ 105,954.21        |
| Earnings per train mile run (164,075 miles)....                                   | .65           |                      |
| Earnings, freight: From local.....  |               |                      |
| From through.....   | \$ 132,504.44 |                      |
| From other sources, freight department.....                                       | 125,372.28    |                      |
| From other sources, freight department.....                                       | 2,204.15      |                      |
| Total earnings, freight department.....   |               | 260,080.85           |
| Earnings per train mile run (151,144 miles)....                                   | 1.72          |                      |
| Total transportation earnings.....  |               | 366,035.06           |
| Earnings per train mile run, from all trains earning revenue (315,219 miles)..... | 1.16          |                      |
| Earnings per mile of road operated (142.90 miles).....                            | 2,561.44      |                      |
| Rents received for use of road.....   |               | 2,400.00             |
| Rents received for use of stations, buildings, etc                                |               | 1,291.50             |
| Earnings from all other sources.....  |               | 202.95               |
| Total earnings from all sources.....  |               | <u>\$ 369,929.51</u> |
| Proportion of earnings for Iowa.....All.  |               |                      |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|  |                     |
|--|---------------------|
| Repairs of road-bed and track.....                           | \$ 40,497.22        |
| Renewal of rails (number tons laid, steel, 260).....         | 6,155.57            |
| Renewal of ties, (number laid, 17,501).....                  | 8,606.08            |
| Repairs of bridges, including culverts and cattle guards.... | 3,447.36            |
| Repairs of fences, railroad crossings and signs.....         | 408.69              |
| Repairs of buildings, stations and water tanks.....          | 6,900.74            |
| Total.....   | <u>\$ 66,116.06</u> |

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

|                                |    |           |
|--------------------------------|----|-----------|
| Repairs of locomotives.....    | \$ | 23,207.66 |
| Repairs of passenger cars..... |    | 4,861.06  |
| Repairs of freight cars.....   |    | 12,794.45 |
| Total.....                     | \$ | 40,863.37 |

## CLASS 3—CONDUCTING TRANSPORTATION.

|   |    |            |
|---|----|------------|
| Fuel for locomotives.....                           | \$ | 22,281.75  |
| Water supply.....                                   |    | 1,777.11   |
| Oil and waste.....                                  |    | 3,887.71   |
| Locomotive service.....                             |    | 25,586.38  |
| Passenger train service.....                        |    | 7,690.63   |
| Passenger train supplies.....                       |    | 772.27     |
| Mileage of passenger cars (debit balance).....      |    | 750.18     |
| Freight train service.....                          |    | 11,626.27  |
| Freight train supplies.....                         |    | 1,182.09   |
| Mileage of freight cars (debit balance).....        |    | 3,173.27   |
| Telegraph expenses (maintenance and operating)..... |    | 3,733.12   |
| Damages and loss of freight and baggage.....        |    | 195.52     |
| Damage to property and cattle.....                  |    | 2,517.65   |
| Personal injuries.....                              |    | 1,364.67   |
| Agents and station service.....                     |    | 23,296.84  |
| Station supplies.....                               |    | 1,049.18   |
| Total.....  | \$ | 110,884.64 |

## CLASS 4—GENERAL EXPENSES.

|  |    |           |
|--|----|-----------|
| Salaries of general officers and clerks..... | \$ | 19,782.20 |
| Legal expenses.....                          |    | 555.24    |
| Insurance.....                               |    | 750.00    |
| Stationery and printing.....                 |    | 2,662.08  |
| Outside agencies and advertising.....        |    | 816.61    |
| Contingencies.....                           |    | 5,502.07  |
| Taxes in Iowa, \$21,733.59; total taxes..... |    | 21,733.59 |
| Total.....                                   | \$ | 51,802.50 |

## RECAPITULATION OF EXPENSES.

|   |    |            |
|---|----|------------|
| Maintenance of way and buildings.....     | \$ | 66,116.06  |
| Maintenance of motive power and cars..... |    | 40,863.37  |
| Conducting transportation.....            |    | 110,884.64 |
| General expenses, including taxes.....    |    | 51,802.50  |
| Total operating expenses and taxes.....   | \$ | 269,666.57 |

|  |    |           |
|--|----|-----------|
| Operating expenses and taxes per mile of road operated, (142.90 miles).....                      | \$ | 1,887.10  |
| Operating expenses and taxes per train mile run, for trains earning revenue (315,219 miles)..... |    | .86       |
| Proportion of operating expenses and taxes for Iowa.....   |    | All       |
| Expenses of running and management of passenger trains.....                                      | \$ | 84,241.48 |
| Expenses of running and management of passenger trains per train mile.....                       |    | .27       |
| Expenses of running and management of freight trains.....  |    | 38,586.94 |
| Expenses of running and management of freight trains per train mile.....                         |    | .25       |
| Expenses of running and management of all trains earning revenue.....                            |    | 72,828.42 |
| Percentage of expenses to earnings.....  |    | .74       |

## GENERAL EXHIBIT.

|   |    |            |
|---|----|------------|
| Total earnings.....   | \$ | 369,929.51 |
| Total expenses, including taxes.....                              |    | 269,666.57 |
| Net earnings.....   |    | 100,262.94 |
| Rentals, specifying amount paid to each company:                  |    |            |
| Illinois Central Railroad Co.....                                 | \$ | 2,705.63   |
| Interest accruing during the year.....                            |    | 117,255.00 |
| Interest paid during the year.....                                |    | 89,205.00  |
| Interest paid during the year on account of the road in Iowa..... |    | 89,205.00  |
| Interest on funded debt.....                                      |    | 115,710.00 |
| Interest paid on funded debt.....                                 |    | 87,660.00  |
| Interest on floating debt.....                                    |    | 1,545.00   |
| Interest paid on floating debt.....                               |    | 1,545.00   |
| Interest falling due during the year and not paid.....            |    | 28,050.00  |
| Floating debt liquidated during the year.....                     |    | 47,100.00  |
| Balance for the year.....   |    | 8,352.31   |
| Balance at commencement of the year.....                          |    | 478,477.38 |
| Balance at the close of the year, June 30, 1885,                  |    | 486,829.69 |

## INCOME ACCOUNT.

|   |    |            |
|---|----|------------|
| Income from earnings.....                       | \$ | 369,929.51 |
| Total income from all sources for the year..... | \$ | 369,929.51 |
| Proportion of income for Iowa.....              |    | All        |

## GENERAL RECAPITULATION.

|  |    |            |
|--|----|------------|
| Total income.....  | \$ | 369,929.51 |
| Total operating expenses and taxes.....                              |    | 269,666.57 |
| Net income above operating expenses and taxes.....                   |    | 100,262.94 |
| Net income above operating expenses, taxes, interest and rental..... | \$ | 8,352.31   |

|   |        |
|---|--------|
| Gross income per train per mile run (315,219 miles).....    | \$1.17 |
| Net income per train mile run (315,219 miles).....          | 0.32   |
| Percentage of net income to stock and debt.....             | 1.23   |
| Percentage of net income to cost of road and equipment..... | 1.18   |



SURPLUS

|   |               |
|---|---------------|
| Surplus at the commencement of the year.....          | \$ 478,477.38 |
| Surplus at the close of the year.....                 | 486,829.69    |
| Cash.....   | 10,639.70     |
| Agricultural lands and land contracts.....            | 155,031.17    |
| Amount absorbed in construction.....                  | 289,021.01    |
| Amount in material and balances from other roads..... | 32,137.81     |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

DEBIT.

|  |                        |
|--|------------------------|
| Cost of road and equipment.....            | \$ 8,492,066.95        |
| Real estate.....                           | 40,658.73              |
| Cash in hand.....                          | 10,639.70              |
| Due from agents and companies.....         | 18,339.78              |
| Materials on hand.....                     | 13,798.03              |
| Balance due on contract of land sales..... | 96,143.17              |
| Agricultural lands.....                    | 58,888.00              |
| Land grant bonds.....                      | 1,560.00               |
| <b>Total.....</b>                          | <b>\$ 8,732,094.36</b> |

CREDIT.

|                               |                        |
|-------------------------------|------------------------|
| Capital stock.....            | \$ 5,041,280.00        |
| Funded debt.....              | 3,164,000.00           |
| Due other companies, etc..... | 19,234.97              |
| Bills and pay rolls.....      | 20,749.70              |
| Profit and loss.....          | 486,829.69             |
| <b>Total.....</b>             | <b>\$ 8,732,094.36</b> |

DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road from Des Moines to Ruthven, miles                     | 137.10 |
| Length of main line of road from Ft. Dodge Junction to Ft. Dodge.....          | 0.73   |
| Total length of road belonging to this company, miles.....                     | 137.83 |
| Aggregate length of sidings and other tracks not above enumerated, miles.....  | 25.91  |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 137.83 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 87.50  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 50.33  |
| Weights per yard, steel, 56 pounds.  |        |
| Weights per yard, iron, 50 pounds.   |        |
| Gauge of track 4 feet 8½ inches.   |        |

ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|   |        |
|---|--------|
| Name, description and length of each:                     |        |
| Illinois Central from Tara to Ft. Dodge Junction.....     | 5.07   |
| Total miles of road operated by this company.....         | 142.90 |
| Total miles of road operated by this company in Iowa..... | 142.90 |

STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 24 |
| Same in Iowa.....   | 24 |
| Number of stations on all roads operated by this company..... | 24 |
| Same in Iowa.....   | 24 |
| Number of telegraph offices in stations in Iowa.....          | 24 |

EMPLOYES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company.....               | 300           |
| Same in Iowa.....   | 300           |
| Amount paid employes, including officials, on all roads operated by this company in Iowa..... | \$ 160,728.21 |

BRIDGES IN IOWA.

|   | No. | Aggregate length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 1   | 110               |
| Wooden truss bridges under 100 feet in length...  | 3   | 200               |
| Wooden trestle and pile.....                      | 112 | 6,155             |

ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                |   |    |
|--------------------------------|---|----|
| Less than 20 feet opening..... | 1 | 30 |
|--------------------------------|---|----|

BOX CULVERTS IN IOWA.

|             |     |         |
|-------------|-----|---------|
| Timber..... | 237 | } 7.110 |
| Stone.....  | 1   |         |

CATTLE-GUARDS.

|                        |     |       |
|------------------------|-----|-------|
| Number of in Iowa..... | 153 | 1,224 |
|------------------------|-----|-------|

RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |    |        |
|---|----|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... |    | 20,576 |
| Timber culverts replaced with sewer pipe.....   | 17 | 576    |

## BRIDGES BUILT IN IOWA WITHIN THE YEAR.

| LOCATION.           | Kind.     | Material. | When built.   | Length in feet. |
|---------------------|-----------|-----------|---------------|-----------------|
| Grand Junction..... | Pile..... | Wood..... | June, 1885... | 10              |
| Total.....          |           |           |               | 10              |

|  |    |
|--|----|
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... | 9  |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    | 12 |

## ROAD BED AND TRACK.

|  |        |
|--|--------|
| Number of track sections in Iowa.....  | 24     |
| Average length of sections.....  | 6 1-10 |
| Average number of men in each section gang.....  | 4      |
| Number of new ties laid in track during the year in Iowa...  | 17,501 |
| Average number of new ties per mile of road.....   | 128    |
| New rails laid in track during the year in Iowa, steel (200 tons), miles.....  | 2 2-10 |
| What is the average number of years that iron rails last in your track on main line in Iowa.....   | 12     |
| What is the average number of years that steel rails last in your track on main line in Iowa? Have not had long enough experience to tell. |        |
| What is the average number of years that ties last in your track in Iowa.....  | 7      |

## CROSSINGS IN IOWA.

|  |     |
|--|-----|
| What railroad crosses your road at grade, and at what locality?    |     |
| Chicago, Rock Island & Pacific, at Des Moines and Valley Junction. |     |
| Wabash, St. Louis & Pacific, at Waukeo.                            |     |
| Chicago, Milwaukee & St. Paul, at Perry and Ruthven.               |     |
| Minneapolis & St. Louis, at Angus.                                 |     |
| Chicago & Northwestern, at Grand Junction, Gowrie and Rolfe.       |     |
| Illinois Central, at Tara.   |     |
| Number of highway crossings at grade.....                          | 134 |

## FENCING IN IOWA.

|   |              |
|---|--------------|
| How many miles of your road in Iowa are fenced.....                                 | 57.1         |
| What is the average cost per rod.....   | 1.15         |
| What is the total cost of same.....   | \$ 20,960.75 |
| How many miles of new fencing have you built during the year.....                   | 15.8         |
| Give the number of miles needed on both sides of your track in each county in Iowa: |              |
| In Greene county.....   | 5.19         |
| In Webster county.....  | 32.01        |
| In Humboldt county.....   | 6.32         |
| In Pocahontas county.....   | 16.65        |
| In Palo Alto county.....  | 20.56        |
| Total miles.....  | 80.73        |

## ROLLING STOCK.

|   |     |
|---|-----|
| Number of locomotives.....                    | 16  |
| Number of passenger cars.....                 | 7   |
| Number of baggage, mail and express cars..... | 4   |
| Number of box freight cars.....               | 62  |
| Number of stock cars.....                     | 20  |
| Number of platform and coal cars.....         | 187 |
| Number of other cars.....                     | 72  |
| Total number of cars.....                     | 352 |

|   |    |
|---|----|
| Maximum weight of locomotives and tenders (tons).....   | 40 |
| Average weight of locomotive and tenders (tons).....  | 30 |
| Number of locomotives equipped with train brake.....  | 5  |
| Kind of brake? Westinghouse air.  |    |
| Maximum weight of passenger cars (tons).....  | 24 |
| Average weight of passenger cars (tons).....  | 22 |
| Number of cars equipped with train brake.....   | 11 |
| Kind of brake? Westinghouse air.  |    |
| Number of passenger cars equipped with Miller platform buffer.....  | 11 |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 32 tons; cylinders 16x32, pressure 100 and running 15 miles per hour can carry 230 tons. |    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year..... | 164,075 |
| Miles run by freight trains during the year.....   | 151,144 |
| Miles run by other trains during the year.....     |         |
| Total train mileage.....                           | 315,219 |

## CARS AND WEIGHT OF TRAINS.

|   |     |
|---|-----|
| Average number of cars in passenger trains.....                       | 3   |
| Average weight of passenger trains, exclusive of passengers tons..... | 72  |
| Average number of cars in freight trains.....                         | 18  |
| Average weight of freight trains, exclusive of freight, tons.....     | 210 |

## PASSENGER TRAFFIC.

|   |           |
|---|-----------|
| Number of through passengers carried.....                   | 12,051    |
| Number of local passengers carried.....                     | 110,604   |
| Total number of passengers carried.....                     | 122,655   |
| Total passenger mileage, or passengers carried one mile.... | 3,311,870 |
| Average distance traveled by each passenger.....            | 27        |
| Average amount received from each passenger.....            | .75       |
| Highest rate of fare per mile for any distance.....         | .08       |
| Lowest rate of fare per mile for any distance.....          | .01       |
| Average rate of fare per mile for all passengers.....       | .02 8-10  |

FREIGHT TRAFFIC.

|  |                   |
|--|-------------------|
| Number of tons of through freight carried.....   | 114,459           |
| Number of tons of local freight carried.....   | 176,043           |
| <b>Total tons of freight carried.....</b>  | <b>290,502</b>    |
| Total mileage of through freight (tons carried one mile)....   | 5,030,634         |
| Total mileage of local freight (tons carried one mile).....  | 7,645,951         |
| <b>Total freight mileage, or tons carried one mile.....</b>  | <b>12,576,585</b> |
| Average rate per ton per mile received for through freight..   | .02 5-10          |
| Average rate per ton per mile received for local freight....   | .01 8-10          |
| Average rate per ton per mile received for all freight.....  | .02               |
| Average cost per ton per mile to move freight.....   | .0 58-100         |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 75                |

CAR MILEAGE.

|   |                  |
|---|------------------|
| Number of miles run by loaded freight cars east and south.  | 491,362          |
| Number of miles run by loaded freight cars west and north.  | 638,875          |
| Number of miles run by empty freight cars east and south..  | 351,365          |
| Number of miles run by empty freight cars west and north..  | 234,773          |
| <b>Total freight car mileage.....</b>   | <b>1,716,375</b> |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | 42               |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | 27               |

SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops ..... | 23 |
| Rate of speed of freight trains, including stops.....    | 12 |

TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.          | PER CENT.  |
|---|----------------|------------|
| Grain .....   | 32,393         | 11.15      |
| Flour.....  | 2,587          | .89        |
| Provisions (beef, pork, lard, etc).....                   | 69             | .02        |
| Animals.....  | 8,694          | 3.00       |
| Other agricultural products.....                          | 4,996          | 1.72       |
| Lumber and forest products.....                           | 36,306         | 12.50      |
| Coal.....   | 175,936        | 60.56      |
| Plaster, lime and cement.....                             | 6,048          | 2.08       |
| Salt.....   | 611            | .21        |
| Petroleum and oil.....                                    | 559            | .20        |
| Iron, steel and castings.....                             | 173            | .06        |
| Stone and brick .....                                     | 5,234          | 1.80       |
| Manufactures, articles shipped from point of production.. | 2,919          | 1.00       |
| Merchandise, and other articles not enumerated above....  | 13,977         | 4.81       |
| <b>Total tons carried.....</b>                            | <b>290,502</b> | <b>100</b> |

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? United States Express Company; \$15.00 per day. American Express carries through freight between Des Moines and Angus; compensation, 1½ first-class freight rate. Freight taken from express companies at depot.

UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? Between Des Moines and Ft. Dodge, \$21.08 per day; between Tara and Ruthven, \$7.51 per day. What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$300.00.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company, 137.83 miles.

LANDS—CONGRESSIONAL GRANT.

|   |               |
|---|---------------|
| State the number of acres of land your company has already received from the congressional grants.....        | 40,606.85     |
| State the number of acres yet to inure to your company from congressional grants.....                         | None.         |
| State the average price at which these lands have been sold or contracted by the company.....                 | about \$ 6.00 |
| State the number of acres sold.....   | 35,217.00     |
| State the amount received from sales.....   | \$ 38,115.09  |
| State the amount unpaid on outstanding contracts.....   | 96,143.17     |
| State the gross amount received from sales, contracts, forfeited contracts, etc., up to June 30, 1885.....    | 96,116.01     |
| State the amount expended in sale and management of lands   | 6,690.94      |
| State the amount of taxes paid on lands.....  | 7,805.36      |
| State the amount realized from the sale of lands above the expenses incurred in the management and taxes..... | 82,050.21     |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—C. E. Whitehead, New York.  
 Vice-President—Chas. Dana, New York.  
 Secretary—Edwin F. Wight, New York.  
 Treasurer—C. E. Whitehead, New York.  
 General Superintendent—C. N. Gilmore, Des Moines.  
 Chief Engineer—James Carss, Des Moines.  
 Superintendent of Telegraph—James Gibney, Des Moines.  
 Auditor—W. C. Matthews, Des Moines.  
 General Passenger Agent—G. W. Ogilvie, Des Moines.  
 General Freight Agent—G. W. Ogilvie, Des Moines.  
 Attorneys—Nourse & Kauffman, Des Moines.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

Chas. E. Whitehead, New York.  
 A. G. Agnew, New York.  
 Chas. Dana, New York.  
 Dane Stewart, New York.  
 Jno. L. Ludlum, New York.  
 Dan'l E. Green, New York.  
 Joseph E. Brown, New York.  
 Arthur B. Grove, New York.  
 Stanley W. Dexter, New York.  
 N. N. Hollister, New York.

Date of annual meeting of stockholders, first Thursday in June.  
 Fiscal year of company ends January 1st.  
 General offices of the company are located at Des Moines.

STATE OF IOWA, } ss.  
 COUNTY OF POLK. }

C. N. Gilmore, Superintendent of the Des Moines & Ft. Dodge 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, 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. 1885, to the best of his knowledge and belief.

(Signed)

C. N. GILMORE.

Subscribed and sworn to before me by the said C. N. Gilmore, this 9th day of September, A. D. 1885.

[L. S.]

N. T. GUERNSEY,  
 Notary Public in and for Polk County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 11th day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

## DUBUQUE &amp; DAKOTA RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|   |               |
|---|---------------|
| Amount authorized by articles of association, \$15,000 per mile of constructed road.                |               |
| Amount authorized by vote of the company...   | 610,000.00    |
| Amount issued, number of shares, 5,695; amount paid in...   | \$ 569,500.00 |
| Amount of common stock issued.....  | 159,500.00    |
| Amount of preferred stock issued, and conditions of preference.....                                 | 410,000.00    |
| Preferred stock to receive six per cent dividend before the common stock participates in dividends. |               |

Total amount paid in, as per books of the company..... \$ 569,500.00

|   |            |
|---|------------|
| Amount of stock per mile of road.....                       | \$ 9,089   |
| Amount of stock representing the road in Iowa. All in Iowa. |            |
| Amount of stock held in Iowa.....                           | 569,100.00 |
| Total number of stockholders.....                           | 20         |
| Number of stock holders in Iowa.....                        | 16         |

## DEBT.

## Funded debt as follows:

|  |               |
|--|---------------|
| \$30 bonds due, rate of interest 6 per cent.....     | \$ 830,000.00 |
| Amount of interest paid on same during the year..... | \$ 37,800.00  |

## Floating debt:

|                                      |               |
|--------------------------------------|---------------|
| Incurred for payment of coupons..... | \$ 91,447.51  |
| Incurred for advances.....           | \$ 18,880.00  |
| Total amount of floating debt.....   | \$ 110,227.51 |

Total amount of debt liabilities..... \$ 740,227.51

|  |                 |
|--|-----------------|
| Amount of debt per mile of road.....                       | \$ 11,751.00    |
| Total amount of stock and debt.....                        | \$ 1,809,727.51 |
| Amount of stock and debt per mile of road...               | 19,067.00       |
| Amount of interest paid representing the road in Iowa..... | 37,800.00       |

## COST OF ROAD AND EQUIPMENT.

\*Total expended for construction..... \$ 1,228,755.21

## COST OF EQUIPMENT.

|  | No. | Value        |
|--|-----|--------------|
| Locomotives.....   | 2   | \$ 12,992.59 |
| Snow-plows on wheels.....  | 1   | 627.50       |
| Passenger, mail, baggage and express cars.....   | 2   | 6,500.00     |
| Freight and other cars.....  | 53  | 18,873.36    |
| Wrecking-cars, pile-drivers, and tools.....  | 1   | 328.40       |
| Total for equipment.....   |     | \$ 39,321.85 |
| Average cost of equipment per mile of road operated by company (63 miles all in Iowa)..... |     | 624.15       |

Total cost of road and equipment..... \$ 1,268,077.06

Average cost of road and equipment per mile (63 miles).... \$ 20,128.00

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |             |
|---|-------------|
| Grading.....  | \$ 426.55   |
| Bridging and masonry.....   | 2,075.98    |
| Land, land damages and fences.....  | 385.06      |
| Passenger and freight stations, coal sheds and water stations.....          | 304.39      |
| Engineering, agencies, salaries and other expenses during construction..... | 459.74      |
| Total for construction.....   | \$ 3,651.72 |

## ANALYSIS OF EARNINGS.

|  |              |
|--|--------------|
| Earnings, passenger:                                     |              |
| From all passengers.....                                 | \$ 11,909.86 |
| From express and baggage.....                            | 604.32       |
| From mails.....  | 3,419.95     |
| Total earnings, passenger department.....                | \$ 15,934.13 |
| Earnings per train mile run, no data.                    |              |
| Earnings, freight:                                       |              |
| Total earnings, freight department.....                  | 50,601.06    |
| Earnings per train mile run, no data.                    |              |
| Earnings per mile of road operated (63 miles) \$         | 1,009.00     |
| Car mileage, (credit balances).....                      | 835.10       |
| Earnings from all other sources, telegraph earnings..... | 630.90       |
| Total earnings from all sources.....                     | \$ 68,001.19 |

Proportion of earnings for Iowa, all Iowa.

\*NOTE.—We cannot itemize, as the unfinished road, right of way, and the portion of the track completed was purchased for stock by Dubuque & Dakota Railroad Company.

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |              |
|--|--------------|
| Repairs of road-bed and track.....                           | \$ 20,186.65 |
| Renewal of ties (number laid, 4,953).                        |              |
| Repairs of bridges, including culverts and cattle guards.... | 3,359.59     |
| Repairs of fences, road crossings and signs.....             | 79.38        |
| Repairs of buildings, stations and water tanks.....          | 1,827.59     |
| Total.....   | \$ 25,453.21 |

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

|                                |             |
|--------------------------------|-------------|
| Repairs of locomotives.....    | \$ 1,735.07 |
| Repairs of passenger cars..... | 1,937.03    |
| Repairs of freight cars.....   | 1,368.64    |
| Total.....                     | \$ 5,040.74 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |              |
|---|--------------|
| Fuel for locomotives.....                                 | \$ 4,845.76  |
| Mail service and express.....                             | 256.50       |
| Locomotive service.....                                   | 5,019.03     |
| Oil and waste.....  | 507.32       |
| Train service and train supplies.....                     | 2,986.78     |
| Telegraph expenses (maintenance and operating).....       | 252.95       |
| Damage and loss (wash-outs).....                          | 843.76       |
| Damages (cattle).....                                     | 243.82       |
| Personal injuries.....                                    | 206.25       |
| Agents and station service (agents act as operators)..... | 5,400.00     |
| Station supplies.....                                     | 806.63       |
| Total.....  | \$ 21,868.80 |

## CLASS 4.—GENERAL EXPENSES.

|  |             |
|--|-------------|
| Salaries of general officers and clerks..... | \$ 3,423.85 |
| Insurance.....                               | 50.00       |
| Stationery and printing.....                 | 510.66      |
| Taxes in Iowa (only part paid).....          | 2,571.06    |
| Total.....                                   | \$ 6,555.57 |

## RECAPITULATION OF EXPENSES.

|   |              |
|---|--------------|
| Maintenance of way and buildings.....     | \$ 20,789.85 |
| Maintenance of motive power and cars..... | 6,378.72     |
| Conducting transportation.....            | 21,368.80    |
| General expenses, including taxes.....    | 6,811.07     |
| Total operating expenses and taxes.....   | \$ 55,348.44 |

Operating expenses and taxes per mile of road operated (63 miles).....\$ 878.54

## GENERAL EXHIBIT.

|   |              |
|---|--------------|
| Total earnings.....                             | \$ 68,001.19 |
| Total expenses, including taxes.....            | 55,348.44    |
| Net earnings.....                               | 12,652.75    |
| Rentals specifying amount paid to each company: |              |
| Illinois Central Railroad Company.....          | 405.63       |
| Interest on funded debt.....                    | 37,800.00    |
| Interest paid on funded debt.....               | 37,800.00    |
| Interest on floating debt.....                  | 6,617.00     |
| Interest paid on floating debt.....             | 6,617.00     |

## INCOME ACCOUNT.

|   |              |
|---|--------------|
| Income from earnings.....                       | \$ 68,001.19 |
| Total income from all sources for the year..... | \$ 68,001.19 |

## GENERAL RECAPITULATION.

|  |              |
|--|--------------|
| Total income.....                                  | \$ 68,001.19 |
| Total operating expenses and taxes.....            | 55,348.44    |
| Net income above operating expenses and taxes..... | 12,652.75    |

Net income above operating expenses, taxes, interest and rental.....None.

|  |       |
|--|-------|
| Percentage of net income to stock and debt.....            | 0.096 |
| Percentage of net income to cost of road and equipment.... | 0.099 |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|                                |                 |
|--------------------------------|-----------------|
| Construction.....              | \$ 1,228,755.21 |
| Equipment.....                 | 39,321.65       |
| Telegraph construction.....    | 5,600.89        |
| Real estate.....               | 5,899.85        |
| Uncollected freight bills..... | 1,540.05        |
| Income account.....            | 61,645.23       |
| Cash in bank.....              | 2,628.98        |
| Material in store.....         | 8,942.74        |
| Total.....                     | \$ 1,352,343.78 |

## CREDIT.

|  |                 |
|--|-----------------|
| Capital stock preferred.....               | \$ 410,000.00   |
| Capital stock, common.....                 | 159,500.00      |
| Construction bonds.....                    | 630,000.00      |
| Bills payable.....                         | 91,447.51       |
| Dubuque & Sioux City Railroad Company..... | 18,540.00       |
| Tax aid payable in common stock.....       | 41,596.27       |
| Unpaid coupons.....                        | 960.00          |
| Total.....                                 | \$ 1,352,343.78 |

## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length main line of road from Sumner to Hampton, Iowa..                        | 63.20 |
| Total length of road belonging to this company.....                            | 63.20 |
| Total length of road belonging to this company in Iowa...                      | 63.20 |
| Aggregate length of sidings and other tracks not above enumerated.....         | 3.30  |
| Same in Iowa.....  | 3.30  |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 63.20 |
| Same in Iowa.....  | 63.20 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 31.16 |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 32.04 |
| Weights per yard, steel, 45 lbs.   |       |
| Weights per yard, iron, 50 lbs.  |       |
| Gauge of track, 4 feet, 8½ inches.   |       |
| Total miles of road operated by this company.....                              | 63.20 |
| Total miles road operated by this company in Iowa.....                         | 63.20 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company      | 10 |
| Same in Iowa.....  | 10 |
| Number of stations on all roads operated by this company.. | 10 |
| Same in Iowa.....  | 10 |
| Number of telegraph offices in stations in Iowa.....       | 10 |

## EMPLOYES.

|   |              |
|---|--------------|
| Number of persons regularly employed on all roads operated by this company in Iowa..... | 32           |
| Amount paid employes, including officials, on all roads operated by this company.....   | \$ 35,007.13 |

## BRIDGES IN IOWA.

|  | No. | Aggregate length. |
|--|-----|-------------------|
| Wooden truss bridges under 100 feet in length..... | 14  | 840               |
| Wooden trestle and pile.....                       | 78  | 11,312            |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 176 |
|-------------|-----|

## CATTLE-GUARDS.

|                     |     |
|---------------------|-----|
| Number in Iowa..... | 135 |
|---------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |         |
|---|---------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | 100,247 |
|---|---------|

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.   | KIND.        | MATERIAL.    | When built. | Length in feet. |
|---|--------------|--------------|-------------|-----------------|
| Mile 13, west of Waverly, Shell Rock river bridge | Wooden truss | Pine and oak | September   | 120             |
| Mile 8, west of Waverly                           | Pile         | Pine         | September   | 14              |
| Mile 22, west of Waverly                          | Pile         | Pine         | September   | 14              |
| Mile 28, west of Waverly, West Fork               | Pile         | Pine         | October     | 144             |
| Mile 28, west of Waverly, West Fork               | Pile         | Pine         | October     | 702             |
| Total   |              |              |             | 1,044           |

Give the average number of years the trestle and pile bridges last on your road in Iowa:

|         |   |
|---------|---|
| Pile    | 8 |
| Trestle | 9 |

## ROAD-BED AND TRACK.

|   |                                      |
|---|--------------------------------------|
| Number of track sections in Iowa  | 9                                    |
| Average length of sections, miles   | 7                                    |
| Average number of men in each section gang  | { foreman . 1 }<br>{ laborers . 2½ } |
| Average number of new ties per per mile of road   | 315                                  |
| What is the average number of years that iron rails last in your track on main line in Iowa | 8                                    |
| What is the average number of years that ties last in your track in Iowa                    | 7                                    |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality: |    |
| Illinois Central, at Waverly                                    |    |
| Burlington, Cedar Rapids & Northern, at Clarksville             |    |
| Number of highway crossings at grade                            | 42 |
| Number of highway crossings under railroad                      | 1  |

## FENCING IN IOWA.

|   |       |
|---|-------|
| How many miles of your road in Iowa are fenced                                      | 23.75 |
| What is the average cost per rod  | .60   |
| How many miles of fencing have you built during the year                            | 2.25  |
| Give the number of miles needed on both sides of your track in each county in Iowa: |       |
| In Bremer county  | 14    |
| In Butler county  | 21.7  |
| In Franklin county  | 4     |
| Total miles   | 39.7  |

## ROLLING STOCK.

|                                  |    |
|----------------------------------|----|
| Number of locomotives            | 2  |
| Number of passenger cars         | 2  |
| Number of box freight cars       | 20 |
| Number of stock cars             | 10 |
| Number of platform and coal cars | 20 |
| Number of other cars             | 4  |
| Total number of cars             | 58 |

|  |      |
|--|------|
| Maximum weight of locomotives and tenders (tons)   | 28   |
| Average weight of locomotives and tenders (tons)   | 28   |
| Number of locomotives equipped with train brake  | None |
| Kind of brake, Common  |      |
| Maximum weight of passenger cars (tons)  | 20   |
| Average weight of passenger cars (tons)  | 20   |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 28 tons; (tons) | *160 |

## MILEAGE, TRAFFIC, ETC.

## PASSENGER TRAFFIC.

|  |        |
|--|--------|
| Average amount received from each passenger      | \$ .08 |
| Highest rate of fare per mile for any distance   | .035   |
| Lowest rate of fare per mile for any distance    | .02    |
| Average rate of fare per mile for all passengers | .0275  |

## FREIGHT TRAFFIC.

|                               |        |
|-------------------------------|--------|
| Total tons of freight carried | 41,855 |
|-------------------------------|--------|

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops, per hour miles | 20 |
| Rate of speed of freight trains, including stops, per hour miles   | 12 |

## TONNAGE OF ARTICLES TRANSPORTED—WITHIN THE STATE OF IOWA.

|   | TONS.  | PER CENT. |
|---|--------|-----------|
| Grain   | 9,716  | 23.7      |
| Flour   | 468    | 2.0       |
| Provisions (beef, pork, lard, etc)                      | 1,284  | 3.0       |
| Animals   | 7,640  | 17.15     |
| Other agricultural products                             | 828    | 2.0       |
| Lumber and forest products                              | 7,020  | 16.5      |
| Coal  | 3,720  | 8.5       |
| Plaster, lime and cement                                | 60     | .1        |
| Salt  | 468    | .2        |
| Petroleum and oil                                       | 156    | .3        |
| Stone and brick   | 615    | 1.4       |
| Manufactures, articles shipped from point of production | 450    | 1.5       |
| Merchandise and other articles not enumerated above     | 9,430  | 22.5      |
| Total tons carried                                      | 41,855 | 100       |

\*Does not include weight of cars. Maximum grade 53 feet.

ADDITIONAL QUESTION.

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? American Express Company. American Express Company pay \$30 per month for messenger and 12½ cents per 100 for freight carried. Express delivered at stations.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$52.16 per mile per year.  
 What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$256.50.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 63.8.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.  
 INJURED.

| DATE.               | NAME AND OCCUPATION. | PLACE.       | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.   |
|---------------------|----------------------|--------------|--|
| 1884.<br>November 8 | Woman .....          | Dumont ..... | Stepping from train; jumped back; by her own carelessness she fell and was slightly injured. |



## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENTS.           | KILLED.     |           |         | INJURED.    |           |         |
|--------------------------------|-------------|-----------|---------|-------------|-----------|---------|
|                                | Passengers. | Emploees. | Others. | Passengers. | Emploees. | Others. |
| Getting on and off trains..... | ..          | ..        | ..      | 1           | ..        | ..      |
| Total.....                     |             |           |         | 1           | ..        | ..      |

## SUMMARY OF ACCIDENTS FOR IOWA.

Number of persons injured during the year..... 1  
 Number resulting from lack of caution, carelessness, or misconduct.. 1

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

*President*—G. H. Candee, New York.  
*Secretary and Treasurer*—C. H. Booth, Dubuque.  
*General Manager*—C. H. Booth, Dubuque.  
*Superintendent*—A. C. Goodrich, Hampton, Iowa.  
*Chief Engineer*—A. C. Goodrich, Hampton, Iowa.  
*Superintendent of Telegraph*—H. T. Helgeson, Hampton, Iowa.  
*Auditor and Passenger Agent*—W. S. Couch, Dubuque.  
*General Freight Agent*—C. H. Booth, Dubuque.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

G. H. Candee, New York.  
 C. H. Booth, Dubuque.  
 E. E. Graves, Dubuque.  
 H. L. Stout, Dubuque.  
 J. O. Roosevelt, New York.  
 Mason Thompson, New York.  
 Morris K. Jessup, New York.

Date of annual meeting of stockholders, first Tuesday in April.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Dubuque, Iowa.

STATE OF IOWA, }  
 COUNTY OF DUBUQUE. } ss.

I, C. H. Booth, Manager, and W. S. Couch, Auditor of the Dubuque & Dakota 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. 1885, to the best of their knowledge and belief.

[Signed,]

C. H. BOOTH,  
 Wm. S. COUCH.

Subscribed and sworn to before me, this 15th day of September, A. D. 1885.

[L. s.] E. W. DUNCAN,  
*Notary Public of Iowa, in and for Dubuque County.*

Received and filed in the office of the Commissioners of Railroads, this 17th day of September, A. D. 1885.

E. G. MORGAN,  
*Secretary.*

REPORT

OF THE

HUMESTON & SHENANDOAH RAILROAD CO.

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|   |                 |                        |
|---|-----------------|------------------------|
| Amount authorized by articles of association..    | \$ 4,000,000.00 |                        |
| Amount authorized by vote of the company..        | 4,026,000.00    |                        |
| Amount issued, number of shares.....              | 4,026           |                        |
| Amount paid in .....                              |                 | \$ 4,026,000.00        |
| Amount of common stock issued.....                | 4,026,000.00    |                        |
| Total amount paid in as per books of company..... |                 | <u>\$ 4,026,000.00</u> |

|   |              |
|---|--------------|
| Amount of stock per mile of road .....        | \$ 35,778.07 |
| Amount of stock representing the road in Iowa | All.         |
| Amount of stock held in Iowa.....             | 2,013,000.00 |
| Total number of stockholders.....             | 6            |
| Number of stockholders in Iowa .....          | 3            |

DEBT.

|  |                        |
|--|------------------------|
| Funded debt as follows :   |                        |
| 2,684 bonds due January 1, 1913, rate of interest 7 per cent... \$ | 2,684,000.00           |
| Amount of interest paid on the same during the year .None          |                        |
| Total amount of debt liabilities.....                              | <u>\$ 2,684,000.00</u> |

|  |              |
|--|--------------|
| Amount of debt per mile of road.....         | \$ 23,852.06 |
| Amount of debt representing the road in Iowa | All.         |
| Total amount of stock and debt.....          | 6,710,000.00 |
| Amount of stock and debt per mile of road... | 59,630.13    |

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD.

|   |                        |
|---|------------------------|
| Grading .....   | \$ 826,777.30          |
| Bridging and masonry.....   | 320,293.83             |
| Superstructure, including rails.....  | 841,342.18             |
| Land, land damages and fences.....  | 108,553.72             |
| Passenger and freight stations, coal sheds and water stations                 | 58,851.10              |
| Engine houses, car sheds and turn-tables.....                                 | 16,427.95              |
| Machine shops, including machinery and tools.....                             | 21,403.05              |
| Interest paid during construction, discounts, etc.....                        | 138,264.60             |
| Engineering, agencies, salaries, and other expenses during construction ..... | 58,079.80              |
| All other items charged to construction not enumerated above .....            | 11,566.99              |
| Total expended for construction .....   | <u>\$ 2,401,580.52</u> |

|  |              |
|--|--------------|
| Average cost of construction per mile of road (112.527 miles)..... | \$ 21,342.08 |
| Proportion of cost of construction for Iowa..                      | All.         |

COST OF EQUIPMENT.

|  |                   |
|--|-------------------|
| Locomotives .....                              | \$ 220,196.14     |
| Passenger, mail, baggage and express cars .... | 19,843.10         |
| Freight and other cars .....                   | 47,781.71         |
| Total for equipment.....                       | <u>287,820.95</u> |

|   |             |
|---|-------------|
| Average cost of equipment per mile of road operated by company (112.527 miles)..... | \$ 2,557.79 |
| Proportion of cost of equipment for Iowa.All  |             |

|                                       |                        |
|---------------------------------------|------------------------|
| Total cost of road and equipment..... | <u>\$ 2,689,381.47</u> |
|---------------------------------------|------------------------|

|  |              |
|--|--------------|
| Average cost of road and equipment per mile (112.527 miles)..... | \$ 23,899.88 |
|--|--------------|

## ANALYSIS OF EARNINGS.

|  |               |        |
|--|---------------|--------|
| Earnings, passenger :  |               |        |
| From local passengers.....   | \$ 18,653.78  |        |
| From through passengers.....   | 13,762.51     |        |
|  | <hr/>         |        |
| From all passengers.....   | \$ 32,416.59  |        |
| From express and baggage—express, \$5,414.22<br>excess baggage, \$389.66.....                          | 5,803.88      |        |
| From mails.....  | 7,608.59      |        |
| From other sources, passenger department,<br>Wabash, through passenger trains.....                     | 26,893.93     |        |
| Total earnings, passenger department ..  | \$ 72,722.99  |        |
| Passenger earnings per train mile run [143,-<br>510 miles].....  | \$ .51        |        |
| Earnings, freight :  |               |        |
| From local.....  | \$ 120,660.70 |        |
| From through—C. B. & Q., \$22,071.68; W. St.<br>& P., \$122,922.83.....                                | 144,994.51    |        |
| Total earnings, freight department.....  | \$ 265,655.21 |        |
| Freight earnings per train mile run [194,927<br>miles].....  | \$ 1.36       |        |
| Total transportation earnings.....   | \$ 338,378.20 |        |
| Transportation earnings per train mile run,<br>from all trains earning revenue [338,437<br>miles]..... | 1.00          |        |
| Earnings per mile of road operated [112,527<br>miles].....   | 3,007.08      |        |
| Earnings from all other sources :  |               |        |
| Telegraph earnings.....  | 340.53        |        |
| Rental manager's residence.....  | 25.00         |        |
| News agency.....   | 20.00         | 385.53 |
| Total earnings from all sources.....   | \$ 338,763.73 |        |
| Proportion of earnings for Iowa.....   | All.          |        |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |              |
|---|--------------|
| Repairs of road-bed and track.....                            | \$ 65,222.21 |
| Renewal of rails, number tons laid, steel, 507 1320-2240..... | 14,022.52    |
| Repairs of bridges, including culverts and cattle-guards....  | 2,755.79     |
| Repairs of fences, road-crossings and signs.....              | 4,202.09     |
| Repairs of buildings, stations and water-tanks.....           | 4,889.86     |
| Total.....  | \$ 91,092.47 |

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

|                                |              |
|--------------------------------|--------------|
| Repairs of locomotives.....    | \$ 21,778.53 |
| Repairs of passenger cars..... | 2,639.56     |
| Repairs of freight cars.....   | 9,608.43     |
| Total.....                     | \$ 34,026.52 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |               |
|---|---------------|
| Fuel for locomotives.....                           | \$ 31,057.99  |
| Water supply.....                                   | 979.73        |
| Oil and waste.....                                  | 1,719.16      |
| Locomotive service.....                             | 27,769.56     |
| Passenger train service.....                        | 7,186.03      |
| Passenger train supplies.....                       | 982.74        |
| Freight train service.....                          | 17,690.00     |
| Freight train supplies.....                         | 3,148.18      |
| Telegraph expenses (maintenance and operating)..... | 110.10        |
| Damage and loss of freight and baggage.....         | 1,205.59      |
| Damages to property and cattle.....                 | 4,753.12      |
| Personal injuries.....                              | 758.55        |
| Agents and station service.....                     | 12,910.31     |
| Station supplies.....                               | 2,148.57      |
| Total.....  | \$ 112,420.23 |

## CLASS 4.—GENERAL EXPENSES.

|  |              |
|--|--------------|
| Salaries of general officers and clerks..... | \$ 11,769.05 |
| Legal expenses.....                          | 379.09       |
| Insurance.....                               | 961.50       |
| Contingencies.....                           | 1,077.01     |
| Taxes in Iowa.* Total taxes.....             | 4,543.70     |
| Total.....                                   | \$ 18,730.35 |

## RECAPITULATION OF EXPENSES.

|   |               |
|---|---------------|
| Maintenance of way and buildings.....   | \$ 91,092.47  |
| Maintenance of motive power and cars.....   | 34,026.52     |
| Conducting transportation.....  | 112,420.23    |
| General expenses, including taxes.....  | 18,730.35     |
| Total operating expenses and taxes.....   | \$ 256,269.57 |
| Operating expenses and taxes per mile of road,<br>operated (112,527 miles).....                     | \$ 2,277.40   |
| Operating expenses and taxes per train mile run,<br>for trains earning revenue (338,437 miles)..... | .76           |
| Proportion of operating expenses and taxes for Iowa...All.  |               |
| Expenses of running and management of passenger trains..\$  | 28,398.26     |
| Expenses of running and management of passenger trains,<br>per train mile, cents.....               | 19.8          |
| Expenses of running and management of freight trains....  | 62,135.73     |
| Expenses of running and management of freight trains, per<br>train mile, cents.....                 | 31.8          |
| Expenses of running and management of all trains earning<br>revenue.....                            | 90,533.90     |
| Percentage of expenses to earnings.....   | 75.64         |

\*Second installment of taxes for 1884, due Sept. 1st, 1885, not yet paid, amount, \$3,344.77.

## GENERAL EXHIBIT.

|   |    |            |
|---|----|------------|
| Total earnings.....   | \$ | 338,763.73 |
| Total expenses, including taxes.....  |    | 256,269.57 |
| Net earnings.....   |    | 82,494.16  |
| Rentals, specifying amount paid to each company:  |    |            |
| M., I. & N. R'y Co., W., St. L. & P. R'y Co., lessee, per receiver W., St. L. & P. R'y, for line from Humeston to Van Wert..... |    | 8,550.06   |
| Interest accruing during the year.....  |    | 187,880.00 |
| Interest paid during the year.....  |    | None.      |
| Interest on funded debt.....  |    | 187,880.00 |
| Interest paid on funded debt.....   |    | None.      |
| Net earnings paid to C., B. & Q. R. R. Co. and W., St. L. & P. R'y Co.....  |    | 33,774.50  |
| Interest falling due during the year and not paid.....  |    | 187,880.00 |
| Balance for the year.....   |    | 40,168.70  |
| Balance at commencement of the year.....  |    | 33,543.43  |
| Balance at the close of the year, June 30, 1885.....  | \$ | 73,712.13  |

## INCOME ACCOUNT.

|   |      |            |
|---|------|------------|
| Income from earnings.....                       | \$   | 338,763.73 |
| Total income from all sources for the year..... | \$   | 338,763.73 |
| Proportion of income for Iowa.....              | All. |            |

## GENERAL RECAPITULATION.

|  |    |            |
|--|----|------------|
| Total income.....  | \$ | 338,763.73 |
| Total operating expenses and taxes.....                              |    | 256,269.57 |
| Net income above operating expenses and taxes.....                   |    | 82,494.16  |
| Net income above operating expenses, taxes, interest and rental..... | \$ | 73,943.20  |
| Gross income per train mile run, (338,437 miles)....                 | \$ | 1.0009     |
| Net income per train mile run (338,437 miles)....                    |    | .2437      |
| Percentage of net income to stock and debt.....                      |    | 1.10       |
| Percentage of net income to cost of road and equipment.....          |    | 2.75       |

## SURPLUS.

|  |    |              |
|--|----|--------------|
| Surplus at the commencement of the year.....           | \$ | 33,543.43    |
| Surplus at the close of the year.....                  |    | 73,712.13    |
| Amount absorbed in construction.....                   |    | 2,684,000.00 |
| *Amount in material and balances from other roads..... |    | 329,303.99   |

\*Includes amount due Humeston & Shenandoah Railroad Company from Chicago, Burlington & Quincy Railroad Company, Wabash, St. Louis & Pacific Railroad Company and receiver of Wabash, St. Louis & Pacific Railroad Company for rental of Humeston & Shenandoah Railroad line, \$281,820.00.

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|   |    |              |
|---|----|--------------|
| Net earnings from last year.....                | \$ | 33,543.43    |
| Capital stock.....                              |    | 4,026,000.00 |
| Funded debt.....                                |    | 2,684,000.00 |
| Revenue accounts, gross earnings this year..... |    | 338,763.73   |
| Accounts payable.....                           |    | 20,372.86    |
| Interest accrued and unpaid.....                |    | 281,820.00   |
| Total.....                                      | \$ | 7,384,500.02 |

## CREDIT.

|  |                |              |
|--|----------------|--------------|
| C., B. & Q. R. R. Co. for one-half interest in capital stock.....  | \$             | 2,013,000.00 |
| W., St. L. & P. R'y Co. for one-half interest in capital stock.....  |                | 2,013,000.00 |
| Construction accounts.....   | \$2,401,560.52 |              |
| Equipment.....   | 287,820.95     | 2,689,381.47 |
| Material and supplies.....   |                | 9,746.64     |
| Operation accounts, expenses this year.....  |                | 256,269.57   |
| Rentals.....   |                | 8,550.96     |
| Net earnings divided during the year.....  |                | 33,774.50    |
| Accounts receivable, miscellaneous.....  | \$ 38,933.03   |              |
| Due from C., B. & Q. R. R. Co., W., St. L. & P. Ry. Co. and receiver W., St. L. & P. Ry. Co. for rental of H. & S. R. R..... | 281,820.00     | 320,753.08   |
| Balance cash on hand.....  |                | 40,023.85    |
| Total.....   | \$             | 7,384,500.02 |

## DESCRIPTION OF ROAD.

|  |         |
|--|---------|
| Length main line of road from Humeston to Shenandoah....                       | 112.527 |
| Total length of road belonging to this company in Iowa....                     | 112.527 |
| Aggregate length of sidings and other tracks not above enumerated.....         | 8.74    |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 112.527 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....       | 5.767   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 106.760 |
| Weight per yard, steel, 56 pounds.   |         |
| Weight per yard, iron, 56 pounds.  |         |
| Gauge of track, 4 feet, 8½ inches.   |         |
| Total miles of road operated by this company.....                              | 112.527 |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 20 |
| Number of stations on all roads operated by this company..... | 20 |
| Number of telegraph offices in stations in Iowa.....          | 16 |

## EMPLOYES.

|  |               |
|--|---------------|
| Number of persons regularly employed on all roads operated by this company.....      | 284           |
| Amount paid employes, including officials on all roads operated by this company..... | \$ 171,004.36 |

BRIDGES IN IOWA.

|  | No. | Aggregate Length. |
|--|-----|-------------------|
| Combination bridges over 100 feet in length..... | 6   | 700               |
| Wooden trestle and pile.....                     | 166 | 23,714            |

BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 174 |
|-------------|-----|

CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 289 |
|------------------------|-----|

ROAD-BED AND TRACK.

|   |       |
|---|-------|
| Number of track sections in Iowa.....   | 21    |
| Average length of sections, miles.....  | 5.4   |
| Average number of men in each section gang.....                                       | 6.6   |
| New rails laid in track during the year in Iowa—steel (507 1320-2240 tons) miles..... | 5.767 |

CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
 Clarinda branch of Chicago, Burlington & Quincy at Clarinda, Iowa.  
 Des Moines, Osceola & Southern at Van Wert, Iowa.

What railroads cross your road under, and at what locality?  
 Creston & Hopkins branch of Chicago, Burlington & Quincy at three miles north of Conway, Iowa.

|  |     |
|--|-----|
| Number of highway crossings at grade.....          | 111 |
| Number of highway crossings over railroad.....     | 5   |
| Number of highway crossings under railroad.....    | 12  |
| Number of highway bridges 18 feet above track..... | 5   |

FENCING IN IOWA.

|   |              |
|---|--------------|
| How many miles of your road in Iowa are fenced.....                                     | 72½          |
| What is the average cost per rod, cents.....  | 70           |
| What is the total cost of same.....   | \$ 16,238.39 |
| How many miles of new fencing have you built during the year, miles.....                | 23½          |
| Give the number of miles needed on both sides of your track in each county in Iowa..... |              |
| In Wayne county.....  | 3½           |
| In Decatur county.....  | 4½           |
| In Ringgold county.....   | 4½           |
| In Taylor county.....   | 40           |
| In Page county.....   | 24½          |
| Total miles.....  | 159½         |

ROLLING STOCK.

|   |    |
|---|----|
| Number of locomotives.....                    | 18 |
| Number of passenger cars.....                 | 2  |
| Number of baggage, mail and express cars..... | 2  |
| Number of freight box cars.....               | 12 |
| Number of stock cars.....                     | 16 |
| Number of platform and coal cars.....         | 40 |
| Number of other cars, cabooses.....           | 8  |
| Total number of cars.....                     | 80 |

|   |     |
|---|-----|
| Maximum weight of locomotives and tenders, tons.....  | 38  |
| Average weight of locomotives and tenders, tons.....  | 36½ |
| Number of locomotives equipped with train brake.....  | 7   |
| Kind of brake. Westinghouse automatic.....  |     |
| Maximum weight of passenger cars, tons.....   | 20  |
| Average weight of passenger cars, tons.....   | 20  |
| Number of cars equipped with train brake.....   | 4   |
| Kind of brake. Westinghouse automatic.....  |     |
| Number of passenger cars equipped with Miller platform and buffer.....  | 4   |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 38 tons, tons..... | 240 |

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year..... | 143,510 |
| Miles run by freight trains during the year.....   | 194,927 |
| Miles run by switching trains during the year..... | 47,379  |
| Miles run by other trains during the year.....     | 12,204  |
| Total train mileage.....                           | 398,020 |

CARS AND WEIGHT OF TRAINS.

|  |      |
|--|------|
| Average number of cars in passenger trains.....                        | 2.55 |
| Average weight of passenger trains, exclusive of passengers, tons..... | 86   |
| Average number of cars in freight trains.....                          | 11.9 |
| Average weight of freight trains, exclusive of freight, tons.....      | 157  |

PASSENGER TRAFFIC.

|  |           |
|--|-----------|
| Number of through passengers carried.....                    | 15,746    |
| Number of local passengers carried.....                      | 34,666    |
| Total number of passengers carried.....                      | 50,712    |
| Total passenger mileage, or passengers carried one mile..... | 1,247,665 |
| Average distance traveled by each passenger, miles.....      | 24.6      |
| Average amount received from each passenger, cents.....      | 63.9      |
| Highest rate of fare per mile for any distance, cents.....   | 3         |
| Lowest rate of fare per mile for any distance, cents.....    | 1½        |
| Average rate of fare per mile for all passengers, cents..... | 2.6       |

## FREIGHT TRAFFIC.

|  |            |
|--|------------|
| Number of tons of through freight carried .....  | 145,138    |
| Number of tons of local freight carried .....  | 67,552     |
| Total tons of freight carried .....  | 212,690    |
| Total mileage of through freight (tons carried one mile)....   | 16,331,944 |
| Total mileage of local freight (tons carried one mile) .....   | 4,185,642  |
| Total freight mileage, or tons carried one mile .....  | 20,517,586 |
| Average rate per ton per mile received for through freight.. \$  | .00883     |
| Average rate per ton per mile received for local freight....   | .02882     |
| Average rate per ton per mile received for all freight.....  | .01295     |
| Average cost per ton per mile to move freight.....   | .00860     |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 31.7       |

## CAR MILEAGE.

|  |           |
|--|-----------|
| Number of miles run by loaded freight cars east and south..  | 954,630   |
| Number of miles run by loaded freight cars west and north....  | 724,623   |
| Number of miles run by empty freight cars east and south..   | 175,918   |
| Number of miles run by empty freight cars west and north....   | 269,836   |
| Total freight car mileage.....   | 2,128,012 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south ..... | 15.8      |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... | 27.1      |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops..... | 20 |
| Rate of speed of freight trains, including stops.....   | 9½ |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|   | TONS.  | PER CENT. |
|---|--------|-----------|
| Grain .....   | 29,730 | 44.0      |
| Flour .....   | 1,097  | 01.6      |
| Provisions (beef, pork, lard, etc) .....                    | 265    | 00.4      |
| Animals .....   | 8,248  | 12.2      |
| Other agricultural products.....                            | 915    | 01.3      |
| Lumber and forest products.....                             | 5,138  | 07.5      |
| Coal .....  | 16,345 | 24.2      |
| Plaster, lime and cement.....                               | 35     | 00.1      |
| Salt.....   | 666    | 01.0      |
| Petroleum and oil.....                                      | 194    | 00.3      |
| Iron, steel and castings.....                               | 63     | 00.1      |
| Stone and brick.....  | 628    | 00.9      |
| Manufactures, articles shipped from point of production.... | 124    | 00.2      |
| Merchandise and other articles not enumerated above.....    | 4,104  | 06.1      |
| Total tons carried.....                                     | 67,552 | 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? American Express Company and Pacific Express Company; business handled by agents of the Express Companies from depots of Railroad Company.

Each Express Company pays the Humeston & Shenandoah Railroad Company a rental of \$226.00 per month for privilege of doing local business on the line.

The Pacific Company pays 35c per cwt. for through business carried over Humeston & Shenandoah Railroad.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile per annum. Mail carried on one train each way daily except Sunday. Railroad Company delivers mail at all offices within eighty rods of depot.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$695.00.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 113.

STATEMENT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.  
INJURED.

| DATE.             | NAME AND OCCUPATION.                            | PLACE.                                 | CAUSES OF ACCIDENTS AND CHARACTER OF INJURY.   |
|-------------------|---|--|--|
| 1884.<br>August   | 16 Gertrude E. Payne, child fifteen months old. | One and one-half miles east of Goshen. | Child was playing on track; left foot cut off.   |
| October           | 20 Frank Merritt, brakeman.                     | Grand River Station.                   | Carelessness on part of Merritt in coupling cars; thumb of left hand cut off.  |
| November          | 19 James M. Lawrence, brakeman.                 | Shenandoah Station.                    | Carelessness of Lawrence in coupling cars; right hand crushed; thumb amputated.  |
| 1885.<br>February | 27 Peter Petersen, brakeman.                    | Near Yorktown Station.                 | Probably carelessness on part of Petersen in climbing from box car to flat car; no serious injuries, but man was considerably bruised. |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.       | KILLED.            |            |         | INJURED.    |            |         |
|---------------------------|--------------------|------------|---------|-------------|------------|---------|
|                           | Passengers.        | Employees. | Others. | Passengers. | Employees. | Others. |
|                           | Coupling cars..... |            |         |             |            |         |
| Falling from trains.....  |                    |            |         |             |            | 1       |
| Trespassers on track..... |                    |            |         |             |            | 1       |
| Total.....                |                    |            |         |             |            | 3 1     |

SUMMARY OF ACCIDENTS FOR IOWA.

|   |   |
|---|---|
| Number of persons injured during the year.....                          | 4 |
| Number resulting from lack of caution, carelessness, or misconduct..... | 4 |
| Number of trespassers on track injured.....                             | 1 |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—James F. How, St. Louis, Missouri.  
 Secretary—E. C. Murphy, Clarinda, Iowa.  
 Treasurer—W. W. Baldwin, Burlington, Iowa.  
 General Manager and Superintendent—E. C. Murphy, Clarinda, Iowa.  
 Auditor and Assistant Treasurer—J. H. Ellis, Clarinda, Iowa.  
 General Passenger and Freight Agent—H. S. Nelson, Clarinda, Iowa.

DIRECTORS, NAME AND POST-OFFICE ADDRESS.

James F. How, St. Louis, Missouri.  
 D. S. H. Smith, St. Louis, Missouri.  
 George S. Glover, St. Louis, Missouri.  
 W. W. Baldwin, Burlington, Iowa.  
 T. S. Howland, Burlington, Iowa.  
 J. E. Jarvis, Burlington, Iowa.

Date of annual meeting of stockholders, second Wednesday in April.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Clarinda, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF PAGE. }

E. C. Murphy, General Manager, and J. H. Ells, Assistant Treasurer of the Humeston & Shenandoah 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. 1885, to the best of their knowledge and belief.

[Signed,]

E. C. MURPHY.  
 J. H. ELLS.

Subscribed and sworn to before me, this 9th day of September, A. D. 1885.

[L. s.]

W. W. MORSMAN,  
 Notary Public, Page County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 12th day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

REPORT

OF THE

ILLINOIS CENTRAL RAILROAD COMPANY,

LESSEE,

FOR THE YEAR ENDING JUNE 30, 1885.

ANALYSIS OF EARNINGS.

|  |    |              |              |
|--|----|--------------|--------------|
| Earnings, passenger:   |    |              |              |
| From local passengers.....   | \$ | 365,762.38   |              |
| From through passengers.....   |    | 98,132.11    |              |
| From all passengers.....   |    | 463,894.49   |              |
| From express.....  |    | 21,298.03    |              |
| From mails.....  |    | 41,770.79    |              |
| From other sources, passenger department..   |    | 1,512.54     |              |
| Total earnings, passenger department.....  | \$ |              | 528,475.85   |
| Earnings per train mile run (477,257 miles)....  | \$ | 1.10         |              |
| Earnings, freight:   |    |              |              |
| From local.....  | \$ | 560,028.22   |              |
| From through.....  |    | 551,023.25   |              |
|  | \$ | 1,111,051.57 |              |
| From other sources, freight department.....  |    | 2,584.00     |              |
| Total earnings, freight department.....  | \$ |              | 1,113,635.57 |
| Earnings per train mile run (760,593 miles)...   | \$ | 1.46         |              |
| Total transportation earnings.....   | \$ |              | 1,642,111.42 |
| Earnings per train mile run, from all trains<br>earning revenue (1,237,850 miles)..... | \$ | 1.32         |              |
| Earnings per mile of road operated (402.16 miles)                                      |    | 4,083.23     |              |
| Rents received for use of road.....  |    |              | 18,322.89    |
| Rents received for use of stations, etc.....   |    |              | 622.50       |
| Earnings from all other sources.....   |    |              | 64.50        |
| Total earnings from all sources.....   | \$ |              | 1,661,121.31 |
| Proportion of earnings for Iowa.....   | \$ | 1,661,121.31 |              |



## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |                      |
|--|----------------------|
| Repairs of road-bed and track . . . . .                            | \$ 143,959.79        |
| Renewal of rails (tons laid, steel, 5,892.91) . . . . .            | 59,428.20            |
| Renewal of ties, (number laid, 102,550) . . . . .                  | 46,698.17            |
| Repairs of bridges, including culverts and cattle-guards . . . . . | 25,593.01            |
| Repairs of fences, road-crossings, and signs . . . . .             | 1,235.61             |
| Repairs of buildings, stations, and water-tanks . . . . .          | 10,826.97            |
| Total . . . . .  | <u>\$ 287,741.75</u> |

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

|                                     |                      |
|-------------------------------------|----------------------|
| Repairs of locomotives . . . . .    | \$ 61,388.30         |
| Repairs of passenger cars . . . . . | 30,350.97            |
| Repairs of freight cars . . . . .   | 47,635.40            |
| Total . . . . .                     | <u>\$ 139,374.67</u> |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |                      |
|---|----------------------|
| Fuel for locomotives . . . . .                            | \$ 110,863.49        |
| Water supply . . . . .                                    | 10,432.25            |
| Oil and waste . . . . .                                   | 7,160.67             |
| Locomotive service . . . . .                              | 89,684.16            |
| Passenger train service . . . . .                         | 27,595.08            |
| Passenger train supplies . . . . .                        | 11,675.56            |
| Freight train service . . . . .                           | 44,559.81            |
| Freight train supplies . . . . .                          | 8,788.64             |
| Mileage of freight cars (debit balance) . . . . .         | 10,639.57            |
| Telegraph expenses, (maintenance and operating) . . . . . | 21,190.32            |
| Damage and loss of freight and baggage . . . . .          | 1,380.42             |
| Damage to property and cattle . . . . .                   | 3,614.56             |
| Personal injuries . . . . .                               | 8,869.74             |
| Agents and station service . . . . .                      | 88,916.01            |
| Station supplies . . . . .                                | 9,774.51             |
| Total . . . . .   | <u>\$ 455,094.77</u> |

## CLASS 4.—GENERAL EXPENSES.

|   |                      |
|---|----------------------|
| Salaries of general officers and clerks . . . . . | \$ 46,577.50         |
| Legal expenses . . . . .                          | 15,750.50            |
| Insurance . . . . .                               | 9,370.43             |
| Outside agencies and advertising . . . . .        | 13,635.38            |
| Contingencies . . . . .                           | 28,157.58            |
| Taxes in Iowa, \$74,260.29; total taxes . . . . . | 74,260.29            |
| Total . . . . .                                   | <u>\$ 185,751.98</u> |

## RECAPITULATION OF EXPENSES.

|  |               |
|--|---------------|
| Maintenance of way and buildings . . . . .     | \$ 287,741.75 |
| Maintenance of motive power and cars . . . . . | 139,374.67    |
| Conducting transportation . . . . .            | 455,094.77    |
| General expenses, including taxes . . . . .    | 185,751.98    |

Total operating expenses and taxes . . . . . \$ 1,067,963.17

|  |                 |
|--|-----------------|
| Operating expenses and taxes per mile of road, operated (402.16) average miles . . . . .               | \$ 2,655.56     |
| Operating expenses and taxes per train mile run for trains earning revenue (1,237,850 miles) . . . . . | .86             |
| Proportion of operating expenses and taxes for Iowa . . . . .  | \$ 1,067,963.17 |
| Operating expenses and taxes chargeable to passenger trains on basis of train mileage . . . . .        | 398,350.26      |
| Operating expenses and taxes per passenger train mile . . . . .  | 2.24            |
| Operating expenses and taxes chargeable to freight trains on basis of train mileage . . . . .          | 669,612.91      |
| Operating expenses and taxes per freight train mile . . . . .  | 1.40            |
| Expenses of running and management of all trains earning revenue . . . . .                             | 1,067,963.17    |
| Percentage of expenses to earnings . . . . .   | .60             |

## GENERAL EXHIBIT.

|  |                      |
|--|----------------------|
| Total earnings . . . . .                         | \$ 1,661,121.31      |
| Total expenses, including taxes . . . . .        | 1,067,963.17         |
| Net earnings . . . . .                           | 593,158.14           |
| Rentals, specifying amount paid to each company: |                      |
| Dubuque & Sioux City R'y Co. . . . .             | \$ 326,303.27        |
| Iowa Falls & Sioux City R'y Co. . . . .          | 226,340.94           |
| Cedar Falls & Minnesota R'y Co. . . . .          | 113,370.00           |
|  | <u>\$ 666,014.21</u> |

## GENERAL RECAPITULATION.

|   |                  |
|---|------------------|
| Total income . . . . .  | \$ 1,661,121.31  |
| Total operating expenses and taxes . . . . .                              | 1,067,963.17     |
| Net income above operating expenses and taxes . . . . .                   | 593,158.14       |
| Net income above operating expenses, taxes and rental (loss) \$ . . . . . | <u>72,856.07</u> |
| Gross income per train mile run (1,237,850 miles) \$ . . . . .            | 1.34             |
| Net income per train mile run (1,237,850 miles) . . . . .                 | .48              |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length line of road from Dubuque to Sioux City & Cedar Falls, Minnesota Junction to Mona . . . . . | 402.16 |
| Aggregate length of sidings in Iowa . . . . .  | 44.95  |
| Aggregate length of track, computed as a single track, in Iowa . . . . .                           | 402.16 |
| Total length of steel rails in track in Iowa, exclusive of sidings . . . . .                       | 197.65 |
| Total length of iron rails in tracks in Iowa, exclusive of sidings . . . . .                       | 204.51 |
| Weights per yard, steel, 60 pounds.  |        |
| Weights per yard, iron, 42 to 61 pounds.   |        |
| Gauge of track, 4 feet, 8½ inches.   |        |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

## Name, description and length of each:

|  |        |
|--|--------|
| Dubuque & Sioux City.....                              | 142.89 |
| Iowa Falls & Sioux City.....                           | 183.69 |
| Cedar Falls & Minnesota.....                           | 75.58  |
| Total length of above roads, in Iowa.....              | 402.16 |
| Total miles road operated by this company in Iowa..... | 402.16 |

## STATIONS.

|   |     |
|---|-----|
| Number of station on all roads operated by this company.... | 340 |
| Same in Iowa.....   | 58  |
| Number of telegraph offices in stations in Iowa.....        | 54  |

## EMPLOYEES.

|   |                 |
|---|-----------------|
| Number of persons regularly employed on all roads operated by this company.....       | 8,247           |
| Same in Iowa.....   | 1,040           |
| Amount paid employes, including officials, on all roads operated by this company..... | \$ 4,662,070.91 |
| Same in Iowa.....   | 552,084.12      |

## BRIDGES IN IOWA.

|   |     |                   |
|---|-----|-------------------|
|   | No. | Aggregate Length. |
| Wooden truss bridges over 100 feet in length..... | 25  | 3,588             |
| Iron bridges over 100 feet in length.....         | 1   | 110               |
| Wooden trestle and pile.....                      | 623 | 51,145            |

## ARCH CULVERTS AND VIADUCTS IN IOWA.

|                                   |    |     |
|-----------------------------------|----|-----|
| With 20 feet opening or more..... | 1  |     |
| Less than 20 feet opening.....    | 17 | 169 |

## BOX CULVERTS IN IOWA.

|             |     |     |
|-------------|-----|-----|
| Timber..... | 22  | 78  |
| Stone.....  | 143 | 385 |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 505 |
|------------------------|-----|

## ROAD-BED AND TRACK.

|  |          |
|--|----------|
| Number of track sections in Iowa.....                              | 65       |
| Average length of sections (miles).....                            | 6.8      |
| Average number of men in each section gang.....                    | 5        |
| Number of new ties laid in track during the year in Iowa.....      | 102,550  |
| Average number of new ties per mile of road.....                   | 255      |
| New rails laid in track during the year in Iowa—steel, tons.....   | 5,692.91 |
| Total track laid with new rails during the year in Iowa, miles.... | 61.51    |

## CROSSINGS IN IOWA.

## What railroad crosses your road at grade, and at what locality?

Burlington, Cedar Rapids & Northern just west of Independence.  
 Burlington, Cedar Rapids & Northern just west of Cedar Falls.  
 Central of Iowa just west of Ackley.  
 Burlington, Cedar Rapids & Northern just east of Iowa Falls.  
 Chicago & Northwestern just west of Webster City.  
 Des Moines & Ft. Dodge at Tara.  
 Chicago, St. Paul, Minneapolis & Omaha at Sioux City.  
 Sioux City & Pacific at Sioux City.  
 Chicago, Milwaukee & St. Paul at Sioux City.  
 Dubuque & Dakota just north of Waverly.  
 Chicago, Milwaukee & St. Paul just south of Charles City.

## What railroads cross your road, either over or under, and at what locality?

Chicago, Milwaukee & St. Paul at Delaware, over.  
 Chicago, Iowa & Dakota west of Iowa Falls, under.  
 Minnesota & St. Louis west of Ft. Dodge, under.  
 Number of highway crossings at grade..... 429  
 Number of highway crossings at which there are flagmen..... 9  
 Number of highway crossings over railroad..... 3  
 Number of highway crossings under railroad..... 8  
 Number of highway bridges 18 feet above track..... 3

## FENCING IN IOWA.

How many miles of your road in Iowa are fenced..... 386.44  
 What is the average cost per rod, cents..... 85  
 What is the total cost of same..... \$ 61,640.81  
 Give the number of miles on both sides of your track not fenced.

In Blackhawk county..... 9.88  
 In Grundy county..... .34  
 In Butler county..... 18.69  
 In Franklin county..... .61  
 In Hardin county..... 28.34  
 In Hamilton county..... 16.42  
 In Webster county..... 14.38  
 In Calhoun county..... 23.31  
 In P'ocahontas county..... 14.30  
 In Buena Vista county..... 43.85  
 In Cherokee county..... 45.00  
 In Plymouth county..... 57.24  
 In Woodbury county..... 2.05  
 In Bremer county..... 18.06  
 In Chickasaw county..... 7.97  
 In Floyd county..... 30.49  
 In Mitchell..... 27.60

Total miles..... 358.53

## ROLLING STOCK.

|  | Leased. | Owned. | Total. |
|--|---------|--------|--------|
| Number of locomotives.....                               | 16      | 39     | 55     |
| Number of passenger cars.....                            | 9       | 13     | 22     |
| Number of passenger, baggage, mail and express cars..... | 5       | 9      | 14     |
| Number of box, freight and stock cars.....               | 206     | 756    | 962    |
| Number of platform and coal cars.....                    |         |        |        |
| Number of other cars.....                                |         |        |        |
| Total number of cars.....                                | 220     | 778    | 998    |

|  |     |
|--|-----|
| Maximum weight of locomotives and tenders, tons.....   | 67  |
| Average weight of locomotive and tenders, tons.....  | 55  |
| Number of locomotive equipped with train brake.....  | 16  |
| Kind of brake. Westinghouse automatic.....   |     |
| Maximum weight of passenger cars, tons.....  | 25  |
| Average weight of passenger cars, tons.....  | 21  |
| Number of cars equipped with train brake.....  | 36  |
| Kind of brake. Westinghouse automatic.....   |     |
| Number of passenger cars equipped with Miller platform and<br>buffer.....  | 36  |
| Amount of tonnage that can be carried over your road exclu-<br>sive of cars, by an engine of given weight. (Weight of<br>engine, 55 tons); tons..... | 199 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 477,257   |
| Miles run by freight trains during the year.....   | 760,593   |
| Miles run by switching trains during the year..... | 183,107   |
| Miles run by other trains during the year.....     | 66,556    |
| Total train mileage.....                           | 1,487,513 |

## CARS AND WEIGHT OF TRAINS.

|   |       |
|---|-------|
| Average number of cars in passenger trains.....                           | 4.32  |
| Average weight of passenger trains, exclusive of passengers,<br>tons..... | 146   |
| Average number of cars in freight trains.....                             | 13.24 |
| Average weight of freight trains, exclusive of freight, tons.....         | 187   |

## PASSENGER TRAFFIC.

|  |            |
|--|------------|
| Number of through passengers carried.....                    | 33,652     |
| Number of local passengers carried.....                      | 317,948    |
| Total number of passengers carried.....                      | 351,600    |
| Total passenger mileage, or passengers carried one mile..... | 16,450,133 |
| Average distance traveled by each passenger, miles.....      | 46.79      |
| Average amount received from each passenger.....             | 1.82       |
| Highest rate of fare per mile for any distance, cents.....   | 4          |
| Lowest rate of fare per mile for any distance, cents.....    | 1          |
| Average rate of fare per mile for all passengers, cents..... | 2.82       |

## FREIGHT TRAFFIC.

|   |            |
|---|------------|
| Number of tons of through freight carried.....  | 297,697    |
| Number of tons local freight carried.....   | 253,190    |
| Total tons of freight carried.....  | 550,887    |
| Total mileage of through freight (tons carried one mile).....   | 38,919,840 |
| Total mileage of local freight (tons carried one mile).....   | 27,131,760 |
| Total freight mileage, or tons carried one mile.....  | 66,051,600 |
| Average rate per ton per mile received for through freight.. \$   | .0141      |
| Average rate per ton per mile received for local freight.....   | .0206      |
| Average rate per ton per mile received for all freight.....   | .0168      |
| Percentage of freight originating at, and carried to stations<br>in Iowa, to total freight carried in Iowa..... | 35         |

## CAR MILEAGE.

|  |            |
|--|------------|
| Number of miles run by loaded freight cars east and south..... | 5,555,170  |
| Number of miles run by loaded freight cars west and north..... | 3,703,447  |
| Number of miles run by empty freight cars east and south.....  | 1,020,873  |
| Number of miles run by empty freight cars west and north.....  | 1,531,309  |
| Total freight car mileage.....                                 | 11,810,799 |

|  |      |
|--|------|
| Percentage of empty freight cars hauled east and south to<br>all freight cars hauled east and south..... | 15.5 |
| Percentage of empty freight cars hauled west and north to<br>all freight cars hauled west and north..... | 29.3 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles... .. | 22 |
| Rate of speed of freight trains, including stops, miles.....    | 11 |

TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT  
DUBUQUE, IOWA, FOR THE YEAR ENDING JUNE 30, 1885.

|                                |         |
|--------------------------------|---------|
| East bound number of tons..... | 178,310 |
| West bound number of tons..... | 119,387 |
| Total tons.....                | 297,697 |

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE  
OF IOWA.

|   | TONS.   | PER<br>CENT. |
|---|---------|--------------|
| Grain.....  | 104,084 | 18.8         |
| Flour.....  | 7,882   | 1.4          |
| Provisions (beef, pork, lard, etc).....                     | 2,952   | 0.5          |
| Animals.....  | 60,878  | 11.5         |
| Other agricultural products.....                            | 17,742  | 3.2          |
| Lumber and forest products.....                             | 57,658  | 10.4         |
| Coal.....   | 129,374 | 23.4         |
| Salt.....   | 8,342   | 1.5          |
| Petroleum and oil.....                                      | 6,238   | 1.1          |
| Manufactures, articles shipped from point of production.... | 7,730   | 1.4          |
| Merchandise, and other articles not enumerated above.....   | 147,975 | 26.8         |
| Total tons carried.....                                     | 550,905 | 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? American Express Company; about \$21,000; we take their freight at depots.

SLEEPING-CARS.

Do sleeping, parlor, or dining-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? Sleeping-cars operated by the Pullman Palace Car Company, owned jointly and equally by the Illinois Central Railroad and Pullman Palace Car Companies. The usual charges for sleeping-car accommodations.

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. The earnings and expenses are divided equally between the two companies.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? About \$41,000.00; rates fixed by Post Office Department at Washington; based on weight of mails taken every four years.

TELEGRAPH.

What company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph pany, 402.16 miles.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE.        | NAME AND OCCUPATION.      | PLACE. | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|--------------|---------------------------|--------|--|
| 1884         |                           |        |  |
| September 11 | H. Mohauke, citizen.      |        | Driving across track.                      |
| November 2   | Peter Gunderson, citizen. |        | Lying on track.                            |

INJURED.

|              |                               |                       |  |
|--------------|-------------------------------|-----------------------|--|
| July 12      | J. Reserwitz, section man.    | Cedar Falls.          | Handling railroad logs; instep contused.         |
| July 15      | H. Ossman, citizen.           | Cherokee.             | Jumped off moving train; slight contusion.       |
| July 26      | H. Busche, section man.       | Parkersburg.          | Fell off hand car; foot and leg bruised.         |
| August 2     | Dan. Courthay, citizen.       | LeMars.               | Jumped off moving train; bruised.                |
| August 11    | G. A. Kimmel, citizen.        | LeMars.               | Driving across track; both legs amputated.       |
| August 13    | J. Joyce, freight conductor.  | Cedar Falls.          | Shot by tramp; ball in leg.                      |
| August 13    | J. Joyce, freight conductor.  | Cedar Falls.          | Jumped off moving train; one leg amputated.      |
| September 20 | E. L. Conger, citizen.        | Storm Lake.           | Jumped off moving train; leg sprained.           |
| September 28 | Ed. Morris, citizen.          | Storm Lake.           | Fell off station platform; leg sprained.         |
| October 17   | D. Brunsell, passenger.       | Center Grove.         | Jumped off moving train; head and body bruised.  |
| October 22   | G. O. Miller, brakeman.       | Manchester.           | Fell between cars and platform; body squeezed.   |
| October 30   | H. H. Oakes, brakeman.        | Cedar Falls Junction. | Fell in culvert; one arm amputated.              |
| November 1   | H. H. Oakes, brakeman.        | Storm Lake.           | Jumped off moving train; leg broken.             |
| November 20  | F. Caythold, brakeman.        | Storm Lake.           | Jumped off moving train; leg broken.             |
| November 21  | J. J. Kreiss, yard switchman. | Sioux City.           | Coupling freight trains; 3 fingers contused.     |
| December 9   | Wm. Best, mail agent.         | Dubuque.              | Switching freight cars; wrist sprained.          |
| December 15  | F. E. Miller, brakeman.       | Manson.               | Coupling freight cars; one finger contused.      |
| December 19  | Geo. Densmore, brakeman.      | Waverly.              | Fell on tender; contused groin.                  |
| December 19  | H. C. Hansen, switchman.      | Fort Dodge.           | Coupling freight cars; foot sprained.            |
| 1885.        |                               |                       |  |
| January 7    | John Brooks, brakeman.        | Merrill.              | Fell off freight car; side contused.             |
| January 15   | J. M. B. Floyd, passenger.    | Storm Lake.           | Broken axle or rail; arm dislocated; head cut.   |
| January 15   | L. B. Scott, passenger.       | Storm Lake.           | Broken axle or rail; collar bone fractured.      |
| January 15   | J. D. Nelson, passenger.      | Storm Lake.           | Broken axle or rail; face lacerated and bruised. |
| January 15   | J. A. Armstrong, passenger.   | Storm Lake.           | Broken axle or rail; back sprained.              |
| January 15   | J. M. Hoskins, passenger.     | Storm Lake.           | Broken axle or rail; back sprained.              |
| January 15   | J. M. Hoskins, passenger.     | Storm Lake.           | Broken axle or rail; arm dislocated.             |
| January 15   | A. C. McCracken, passenger.   | Storm Lake.           | Broken axle or rail; leg and body bruised.       |

REPORT OF ACCIDENTS FOR IOWA—CONTINUED.

| DATE.       | NAME AND OCCUPATION.             | PLACE.        | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.           |
|-------------|----------------------------------|---------------|--|
| 1880.       |                                  |               |  |
| January 15  | Robert McFadden, passenger.      | Storm Lake.   | Broken axle or rail; bruised.                        |
| January 15  | N. F. Worth.                     | Storm Lake.   | Broken axle or rail; arm sprained and cut.           |
| January 15  | Wm. Smouse, passenger.           | Storm Lake.   | Broken axle or rail; leg and side bruised.           |
| January 15  | L. G. Malbone, passenger.        | Storm Lake.   | Broken axle or rail; hand cut by glass.              |
| January 26  | Andrew Wilson, engine-house man. | Waterloo.     | Punched by snow plow; body squeezed.                 |
| February 3  | E. T. Gregory, fireman.          | Barnum.       | Chairs struck tender; arm lacerated.                 |
| February 13 | Wm. J. Smith, citizen.           | Wauson.       | Thrown off snow plow; black sprained.                |
| February 15 | T. A. Feugler, machinist.        | Dubuque City. | Collision of freight train; one finger crushed.      |
| February 25 | G. E. Atwater, passenger.        | Aurelia.      | Collision of freight train; breast and side bruised. |
| March       | Thos. O'Donnell, brakeman.       | Waterloo.     | Fell off freight train; one leg amputated.           |
| March 12    | H. Arning, car repairer.         | Waterloo.     | Moving railroad iron; foot contused.                 |
| March       | Wm. J. Kasey, passenger.         | Plainfield.   | Standing in passenger car; head bruised.             |
| April 15    | W. J. Kasey, passenger.          | Plainfield.   | Standing in passenger car; head bruised.             |
| April 29    | H. Jacobson, sectionman.         | Reynolds.     | Lifting railroad iron; leg broken.                   |
| May 19      | R. Carpenter, yard switchman.    | Dubuque.      | Coupling freight cars; hand lacerated.               |
| May 19      | Geo. Faust, tramp.               | Webster City. | Walking on track; left leg broken.                   |
| June 8      | Jas. Odeburg, sectionman.        | Manchester.   | Epileptic fit; head contused.                        |
| June 23     | Thos. Berry, sectionman.         | Manson.       | Fell off hand car; leg broken.                       |
| June 29     | G. M. Crowlover, machinist.      | Waterloo.     | Repairing engine; arm scalded.                       |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.            | KILLED.     |            |         | INJURED.    |            |         |
|--------------------------------|-------------|------------|---------|-------------|------------|---------|
|                                | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments.....               |             |            |         | 11          |            |         |
| Collisions.....                |             |            |         | 1           |            |         |
| Coupling cars.....             |             |            |         |             | 4          |         |
| Falling from trains.....       |             |            |         |             | 4          |         |
| Getting on and off trains..... |             |            |         | 2           | 1          | 1       |
| Highway crossings.....         | 1           |            |         |             |            | 3       |
| Miscellaneous.....             |             |            |         | 1           | 16         | 2       |
| Trespassers on track.....      | 1           |            |         |             |            | 1       |
| Total.....                     | 2           |            |         | 15          | 25         | 7       |

SUMMARY OF ACCIDENTS FOR IOWA.

|   |    |
|---|----|
| Number of persons killed during the year.....                         | 2  |
| Number of persons injured during the year.....                        | 47 |
| Number of casualties purely accidental during the entire year.....    | 29 |
| Number resulting from lack of caution, carelessness or misconduct.... | 10 |
| Number of trespassers on track killed.....                            | 1  |
| Number of trespassers on track injured.....                           | 1  |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—James C. Clarke, Chicago.  
 Vice-President—Stuyvesant Fish, New York.  
 General Superintendent—E. T. Jeffery, Chicago.  
 Division Superintendent, Iowa Lines—M. Gilleas, Dubuque.  
 General Auditor—J. C. Welling, Chicago.  
 General Passenger Agent—A. H. Hanson, Chicago.  
 General Freight Agent—Horace Tucker, Chicago.  
 General Solicitor—B. F. Ayer, Chicago.

Date of annual meeting of stockholders, second Wednesday in March.  
 Fiscal year of company ends December 31.  
 General offices of the company are located at 78 Michigan Avenue, Chicago.

STATE OF ILLINOIS, }  
 COUNTY OF COOK, }  
 } ss.

James C. Clarke, President, and J. C. Welling, General Auditor of the Illinois Central Railroad Company, being duly sworn, depose and say that they have caused the foregoing statement 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. 1885, to the best of their knowledge and belief.

(Signed) #

JAMES C. CLARKE.  
 J. C. WELLING.

Subscribed and sworn to before me, this 28th day of August, A. D. 1885.  
 [L. S.] JOHN DUNN,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 25th day of August, A. D. 1885.

E. J. MORGAN, Secretary.

REPORT

OF THE

CEDAR FALLS & MINNESOTA RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|   |                 |
|---|-----------------|
| Amount authorized by articles of association      | \$ 2,550,000.00 |
| Amount authorized by vote of the company          | 1,586,500.00    |
| Amount issued, number of shares, 15,865;          |                 |
| amount paid in                                    | \$ 1,586,500.00 |
| Total amount paid in, as per books of the company | \$ 1,586,500.00 |

|   |                 |
|---|-----------------|
| Amount of stock per mile of road                            | \$ 20,991.00    |
| Amount of stock representing the road in Iowa, All in Iowa. |                 |
| Amount of stock held in Iowa                                | \$ 1,200,000.00 |
| Total number of stockholders                                | 110             |
| Number of stockholders in Iowa                              | 1               |

DEBT.

Funded debt as follows:

|  |                 |
|--|-----------------|
| Bonds, due 1907; rate of interest 7 per cent.              | \$ 1,377,000.00 |
| Amount of interest paid on same during the year            | \$ 96,890.00    |
| 40 bonds due 1884; rate of interest (extended, 6 per cent) | 40,000.00       |
| Amount of interest paid on same during the year            | 2,400.00        |
| Total amount of funded debt                                | \$ 1,417,000.00 |

|   |                 |
|---|-----------------|
| Amount of debt per mile of road                       | \$ 18,748.35    |
| Amount of debt representing the road in Iowa          | All.            |
| Total amount of stock and debt                        | \$ 3,005,500.00 |
| Amount of stock and debt per mile of road             | \$ 39,739.35    |
| Amount of interest paid representing the road in Iowa | All.            |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD.

|  |                 |
|--|-----------------|
| Total expended for construction .....                        | \$ 3,173,500.00 |
| Average cost of construction per mile of road (75.58 miles). | \$ 41,988.62    |
| Proportion of cost of construction for Iowa...All in Iowa.   |                 |

## GENERAL EXHIBIT.

|  |               |
|--|---------------|
| Total earnings, fixed rental \$1,500.00 per mile.....        | \$ 113,256.60 |
| Total expenses, including taxes.....                         | 1,522.70      |
| Net earnings.....  | 111,733.90    |
| Interest accruing during the year.....                       | 97,590.00     |
| Interest paid during the year.....                           | 97,590.00     |
| Interest paid during the year on account of the road in Iowa | 98,590.00     |
| Interest on funded debt.....                                 | 97,590.00     |
| Interest paid on funded debt.....                            | 97,590.00     |
| Balance at commencement of the year.....                     | 7,642.54      |
| Balance at close of the year, June 30, 1885.....             | \$ 21,786.44  |

## GENERAL RECAPITULATION.

|  |      |
|--|------|
| Percentage of net earnings to stock and debt.....              | 3.72 |
| Percentage of net earnings to cost of road and equipment ..... | 3.52 |

## SURPLUS.

|  |             |
|--|-------------|
| Surplus at the commencement of the year .....  | \$ 7,642.54 |
| Surplus at the close of the year.....  | 21,786.44   |
| The amount of its own stock or bonds owned by the company, paid by sinking fund and cancelled..... | 160,000.00  |

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
DECEMBER 31, 1884.

## DEBIT.

|  |                 |
|--|-----------------|
| Construction.....                              | \$ 3,173,500.00 |
| Sinking fund.....                              | 1,553.80        |
| New York Life Insurance and Trust Company..... | 1,243.62        |
| Lands.....                                     | 2,494.34        |
|  | \$ 3,179,400.64 |

## CREDIT.

|                                      |                 |
|--------------------------------------|-----------------|
| Capital stock.....                   | \$ 1,586,500.00 |
| Bonds.....                           | 1,377,000.00    |
| Cancelled bonds in sinking fund..... | 160,000.00      |
| Extended bonds.....                  | 50,000.00       |
| Interest not due.....                | 2,450.00        |
| Donations.....                       | 3,450.64        |
| Total.....                           | \$ 3,179,400.64 |

GENERAL BALANCE SHEET IN CASE CLOSING ENTRIES  
WERE MADE JUNE 30, 1885.

## DEBIT.

|  |                 |
|--|-----------------|
| Construction.....                              | \$ 3,173,500.00 |
| Sinking fund.....                              | 1,553.80        |
| New York Life Insurance and Trust Company..... | 1,243.62        |
| Lands.....                                     | 2,494.34        |
| Total.....                                     | \$ 3,178,791.76 |

## CREDIT.

|                                      |                 |
|--------------------------------------|-----------------|
| Capital stock.....                   | \$ 1,586,500.00 |
| Bonds.....                           | 1,377,000.00    |
| Cancelled bonds in sinking fund..... | 160,000.00      |
| Extended bonds.....                  | 40,000.00       |
| Interest not due.....                | 2,450.00        |
| Donations.....                       | 3,415.64        |
| New York office.....                 | 2,928.95        |
| Income account.....                  | 6,499.17        |
| Total.....                           | \$ 3,178,791.76 |

## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length main line road from Cedar Falls Junction to Mona, miles | 75.58 |
| Length main line road in Iowa.....All in Iowa.                 |       |

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

President—John S. Kennedy, New York City.  
Vice-President—James A. Roosevelt, New York City.  
Secretary and Treasurer—C. H. Booth, Dubuque.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

John S. Kennedy, 63 Williams st., New York City.  
James A. Roosevelt, New York City.  
D. Willis James, New York City.  
J. Kennedy Tod, New York City.  
O. H. Northcote, New York City.

Date of annual meeting of stockholders: Second Monday in April.  
Fiscal year of company ends December 31st.  
General offices of the company are located at Dubuque, Iowa.

STATE OF IOWA, }  
COUNTY OF DUBUQUE, } ss.

C. H. Booth, Secretary and Treasurer of the Cedar Falls & Minnesota 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., 1885, to the best of his knowledge and belief.

C. H. BOOTH.

Subscribed and sworn to before me, this 11th day of September, A. D. 1885.

[L. S.] E. W. DUNCAN,  
Notary Public of Iowa, in and for Dubuque County.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D., 1885.

E. G. MORGAN,  
Secretary.

REPORT  
OF THE  
DUBUQUE & SIOUX CITY RAILROAD COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|   |                 |                        |
|---|-----------------|------------------------|
| Amount authorized by articles of association.             | \$ 6,000,000.00 |                        |
| Amount authorized by vote of the company.                 | 5,000,000.00    |                        |
| Amount issued, number of shares 49,994,                   |                 |                        |
| amount paid in.   |                 | \$ 4,999,400.00        |
| Scrap   |                 | 550.62                 |
| <b>Total amount paid in, as per books of the company.</b> |                 | <b>\$ 4,999,950.62</b> |
| Amount of stock per mile of road.                         | \$ 35,039.90    |                        |
| Amount of stock representing the road in Iowa.            | All in Iowa     |                        |
| Amount of stock held in Iowa.                             | 30,200.00       |                        |
| Total number of stockholders.                             | 420             |                        |
| Number of stockholders in Iowa.                           | 10              |                        |

DEBT.

|   |              |                      |
|---|--------------|----------------------|
| Funded debt as follows:   |              |                      |
| Bonds due 1883, rate of interest (7 per cent) extended five years at 5 per cent.  |              | \$ 295,000.00        |
| Amount of interest paid on same during the year.  | \$ 14,750.00 |                      |
| Bonds due 1894, rate of interest 7 per cent.  |              | 588,000.00           |
| Amount of interest paid on same during the year.  | 41,020.00    |                      |
| <b>Total amount of funded debt.</b>   |              | <b>\$ 881,000.00</b> |
| Contingent liability as guarantor of bonds or debts of other roads. \$630,000.00 of bonds the Dubuque & Dakota Railroad Company due 1919, guaranteed by this company. |              |                      |
| Amount of debt per mile of road.  | \$ 6,173.79  |                      |
| Amount of debt representing the road in Iowa.   | All          |                      |
| <b>Total amount of stock and debt.</b>  |              | <b>5,880,950.62</b>  |
| Amount of stock and debt per mile of road.  | 41,211.98    |                      |
| Amount of interest paid representing the road in Iowa.  | 55,770.00    |                      |



## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD.

|  |      |              |
|--|------|--------------|
| Total expended for construction.....                         | \$   | 5,621,112.71 |
| Average cost of construction per mile of road (142.70 miles) |      | 39,391.00    |
| Proportion of cost of construction for Iowa..                | All. |              |

## GENERAL EXHIBIT.

|  |    |            |
|--|----|------------|
| Total earnings, rental 36 per cent of gross earnings, estimated*....           | \$ | 285,000.00 |
| Total expenses, including taxes, general and legal expenses                    |    | 7,393.51   |
| Net earnings.....  |    | 277,606.49 |
| Interest accruing during the year.....   |    | 55,770.00  |
| Interest paid during the year.....   |    | 55,770.00  |
| Interest paid during the year on account of the road in Iowa                   |    | 55,770.00  |
| Interest on funded debt.....   |    | 55,770.00  |
| Interest paid on funded debt.....  |    | 55,770.00  |
| Dividends declared (3½ per cent) one of 1½ per cent and one of 2 per cent..... |    | 174,979.00 |
| Balance at commencement of the year.....                                       |    | 9,280.19   |
| Balance at the close of the year, June 30, 1885.....                           | \$ | 56,137.68  |

## INCOME ACCOUNT.

|   |    |            |
|---|----|------------|
| Income from earnings.....   | \$ | 285,000.00 |
| Income from other sources, on Iowa Land & Loan Co. stock six per cent dividend..... |    | 15,648.00  |
| Total income from all sources for the year.....                                     | \$ | 300,648.00 |

## GENERAL RECAPITULATION.

|  |    |            |
|--|----|------------|
| Total income.....  |    | 300,648.00 |
| Total operating expenses and taxes.....                              |    | 7,393.51   |
| Net income above operating expenses and taxes.....                   | \$ | 293,254.49 |
| Net income above operating expenses, taxes, interest and rental..... | \$ | 237,484.49 |

|   |    |      |
|---|----|------|
| Percentage of net income to stock and debt.....             | \$ | 4.65 |
| Percentage of net income to cost of road and equipment..... |    | 5.21 |

## SURPLUS.

|   |    |           |
|---|----|-----------|
| Surplus at the commencement of the year.....  | \$ | 9,280.19  |
| Surplus at the close of the year.....   |    | 56,137.68 |
| The amount invested in railroad bonds, the number of bonds and the par value of each, the name of each road, and the amount invested in the bonds of each. Dubuque & Dakota Railroad Company bonds, two of \$1,000.00 each. |    | 2,000.00  |

\*Estimated, as full settlement under lease is made only at end of calendar year.

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, DECEMBER 31, 1884.

## DEBIT.

|   |    |              |
|---|----|--------------|
| Railroad and appurtenances.....                 | \$ | 5,621,112.71 |
| Iowa Land & Loan Co. stock.....                 |    | 260,819.40   |
| Bills receivable.....                           |    | 110,210.07   |
| Dubuque & Dakota Railroad Company bonds.....    |    | 2,000.00     |
| Accounts unpaid, including New York office..... |    | 50,240.73    |
| Cash.....                                       |    | 182.17       |
| Total.....                                      | \$ | 6,044,565.08 |

## CREDIT.

|   |    |              |
|---|----|--------------|
| Capital stock.....  | \$ | 4,999,950.62 |
| First mortgage bonds extended at 5 per cent interest..... |    | 296,000.00   |
| Construction bonds, second division.....                  |    | 586,000.00   |
| Unpaid coupons.....                                       |    | 2,378.24     |
| Unclaimed dividends.....                                  |    | 4,461.98     |
| Dividend scrip (supposed to be lost).....                 |    | 94.05        |
| Income account.....                                       |    | 156,680.19   |
| Total.....  | \$ | 6,044,565.08 |

## BALANCE SHEET IN CASE CLOSING ENTRIES WERE MADE JUNE 30, 1885.

|   |    |              |
|---|----|--------------|
| Railroad and appurtenances.....                 | \$ | 5,621,112.71 |
| Iowa Land & Loan Co. stock.....                 |    | 260,819.40   |
| Bills receivable.....                           |    | 104,210.07   |
| D. & D. R. Co. bonds.....                       |    | 2,000.00     |
| Accounts unpaid, including New York office..... |    | 26,100.41    |
| Cash.....                                       |    | 325.32       |
| Total.....                                      | \$ | 6,014,567.91 |

## CREDIT.

|  |    |              |
|--|----|--------------|
| Capital stock.....                       | \$ | 4,999,950.62 |
| First mortgage bonds extended.....       |    | 296,000.00   |
| Construction bonds, second division..... |    | 586,000.00   |
| Unpaid coupons.....                      |    | 1,328.24     |
| Unclaimed dividends.....                 |    | 2,006.48     |
| Dividend scrip.....                      |    | 94.05        |
| Income account.....                      |    | 130,188.52   |
| Total.....                               | \$ | 6,014,567.91 |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road from Dubuque to Iowa Falls, Iowa miles..... | 142.70 |
|--|--------|

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

President—Morris K. Jesup, New York City.  
 Vice-President—James A. Roosevelt, New York City.  
 Secretary—C. H. Booth, Dubuque, Iowa.  
 Treasurer—G. H. Candee, New York City.

## NAMES OF DIRECTORS AND POST-OFFICE ADDRESS.

Morris K. Jesup, New York City.  
 James A. Roosevelt, New York City.  
 Geo. Henry Warren, New York City.  
 S. A. Herriman, New York City.  
 Mason Thomson, New York City.  
 Abraham S. Hewitt, New York City.  
 J. Pierpont Morgan, New York City.  
 Lorenzo Blackstone, Norwich, Conn.  
 Richard T. Wilson, New York City.

Date of annual meeting of stockholders. Second Monday in February.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Dubuque, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF DUBUQUE, }

C. H. Booth, Secretary and Assistant-Treasurer, of the Dubuque & Sioux City 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. 1885, to the best of his knowledge and belief.

(Signed)

C. H. BOOTH.

Subscribed and sworn to before me, this 11th day of September, A. D. 1885.  
 [L. s.] Notary Public of Iowa, in and for Dubuque County.

E. W. DUNCAN,  
 Secretary.

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

## IOWA FALLS &amp; SIOUX CITY RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|  |              |                 |
|--|--------------|-----------------|
| Amount authorized by articles of association..\$                     | 6,000,000.00 |                 |
| Amount authorized by vote of the company,<br>no vote on question.    |              |                 |
| Amount issued, number of shares, 46,250;<br>amount paid in.....      |              | \$ 4,625,000.00 |
| Amount of common stock issued .....                                  | 4,625,000.00 |                 |
| Amount of preferred stock issued, and conditions of preferment ..... |              |                 |
| Capital stock now outstanding. ....                                  | 4,600,000.00 |                 |
| Total amount paid in, as per books of the company .....              |              | \$ 4,625,000.00 |
| Amount of stock per mile of road.....\$                              | 25,042.19    |                 |
| Amount of stock representing the road in Iowa                        |              | \$4,600,000.00  |
| Amount of stock held in Iowa.....                                    | 91,600.00    |                 |
| Total number of stockholders .....                                   |              | 590             |
| Number of stockholders in Iowa .....                                 |              | 10              |

## DEBT.

|  |               |                 |
|--|---------------|-----------------|
| Funded debt as follows:  |               |                 |
| First mortgage bonds, due October 1, 1917;<br>rate of interest, 7 per cent ..... |               | \$ 2,800,000.00 |
| Amount of interest paid on same during<br>the year .....                         | \$ 196,000.00 |                 |
| Total amount of funded debt .....  |               | \$ 2,800,000.00 |
| Floating debt:   |               |                 |
| Incurred for .....   | \$ 136,388.34 |                 |
| Total amount of floating debt .....  |               | \$ 136,388.34   |
| Total amount of debt liabilities .....   |               | \$ 2,936,388.34 |
| Amount of debt per mile of road .....  | \$ 15,985.56  |                 |
| Amount of debt representing the road in Iowa .....                               |               | \$ 2,936,388.34 |
| Total amount of stock and debt .....   |               | 7,536,388.34    |
| Amount of stock and debt per mile of road .....                                  | 41,027.76     |                 |
| Amount of interest paid representing the road<br>in Iowa .....                   |               | 196,000.00      |

## COST OF ROAD AND EQUIPMENT.

|   |                 |
|---|-----------------|
| Total expended for construction .....                               | \$ 7,585,000.00 |
| Average cost of construction per mile of road, (183.69 miles) ..... | \$ 41,292.40    |
| Proportion of cost of construction for Iowa .....                   | 7,585,000.00    |

## ANALYSIS OF INCOME.

|  |               |
|--|---------------|
| Rental and drawback under lease .....                  | \$ 265,854.24 |
| From land department .....                             | 258,000.00    |
| Dividends on Missouri Valley Land Company, stock ..... | 3,740.00      |
| Interest on loans .....                                | 75,743.64     |
| Total income from all sources .....                    | \$ 603,337.88 |
| Proportion of income for Iowa .....                    | \$ 603,337.88 |

## EXPENSES OF OPERATING.

## CLASS 4.—GENERAL EXPENSES.

|  |             |
|--|-------------|
| Salaries of general officers .....               | \$ 4,619.85 |
| General expenses and clerk hire { expenses ..... | \$ 1,882.03 |
| { clerks .....                                   | 2,222.27    |
| Total expenses .....                             | \$ 8,724.15 |

## GENERAL EXHIBIT.

|  |                 |
|--|-----------------|
| Total income .....   | \$ 603,337.88   |
| Total expenses, including taxes .....                              | 8,724.15        |
| Net income .....   | 594,613.73      |
| Interest accruing during the year .....                            | 196,462.00      |
| Interest paid during the year .....                                | 202,009.50      |
| Interest paid during the year on account of the road in Iowa ..... | 202,009.50      |
| Interest on funded debt .....                                      | 196,000.00      |
| Interest paid on funded debt .....                                 | 201,547.60      |
| Interest on floating debt .....                                    | 462.00          |
| Interest paid on floating debt .....                               | 462.00          |
| Dividends declared, 7 per cent .....                               | 322,000.00      |
| Interest falling due during the year and not paid .....            | 98,070.00       |
| Floating debt liquidated during the year .....                     | 5,597.50        |
| Balance for the year, surplus .....                                | 76,151.73       |
| Balance at commencement of the year, surplus .....                 | 1,564,235.21    |
| Balance at the close of the year, June 30, 1885, surplus .....     | \$ 1,640,386.94 |

## INCOME ACCOUNT.

|  |               |
|--|---------------|
| Income from rental and drawback .....                    | \$ 265,854.24 |
| Income from stock owned of Missouri Valley Land Co. .... | 3,740.00      |
| Income from lands sold or leased during the year .....   | 258,000.00    |
| Income from other sources .....                          | 75,743.64     |

Total income from all sources for the year .....

\$ 603,337.88

Proportion of income for Iowa .....

\$ 603,337.88

## GENERAL RECAPITULATION.

|   |               |
|---|---------------|
| Total income .....  | \$ 603,337.88 |
| Total expenses and taxes .....  | 8,724.15      |
| Net income above expenses and taxes .....                               | 594,613.73    |
| Net income above expenses, taxes, interest and profit and<br>loss ..... | \$ 598,151.73 |

Percentage of net income to stock and debt, 7.59.

Percentage of net income to cost of road and equipment, 7.84.

## SURPLUS.

|   |            |                 |
|---|------------|-----------------|
| Surplus at the commencement of the year .....   | \$         | 1,564,235.21    |
| Surplus at the close of the year .....  |            | 1,640,386.94    |
| The amount invested in stocks .....   |            | 8,800.00        |
| Give the name of each road and the number of shares owned in each of them, and the par value of shares. Missouri Valley Land Company, 220 shares, par value, \$50.00. |            |                 |
| Office building .....   |            | 10,000.00       |
| Amount in hands of treasurer and assistant treasurer .....  |            | 154,618.57      |
| The amount invested in railroad bonds, the number of bonds and the par value of each, the name of each road and the amount invested in the bonds of each.             |            |                 |
| Improvement and protection fund:  |            |                 |
| Invested in company's bonds and stock ... \$  | 591,853.50 |                 |
| In loans drawing interest and in cash .....   | 803,146.50 | \$ 1,400,000.00 |
| The amount of its own bonds or stock owned by the company .....   |            |                 |
| Amount absorbed in construction .....   |            | 185,000.00      |
| Amount in material and balances from other roads .....  |            | 18,356.71       |
| Total .....   | \$         | 1,776,775.28    |
| Deduct unfunded indebtedness .....  |            | 136,388.34      |
| Total .....   | \$         | 1,640,386.94    |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|   |    |              |
|---|----|--------------|
| Construction .....                          | \$ | 7,585,000.00 |
| Improvement and protection fund .....       |    | 1,400,000.00 |
| Office building .....                       |    | 10,000.00    |
| Stock of Missouri Valley Land Company ..... |    | 8,800.00     |
| Cash .....                                  |    | 154,618.57   |
| Accounts receivable .....                   |    | 18,356.71    |
| Total .....                                 | \$ | 9,176,775.28 |

## CREDIT.

|                                |    |              |
|--------------------------------|----|--------------|
| Capital stock .....            | \$ | 4,600,000.00 |
| Funded debt .....              |    | 2,900,000.00 |
| Unfunded debt:                 |    |              |
| Interest unpaid .....          |    | 98,350.00    |
| Accounts payable .....         |    | 38,038.34    |
| Profit and loss, balance ..... |    | 1,640,386.94 |
| Total .....                    | \$ | 9,176,775.28 |

## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length main line of road from Iowa Falls to Sioux City, Ia. | 183.69 |
| Total length of road belonging to this company in Iowa....  | 183.69 |

## LANDS—CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from congressional grants. 640,256.11 acres.  
 State the number of acres yet to inure to your company from congressional grants. Don't know.  
 State the average price at which these lands have been sold or contracted by the company. \$6.85.  
 State the number of acres sold. 637,523.35 acres.  
 State the amount received from sales, including amount received on outstanding contracts. \$3,843,687.23.  
 State the amount unpaid on outstanding contracts. \$316,796.42.  
 State the gross amount received from sales, contracts, forfeited contracts, &c., up to June 30, 1885. \$4,370,379.66.  
 State the amount expended in sale and management of lands. \$329,067.06.  
 State the amount of taxes paid on lands. \$640,525.53.  
 State the amount realized from the sale of lands above the expenses incurred in the management and taxes. \$2,874,094.64.

## 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*—Charles H. Clark, Cedar Rapids, Iowa.  
*Land Commissioner*—Henry V. Ferguson, Cedar Rapids, Iowa.  
*Register of Lands*—Charles H. Clark, Cedar Rapids, Iowa.  
*Register of Stock*—David P. Kimball, Boston, Mass.  
*Auditor*—Henry V. Ferguson, Cedar Rapids, Iowa.  
*Attorneys*—Joy & Wright, Sioux City, Iowa.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

Fred. L. Ames, North Easton, Mass.  
 Oliver Ames, North Easton, Mass.  
 John I. Blair, Blairstown, N. J.  
 D. C. Blair, Belvidere, N. J.  
 David P. Kimball, Boston, Mass.  
 J. Van Deventer, Clinton, Iowa.  
 Horace Williams, Clinton, Iowa.

Date of annual meeting of stockholders, Tuesday next preceding the first Thursday in June.  
 Fiscal year of company ends March 31st.  
 General offices of the company are located at Cedar Rapids, Iowa.

STATE OF IOWA, } ss.  
COUNTY OF LINN, }

P. E. Hall, secretary, and Henry V. Ferguson, auditor, of the Iowa Falls & Sioux City 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. 1885, to the best of their knowledge and belief.

[Signed.]  
[L. S.]

P. E. HALL,  
HENRY V. FERGUSON.

Subscribed and sworn to before me, this 8th day of September, A. D. 1885.

[L. S.]

CHAS. H. CLARK,  
Notary Public.

Received and filed in the office of the Commissioner of Railroads, this 9th day of September, A. D. 1885.

E. G. MORGAN,  
Secretary.

## REPORT

OF THE

## IOWA NORTHERN RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1885.

### CAPITAL STOCK.

|  |                 |              |
|--|-----------------|--------------|
| Amount authorized by articles of association..           | \$ 2,000,000.00 |              |
| Amount authorized by vote of the company..               | 90,000.00       |              |
| Amount issued, number of shares 900, amount paid in..... |                 | \$ 90,000.00 |
| Amount of common stock issued.....                       | 90,000.00       |              |
| Total amount paid in, as per books of the company.....   |                 | \$ 90,000.00 |

|  |              |
|--|--------------|
| Amount of stock per mile of road.....              | \$ 15,000.00 |
| Amount of stock representing the road in Iowa..... | 90,000.00    |
| Amount of stock held in Iowa.....                  | 90,000.00    |
| Total number of stockholders.....                  | 6            |
| Number of stockholders in Iowa.....                | 6            |

### DEBT.

|  |             |              |
|--|-------------|--------------|
| Funded debt as follows:  |             |              |
| Fifty \$1,000 bonds due 1902, rate of interest six per cent..... |             | \$ 50,000.00 |
| Amount of interest paid on same during the year.....             | \$ 3,600.00 |              |
| Total amount of funded debt*.....                                |             | \$ 50,000.00 |

|  |              |
|--|--------------|
| Amount of debt per mile of road.....                       | \$ 8,333.33  |
| Amount of debt representing the road in Iowa.....          | \$ 50,000.00 |
| Total amount of stock and debt.....                        | 140,000.00   |
| Amount of stock and debt per mile of road....              | 23,333.33    |
| Amount of interest paid representing the road in Iowa..... | 3,600.00     |

\*NOTE.—From the earnings of this year and surplus of previous year the bonded debt of the company has been reduced \$10,000.00.

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD.

|  |    |            |
|--|----|------------|
| Total expended for construction.....                         | \$ | 150,000.00 |
| Average cost of construction per mile of road (6 miles)..... |    | 25,000.00  |
| Proportion of cost of construction for Iowa, All.            |    |            |

NOTE.—The road was built by contract, payment made in stock and bonds as heretofore reported.

## COST OF EQUIPMENT.

The entire equipment is leased.

## ANALYSIS OF EARNINGS.

|  |    |           |
|--|----|-----------|
| Earnings, passenger:   |    |           |
| From all passengers.....   | \$ | 2,141.30  |
| Total earnings, passenger department   | \$ | 2,141.30  |
| Earnings, freight:   |    |           |
| From local.....  | \$ | 18,990.96 |
| Total earnings, freight department.....  | \$ | 18,990.96 |
| Earnings per train mile run (17,010 miles).....                                  | \$ | 1,242     |
| Total transportation earnings.....   |    | 21,132.26 |
| Earnings per train mile run, from all trains earning revenue (17,010 miles)..... |    | 1,242     |
| Earnings per mile of road operated (5.93 miles).....                             |    | 3,394.97  |
| Total earnings from all sources.....   | \$ | 21,132.26 |
| Proportion of earnings for Iowa.....   | \$ | 21,132.26 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|                                    |    |          |
|------------------------------------|----|----------|
| Repairs of road-bed and track..... | \$ | 1,506.53 |
| Total.....                         | \$ | 1,506.53 |

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

|                        |    |          |
|------------------------|----|----------|
| Rent of equipment..... | \$ | 1,441.31 |
| Total.....             | \$ | 1,441.31 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |          |
|---|----|----------|
| Fuel for locomotives.....                                 | \$ | 1,111.91 |
| Oil and waste.....  |    | 121.89   |
| Locomotive service, engineer and fireman.....             |    | 1,880.00 |
| Freight train service, brakeman.....                      |    | 420.00   |
| Telegraph expenses, (maintenance and operating) telephone |    | 105.00   |
| Station supplies, rent of office.....                     |    | 180.00   |
| Total.....  | \$ | 3,318.80 |

## CLASS 4.—GENERAL EXPENSES.

|   |    |          |
|---|----|----------|
| Salaries of general officers and clerks.....              | \$ | 1,779.96 |
| Stationery and printing.....                              |    | 86.76    |
| Taxes in Iowa, \$175.51 (one-half paid); total taxes..... |    | 175.51   |
| Total.....  | \$ | 1,992.23 |

## RECAPITULATION OF EXPENSES.

|   |    |          |
|---|----|----------|
| Maintenance of way and buildings.....   | \$ | 1,506.53 |
| Rent of equipment.....                  |    | 1,441.31 |
| Conducting transportation.....          |    | 3,318.80 |
| General expenses, including taxes.....  |    | 1,992.23 |
| Total operating expenses and taxes..... | \$ | 8,258.87 |

|   |    |          |
|---|----|----------|
| Operating expenses and taxes per mile of road, operated (5.93 miles).....                       | \$ | 1,392.72 |
| Operating expenses and taxes per train mile run, for trains earning revenue (17,010 miles)..... |    | 0.485    |
| Proportion of operating expenses and taxes for Iowa, All.                                       |    |          |
| Expenses of running and management of freight trains....  | \$ | 3,318.80 |
| Expense of running and management of freight trains, per train mile, cents.....                 |    | 19½      |
| Expense of running and management of all trains earning revenue.....                            |    | 3,318.80 |
| Percentage of expenses to earnings.....   |    | 39       |

## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 21,132.26 |
| Total expenses, including taxes.....                          |    | 8,258.87  |
| Net earnings.....   |    | 12,873.39 |
| Interest accruing during the year.....                        |    | 3,600.00  |
| Interest paid during the year.....                            |    | 3,600.00  |
| Interest paid during the year on account of the road in Iowa  |    | 3,600.00  |
| Interest on funded debt.....                                  |    | 3,600.00  |
| Interest paid on funded debt.....                             |    | 3,600.00  |
| Dividends declared (6 per cent).....                          |    | 5,400.00  |
| Floating debt liquidated during the year.....                 |    | 221.62    |
| Balance for the year, net earnings less interest and dividend |    | 3,873.39  |
| Balance at commencement of the year.....                      |    | 7,000.00  |

Balance at the close of the year, June 30, 1885, after deducting payment of floating debt and \$10,000 of funded debt \$ 651.77

## INCOME ACCOUNT.

|   |    |           |
|---|----|-----------|
| Income from earnings.....                       | \$ | 21,132.36 |
| Total income from all sources for the year..... | \$ | 21,132.36 |

## GENERAL RECAPITULATION.

|   |    |           |
|---|----|-----------|
| Total income.....   | \$ | 21,132.36 |
| Total operating expenses and taxes.....                               |    | 8,258.57  |
| Net income above operating expenses and taxes.....                    |    | 12,873.49 |
| Net income above operating expenses, taxes, interest, and rental..... | \$ | 9,273.49  |
| Gross income per train mile run (17,010 miles)....                    | \$ | 1.242     |
| Net income per train mile run (17,010 miles)....                      |    | 0.752     |
| Percentage of net income to stock and debt....                        |    | 9.19      |
| Percentage of net income to cost of road and equipment.....           |    | 8.58      |

## SURPLUS.

|  |    |          |
|--|----|----------|
| Surplus at the commencement of the year..... | \$ | 7,000.00 |
| Surplus at the close of the year.....        |    | 651.77   |

NOTE.—The surplus of previous year and part of the present year used to reduce the bonded debt.

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|   |    |            |
|---|----|------------|
| Property account.....                     | \$ | 140,000.00 |
| Accounts receivable and cash on hand..... |    | 651.77     |
| Total.....                                | \$ | 140,651.77 |

## CREDIT.

|                      |    |            |
|----------------------|----|------------|
| Bond account.....    | \$ | 50,000.00  |
| Stock account.....   |    | 90,000.00  |
| Surplus account..... |    | 651.77     |
| Total.....           | \$ | 140,651.77 |

## DESCRIPTION OF ROAD.

|   |      |
|---|------|
| Length main line of road from Colfax to Valeria, Iowa.....              | 5.93 |
| Total length of road belonging to this company.....                     | 5.93 |
| Aggregate length of sidings and other tracks not above enumerated.....  | .50  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings..... | 6.53 |
| Weights per yard, iron, 56 lbs.....                                     |      |
| Gauge of track, standard.....   |      |
| Total miles of road operated by this company in Iowa.....               | 5.93 |

## STATIONS.

|  |   |
|--|---|
| Number of stations on all roads owned by this company....    | 1 |
| Number of stations on all roads operated by this company..   | 1 |
| Number of telegraph offices in stations in Iowa, telephones. | 2 |

## EMPLOYES.

|   |             |
|---|-------------|
| Number of persons regularly employed on all roads operated by this company.....       | 7           |
| Amount paid employes, including officials, on all roads operated by this company..... | \$ 5,127.34 |

## BRIDGES IN IOWA.

|                              |     |                   |
|------------------------------|-----|-------------------|
|                              | No. | Aggregate length. |
| Wooden trestle and pile..... | 9   | 3,112             |

## BOX CULVERTS IN IOWA.

|             |   |
|-------------|---|
| Timber..... | 6 |
|-------------|---|

## CATTLE-GUARDS.

|                         |   |
|-------------------------|---|
| Number of, in Iowa..... | 8 |
|-------------------------|---|

## ROAD-BED AND TRACK.

|   |      |
|---|------|
| Number of track sections in Iowa.....           | 1    |
| Average length of sections.....                 | 5.93 |
| Average number of men in each section gang..... | 8    |

## CROSSINGS IN IOWA.

|   |   |
|---|---|
| Number of highway crossings at grade..... | 2 |
|---|---|

## FENCING IN IOWA.

|   |    |
|---|----|
| How many miles of your road in Iowa are fenced? None.                               |    |
| Give the number of miles needed on both sides of your track in each county in Iowa: |    |
| In Jasper county.....   | 10 |
| Total miles.....  | 10 |

## ROLLING STOCK.

|   |     |
|---|-----|
| Number of locomotives.....  | 1   |
| Number of passenger cars.....   | 1   |
| Number of platform and coal cars.....   | 3   |
| Number of other cars.....   | 1   |
| Total number of cars.....   | 5   |
| Maximum weight of locomotives and tenders, tons.....  | 40  |
| The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine, 30 tons; exclusive of rolling stock, tons..... | 250 |

MILEAGE, TRAFFIC, ETC.

TRAIN MILEAGE.

Total train mileage..... 17,010

CARS AND WEIGHT OF TRAINS.

Average number of cars in freight trains ..... 10  
 Average weight of freight trains, exclusive of freight, tons. 125

PASSENGER TRAFFIC.

Number of local passengers carried..... 14,275

Total number of passengers carried..... 14,275

Total passenger mileage, or passengers carried one mile.... 49,963  
 Average distance traveled by each passenger, miles..... 3½  
 Average amount received from each passenger, cents..... 15  
 Highest rate of fare per mile for any distance..... 8½  
 Lowest rate of fare per mile for any distance..... 3½  
 Average rate of fare per mile for all passengers, cents..... 3½

FREIGHT TRAFFIC.

Total tons of freight carried..... 59,798  
 Total freight mileage, or tons carried one mile..... 179,394

Average rate per ton per mile received for local freight, cents 10.5  
 Average rate per ton per mile received for all freight, cents 10.4  
 Average cost per mile to move freight (all expenses), ..... 04.8  
 Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa,..... 100

CAR MILEAGE.

Number of miles run by loaded freight cars east and south. 13,014  
 Number of miles run by empty freight cars west and north. 13,014

Total freight car mileage..... 26,028

Percentage of empty freight cars hauled west and north to all freight cars hauled west and north ..... 100

SPEED OF TRAINS IN IOWA.

Rate of speed of freight trains, including stops, miles per hour... 8

TONNAGE OF ARTICLES TRANSPORTED.

|                         | TONS.  | PER CENT. |
|-------------------------|--------|-----------|
| Coal.....               | 59,798 | 100       |
| Total tons carried..... | 59,798 | 100       |

ADDITIONAL QUESTIONS.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? Six miles telephone.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—F. H. Griggs, Davenport.  
 Vice-President—D. Ryan, Newton.  
 Secretary and Treasurer—Geo. A. Goodrich, Colfax.  
 General Superintendent—D. S. Couch, Colfax.

DIRECTORS, NAME AND POST-OFFICE ADDRESS.

F. H. Griggs, Davenport.  
 D. Ryan, Newton.  
 J. S. Wylie, Davenport.  
 D. S. Couch, Colfax.  
 G. A. Goodrich, Colfax.

Date of annual meeting of stockholders second Tuesday of June  
 Fiscal year of company ends June 1.  
 General offices of the company are located at Colfax.

STATE OF IOWA, }  
 COUNTY OF JASPER. } ss.

D. S. Couch, General Superintendent, and Geo. A. Goodrich, Secretary, of the Iowa 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, 1885, to the best of their knowledge and belief.

Signed, D. S. COUCH.  
 GEO. A. GOODRICH.

Subscribed and sworn to before me this 21st day of September, A. D. 1885.

[L. S.] C. E. CRAGAN,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads this 22d day of September, A. D. 1885.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## MINNEAPOLIS &amp; ST. LOUIS RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|  |                        |
|--|------------------------|
| Amount authorized by articles of association ..                                    | \$ 20,000,000.00       |
| Amount authorized by vote of the company ..  | 10,000,000.00          |
| Amount issued, number of shares 97,658.  |                        |
| Amount of common stock issued .....  | \$ 5,765,600.00        |
| Amount of preferred stock issued, and conditions of preferment .....               | 4,000,000.00           |
| To receive dividend at 7 per cent before any dividend is declared on common stock. |                        |
| Total amount paid in, as per books of the company....                              | <u>\$ 9,765,600.00</u> |

|  |              |
|--|--------------|
| Amount of stock per mile of road .....           | \$ 27,366.06 |
| Amount of stock representing the road in Iowa .. | 3,858,614.46 |
| Amount of stock held in Iowa .....               |              |
| Total number of stockholders .....               |              |
| Number of stockholders in Iowa .....             |              |

## DEBT.

## Funded debt as follows:

|   |                        |
|---|------------------------|
| Bonds due 1901, rate of interest 6 per cent ..        | \$ 100,000.00          |
| Amount of interest paid on same during the year ..... | \$ 6,000.00            |
| Bonds due 1921, rate of interest, 6 per cent ..       | 1,882,000.00           |
| Amount of interest paid on same during the year ..... | 82,920.00              |
| Bonds due 1922, rate of interest, 6 per cent ..       | 2,000,000.00           |
| Amount of interest paid on same during the year ..... | 120,000.00             |
| Bonds due 1907, rate of interest, 7 per cent ..       | 735,000.00             |
| Amount of interest paid on same during the year ..... | 51,450.00              |
| Bonds due 1927, rate of interest, 7 per cent ..       | 950,000.00             |
| Amount of interest paid on same during the year ..... | 66,500.00              |
| Bonds due 1909, rate of interest, 7 per cent ..       | 1,015,000.00           |
| Amount of interest paid on same during the year ..... | 71,050.00              |
| Bonds due 1890, rate of interest, 7 per cent ..       | 500,000.00             |
| Amount of interest paid on same during the year ..... | 35,000.00              |
| Bonds due 1910, rate of interest, 7 per cent ..       | 636,000.00             |
| Amount of interest paid on same during the year ..... | 44,520.00              |
| Total amount of funded debt .....                     | <u>\$ 7,818,000.00</u> |
| Total amount of floating debt .....                   | 1,220,371.00           |
| Total amount of debt liabilities .....                | <u>\$ 8,538,371.00</u> |

|   |                  |
|---|------------------|
| Amount of debt per mile of road .....                       | \$ 23,950.55     |
| Amount of debt representing the road in Iowa ..             | 3,377,027.55     |
| Total amount of stock and debt .....                        | \$ 18,803,971.00 |
| Amount of stock and debt per mile of road ..                | 51,343.54        |
| Amount of interest paid representing the road in Iowa ..... | 188,832.84       |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

|  |                         |
|--|-------------------------|
| Total expended for construction .....                            | <u>\$ 16,049,142.59</u> |
| Average cost of construction per mile of road (356½ miles) ..... | \$ 45,018.63            |
| Proportion of cost of construction for Iowa, percentage .....    | 39.55                   |

## COST OF EQUIPMENT.

|  |                         |
|--|-------------------------|
| Total for equipment.....   | 2,052,835.14            |
| Total construction to June 30, 1885.....                             | \$ 16,049,142.59        |
| Total cost of road and equipment.....                                | <u>\$ 18,101,977.73</u> |
| Average cost of equipment per mile road operated (561 miles).....    |                         |
| Proportion of cost of equipment for Iowa, per cent.....              | 25.13                   |
| Average cost of road and equipment per mile (356½ miles).....        | \$ 50,776.93            |
| Proportion of cost of road and equipment for Iowa, percentage.....   | 39.55                   |
| Average cost of road and equipment per mile in Iowa (141 miles)..... | 50,776.93               |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |                     |
|--|---------------------|
| Grading.....   | \$ 729.30           |
| Bridging and masonry.....  | 15,770.77           |
| Superstructure, including rails.....   | 15,621.14           |
| Land, land damages and fences.....   | 37,661.73           |
| Passenger and freight stations, coal sheds and water stations.....           | 2,896.55            |
| Machine shops, including machinery and tools.....                            | 5,607.77            |
| Engineering, agencies, salaries, and other expenses during construction..... | 105.07              |
| Total for construction.....  | \$ 78,382.33        |
| Total expenditures charged to property accounts.....                         | <u>\$ 78,382.33</u> |
| Net addition to property account for the year...\$                           | 78,382.33           |

## ANALYSIS OF EARNINGS.

|   |               |                        |
|---|---------------|------------------------|
| Earning, passenger:   |               |                        |
| From local passengers.....  | \$ 183,117.31 |                        |
| From through passengers.....  | 148,251.09    |                        |
| From all passengers.....  |               | \$ 331,368.40          |
| From express and baggage.....   |               | 28,746.85              |
| From mails.....   |               | 29,100.99              |
| Total earnings, passenger department... ..  |               | <u>\$ 389,216.24</u>   |
| Earnings per train mile run (409,462 miles)..\$                                       | .9514         |                        |
| Earnings, freight:  |               |                        |
| From local freight.....   | 559,635.51    |                        |
| From through freight.....   | 767,659.93    |                        |
| Total earnings, freight department .....  |               | 1,317,295.44           |
| Earnings per train mile run (864,280 miles)..\$                                       | 1.524         |                        |
| Total transportation earnings.....  |               | <u>\$ 1,706,511.68</u> |
| Earnings per train mile run, from all trains earning revenue (1,273,742 miles).....\$ | 1.368         |                        |
| Earnings per mile of road operated (356½ miles)                                       | 4,786.85      |                        |
| Proportion of earnings for Iowa, 39.55 per cent                                       | 674,925.37    |                        |
| Rents received for use of equipment.....  |               | 62,481.34              |
| Earnings from all other sources, miscellaneous:                                       |               |                        |
| Minnesota.....  | 35,409.95     |                        |
| Iowa.....   | 3,039.37      | 38,449.32              |
| Total earnings from all sources.....  |               | <u>\$ 1,807,442.34</u> |
| Proportion of earnings for Iowa.....\$  | 677,964.74    |                        |

## EXPENSES OF OPERATING THE ROADS FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |                      |
|--|----------------------|
| Repairs of road-bed and track.....                           | \$ 154,682.72        |
| Renewal of rails, number tons laid, steel, 2,161.....        | 32,478.47            |
| Renewal of ties, number laid, 54,233.....                    | 34,440.85            |
| Repairs of bridges, including culverts and cattle-guards.... | 36,717.11            |
| Repairs of fences, road-crossings, and signs.....            | 6,548.52             |
| Repairs of buildings, stations, and water-tanks.....         | 19,455.30            |
| Total.....   | <u>\$ 284,322.97</u> |

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

|                                |                      |
|--------------------------------|----------------------|
| Repairs of locomotives.....    | \$ 75,705.91         |
| Repairs of passenger cars..... | 25,841.53            |
| Repairs of freight cars.....   | 91,022.93            |
| Total.....                     | <u>\$ 192,570.37</u> |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |                      |
|--|----------------------|
| Fuel for locomotives .....                                   | \$ 111,463.45        |
| Water supply .....   | 16,961.81            |
| Oil and waste .....  | 6,665.63             |
| Locomotive service .....                                     | 120,646.43           |
| Passenger train service .....                                | 16,872.29            |
| Passenger train supplies .....                               | 4,406.70             |
| Mileage of passenger cars (debit balance) less freight ..... | 6,392.21             |
| Freight train service .....                                  | 65,583.91            |
| Freight train supplies .....                                 | 10,329.41            |
| Telegraph expenses (maintenance and operating) .....         | 24,023.21            |
| Damage and loss of freight and baggage .....                 | 2,845.87             |
| Damages to property and cattle .....                         | 4,024.23             |
| Personal injuries .....                                      | 22,295.08            |
| Agents and station service .....                             | 138,614.09           |
| Station supplies .....                                       | 7,215.07             |
| Total .....  | <u>\$ 558,339.39</u> |

## CLASS 4—GENERAL EXPENSES.

|  |                      |
|--|----------------------|
| Salaries of general officers and clerks .....                                    | \$ 51,777.15         |
| Legal expenses .....   | 9,210.41             |
| Insurance .....  | 5,966.83             |
| Stationery and printing .....  | 11,742.90            |
| Outside agencies and advertising .....   | 34,906.16            |
| Contingencies .....  | 4,591.84             |
| Taxes in Iowa, \$7,886.93; taxes in other States, \$43,462.91; total taxes ..... | 51,149.84            |
| Total .....  | <u>\$ 169,345.13</u> |

## RECAPITULATION OF EXPENSES.

|   |                        |
|---|------------------------|
| Maintenance of way and buildings .....  | \$ 284,322.97          |
| Maintenance of motive power and cars .....  | 192,670.37             |
| Conducting transportation .....   | 558,339.39             |
| General expenses, including taxes .....   | 169,345.13             |
| Total operating expenses and taxes .....  | <u>\$ 1,204,577.86</u> |
| Operating expenses and taxes per mile of road operated (356½ miles) .....                           | \$ 3,378.90            |
| Operating expenses and taxes per train mile run, for trains earning revenue (1,273,742 miles) ..... | 0.946                  |
| Proportion of operating expenses and taxes for Iowa .....   | \$ 476,410.54          |
| Expenses of running and management of passenger trains .....  | 192,538.26             |
| Expenses of running and management of passenger trains, per train mile, cents .....                 | 47                     |
| Expenses of running and management of freight trains .....  | 558,376.50             |
| Expenses of running and management of freight trains, per train mile, cents .....                   | 65.76                  |
| Expenses of running and management of all trains earning revenue .....                              | <u>750,909.76</u>      |
| Percentage of expenses to earnings .....  | 67.75                  |

## GENERAL EXHIBIT.

|  |                   |
|--|-------------------|
| Total earnings .....   | \$ 1,807,442.34   |
| Total expenses, including taxes .....                              | 1,204,577.86      |
| Net earnings .....   | 602,864.48        |
| Rentals, specifying amount paid to each company:                   |                   |
| St. Paul, Minneapolis & Manitoba .....                             | \$ 55,992.02      |
| Minneapolis Union .....  | 21,461.02         |
| Minnesota Central Construction Co. ....                            | 14,834.79         |
| Des Moines & Fort Dodge .....                                      | 2,400.00          |
| Interest accruing during the year .....                            | 482,151.17        |
| Interest paid during the year .....                                | 482,151.17        |
| Interest paid during the year on account of the road in Iowa ..... | 188,832.84        |
| Interest on funded debt .....                                      | 477,440.00        |
| Interest paid on funded debt .....                                 | 477,440.00        |
| Interest on floating debt .....                                    | 4,711.17          |
| Interest paid on floating debt .....                               | 4,711.17          |
| Balance for the year .....   | 26,025.48         |
| Deficit at commencement of the year .....                          | 433,682.99        |
| Balance at the close of the year, June 30, 1885, deficit .....     | <u>407,657.51</u> |

## INCOME ACCOUNT.

|  |                        |
|--|------------------------|
| Income from earnings .....                       | \$ 1,744,961.00        |
| Income from other sources .....                  | 62,481.34              |
| Total income from all sources for the year ..... | <u>\$ 1,807,442.34</u> |
| Proportion of income for Iowa .....              | \$ 714,843.42          |

## GENERAL RECAPITULATION.

|   |                 |
|---|-----------------|
| Total income .....  | \$ 1,807,442.34 |
| Total operating expenses and taxes .....                              | 1,204,577.86    |
| Net income above operating expenses and taxes .....                   | 602,864.48      |
| Net income above operating expenses, taxes, interest and rental ..... | \$ 26,025.48    |
| Gross income per train mile run (1,273,742 miles) .....               | \$ 1.41         |
| Net income per train mile run (1,273,742 miles) .....                 | .024            |
| Percentage of net income to stock and debt .....                      | 3.29            |
| Percentage of net income to cost of road and equipment .....          | 3.33            |

## SURPLUS.

Amount absorbed in construction ..... All

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

| DEBIT.                              |                         |
|-------------------------------------|-------------------------|
| Construction .....                  | \$ 18,111,377.73        |
| Material .....                      | 67,340.47               |
| Interest on bonds .....             | 227,529.83              |
| Due from companies and agents ..... | 241,008.99              |
| Cash .....                          | 7,000.92                |
| Income, account .....               | 152,771.21              |
|                                     | <u>\$ 18,807,029.15</u> |

| CREDIT.                     |                         |
|-----------------------------|-------------------------|
| Capital stock .....         | \$ 9,765,800.00         |
| Funded debt .....           | 7,318,000.00            |
| Bills payable .....         | 1,220,371.00            |
| Vouchers and accounts ..... | 503,058.15              |
|                             | <u>\$ 18,807,029.15</u> |

## DESCRIPTION OF ROAD.

|  |              |
|--|--------------|
| Length of main line of road from Minneapolis to Angus..                              | 260          |
| Length of main line of road in Iowa, miles.....                                      | 188          |
| Length of main line of road in Minnesota, Minneapolis to Norman miles .....          | 122          |
| Length of double track on main line, miles.....                                      | 3.5          |
| Branches owned by this company:  |              |
| Kalo Junction to Kalo, Iowa, miles.....  | 3            |
| Hopkins to Morton, Minnesota.....  | 92           |
| Lake Park Junction to Lake Park, Minnesota.....                                      | 1.5          |
| Total length of branches owned by this Company, miles...                             | 96.5         |
| Total length of branches owned by this Company in Iowa, miles.....                   | 3            |
| Total length of road belonging to this company, miles.....                           | 356.5        |
| Total length of road belonging to this company in Iowa, miles.....                   | 141          |
| Aggregate length of sidings and other tracks not above enumerated, miles.....        | 75 1116-5280 |
| Same in Iowa, miles.....   | 9.4932       |
| Aggregate length of track, computed as single track, exclusive of siding, miles..... | 390          |
| Same in Iowa, miles.....   | 141          |
| Total length of steel rails in tracks in Iowa, exclusive of sidings, miles.....      | 22.2736      |
| Total length of iron rails in tracks in Iowa, exclusive of sidings, miles.....       | 118.2544     |
| Weights per yard, steel, 50, 55, 56, 60 pounds.                                      |              |
| Weights per yard, iron, 50 pounds.   |              |
| Gauge of track, standard.  |              |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

| Name, description and length of each:  |       |
|--|-------|
| Wisconsin, Minnesota & Pacific Railway, Eagle Lake to Red Wing, Minnesota, length miles..... | 84    |
| Morton, Minnesota, to Watertown, Dakota, length miles ...                                    | 121.5 |
| Total length of above roads.....   | 205.5 |

|  |       |
|--|-------|
| Total length of above roads in Minnesota, miles..... | 166.0 |
| Total length of above roads in Dakota, miles.....    | 39.5  |

|   |        |
|---|--------|
| If any part of the road was first opened for operation during the past year, state the date.....About November 1, 1884. |        |
| Total miles of road operated by this company.....   | 561.00 |
| Total miles of road operated by this company in Iowa.....   | 141.00 |

## STATIONS.

|  |     |
|--|-----|
| Number of stations on all roads owned by this company ...    | 69  |
| Same in Iowa.....  | 28  |
| Number of stations on all roads operated by this company.... | 100 |
| Same in Iowa.....  | 28  |
| Number of telegraph offices in stations in Iowa.....         | 16  |

## EMPLOYES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company.....       | 1,355         |
| Same in Iowa, approximate.....  | 192           |
| Amount paid employes, including officials, on all roads operated by this company..... | \$ 668,315.11 |
| Same in Iowa.....   | 133,663.02    |

## BRIDGES IN IOWA.

|   | No. | Aggregate length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 1   | 163               |
| Combination bridges over 100 feet in length.....  | 3   | 390               |
| Wooden trestle and pile.....                      | 108 | 6,949             |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 176 |
| Stone.....  | 25  |

## CATTLE-GUARDS.

|                         |     |     |
|-------------------------|-----|-----|
| Number of, in Iowa..... | 102 | 816 |
|-------------------------|-----|-----|

## BRIDGES BUILT IN IOWA DURING THE YEAR.

| LOCATION.                 | Kind.            | Material.       | When built.   | Length in feet. |
|---------------------------|------------------|-----------------|---------------|-----------------|
| No. 142, near Badger..... | Pile bridge..... | Pine timber.... | August, 1884. | 100             |
| No. 143, near Badger..... | Pile bridge..... | Pine timber.... | August, 1884. | 45              |
| Total .....               |                  |                 |               | 150             |

Give the average number of years the trestle and pile bridges last on your road in Iowa. .... 8  
 Give the average number of years that wooden truss bridges last on your road in Iowa. .... 8

## ROAD-BED AND TRACK.

|  |         |
|--|---------|
| Number of track sections in Iowa.....  | 27      |
| Average length of sections, miles.....   | 5.3     |
| Average number of men in each section gang.....  | 4.5     |
| Number of new ties laid in track during the year in Iowa...  | 52,582  |
| Average number of new ties per mile of road.....   | 381     |
| Old rails laid in track during the year in Iowa—steel, (898-765 tons), miles.....                        | 10.2080 |
| What is the average number of years that iron rails last in your track on main line in Iowa, years.....  | 6       |
| What is the average number of years that steel rails last in your track on main line in Iowa, years..... | 8       |
| What is the average number of years that ties last in your track in Iowa:                                |         |
| Pine.....  | 4       |
| Oak.....   | 5       |

## CROSSINGS IN IOWA.

|   |     |
|---|-----|
| What railroad crosses your road at grade, and at what locality?             |     |
| Chicago, Milwaukee & St. Paul, at Britt.                                    |     |
| Chicago & Northwestern, at Luverne and Ogden.                               |     |
| Burlington, Cedar Rapids & Northern at Livermore.                           |     |
| Des Moines & Ft. Dodge, at Angus.   |     |
| What railroads cross your road, either over or under, and at what locality? |     |
| Illinois Central, at Ft. Dodge, over.                                       |     |
| Chicago & Northwestern, at Humboldt, over.                                  |     |
| Chicago & Northwestern, at Dayton, under.                                   |     |
| Number of highway crossings at grade.....                                   | 102 |

## FENCING IN IOWA.

|  |          |
|--|----------|
| How many miles of your road in Iowa are fenced, .....                    | 34.54    |
| What is the average cost per rod.....                                    | .85      |
| What is the total cost of same.....                                      | 9,394.84 |
| How many miles of new fencing have you built during the year.....        | 24.06    |
| Give the number of miles needed on both sides of your track in Iowa..... | 106.46   |

## ROLLING STOCK.

|  |       |
|--|-------|
| Number of locomotives.....                     | 69    |
| Number of passenger cars.....                  | 18    |
| Number of baggage, mail, and express cars..... | 13    |
| Number of box freight cars.....                | 1,265 |
| Number of stock cars.....                      | 56    |
| Number of platform and coal cars.....          | 667   |
| Number of other cars.....                      | 40    |
| Total number of cars.....                      | 2,059 |

|  |     |
|--|-----|
| Maximum weight of locomotives and tenders, tons.....   | 65  |
| Average weight of locomotives and tenders, tons.....   | 55  |
| Number of locomotives equipped with train brake.....   | 18  |
| Kind of brake? Westinghouse.   |     |
| Maximum weight of passenger cars, tons.....  | 23½ |
| Average weight of passenger cars, tons.....  | 22½ |
| Number of cars equipped with train brake.....  | 31  |
| Kind of brake? Westinghouse.   |     |
| Number of passenger cars equipped with Miller platform and buffer.....   | 31  |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight, Weight of engine, 55 tons; tons..... | 270 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |           |
|--|-----------|
| Miles run by passenger trains during the year..... | 409,462   |
| Miles run by freight trains during the year.....   | 864,280   |
| Miles run by other trains during the year.....     | 19,170    |
| Total train mileage.....                           | 1,292,912 |

## CARS AND WEIGHT OF TRAINS.

|   |         |
|---|---------|
| Average number of cars in passenger trains.....                         | 3       |
| Average weight of passenger trains, exclusive of passengers pounds..... | 135,000 |
| Average number of cars in freight trains.....                           | 20      |
| Average weight of freight trains, exclusive of freights pounds.....     | 350,000 |

## PASSENGER TRAFFIC.

|   |            |
|---|------------|
| Number of through passengers carried.....                   | 64,461     |
| Number of local passengers carried.....                     | 245,768    |
| Total number of passengers carried.....                     | 310,229    |
| Total passenger mileage, or passengers carried one mile.... | 13,453,796 |
| Average distance traveled by each passenger, miles.....     | 46.36      |
| Average amount received from each passenger.....            | \$ 1.079   |
| Highest rate of fare per mile for any distance, cents.....  | 4          |
| Lowest rate of fare per mile for any distance, cents.....   | 1.25       |
| Average rate of fare per mile for all passengers.....       | 2.50       |

## FREIGHT TRAFFIC.

|  |             |
|--|-------------|
| Number of tons of through freight carried.....   | 820,853     |
| Number of tons of local freight carried.....   | 407,972     |
| Total tons of freight carried.....   | 1,228,825   |
| Total mileage, of through freight, tons carried one mile....   | 76,214,858  |
| Total mileage of local freight, tons carried one mile.....   | 39,847,444  |
| Total freight mileage, or tons carried one mile.....   | 116,062,302 |
| Average rate per ton per mile received for through freight cents.....  | .0099       |
| Average rate per ton per mile received for local freight, cents.....   | .0144       |
| Average rate per ton per mile received for all freight, cents.....   | .0113       |
| Average cost per ton per mile to move freight, estimated....   | .0065       |
| Percentage of freight originating at, and carried to stations in Iowa, to total freight carried in Iowa..... | 72          |

## CAR MILEAGE.

|   |            |
|---|------------|
| Number of miles run by loaded freight cars east and south.....  | 4,950,352  |
| Number of miles run by loaded freight cars west and north.....  | 6,519,240  |
| Number of miles run by empty freight cars east and south.....   | 3,754,517  |
| Number of miles run by empty freight cars west and north.....   | 1,987,022  |
| Total freight car mileage.....  | 17,211,131 |
| Percentage of empty freight cars hauled east and south to all freight cars hauled east and south..... | .431       |
| Percentage of empty freight cars hauled west and north to all freight cars hauled west and north..... | .333       |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles per hour..... | 20 |
| Rate of speed of freight trains, including stops, miles per hour....    | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.     | PER CENT. |
|---|-----------|-----------|
| Grain.....  | 139,774   | 11.4      |
| Flour.....  | 203,088   | 16.5      |
| Provisions (beef, pork, lard, etc.).....                    | 9,395     | .8        |
| Animals.....  | 17,396    | 1.4       |
| Other agricultural products.....                            | 12,493    | 1.0       |
| Lumber and forest products.....                             | 235,328   | 19.1      |
| Coal.....   | 309,357   | 25.2      |
| Plaster, lime, cement.....                                  | 22,014    | 1.8       |
| Salt.....   | 2,841     | .2        |
| Petroleum and oil.....                                      | 5,070     | .4        |
| Iron, steel and castings.....                               | 86,147    | 7.0       |
| Stone and brick.....  | 33,960    | 2.8       |
| Manufactures—articles shipped from point of production..... | 18,289    | 1.5       |
| Merchandise, and other articles not enumerated above.....   | 133,673   | 10.9      |
| Total tons carried.....                                     | 1,228,825 | 100.      |

## TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF IOWA.

|  | TONS.   | PER CENT. |
|--|---------|-----------|
| Grain.....   | 14,706  | 6.1       |
| Flour.....   | 4,678   | 1.9       |
| Provisions (beef, pork, lard, etc.).....                     | 452     | .2        |
| Animals.....   | 6,563   | 2.7       |
| Other agricultural products.....                             | 6,278   | 2.6       |
| Lumber and forest products.....                              | 66,384  | 27.7      |
| Coal.....  | 116,961 | 48.8      |
| Plaster, lime and cement.....                                | 11,703  | 4.9       |
| Salt.....  | 587     | .2        |
| Petroleum and oil.....                                       | 105     | .1        |
| Iron, steel and castings.....                                | 539     | .2        |
| Stone and brick.....   | 1,916   | .8        |
| Manufactures, articles shipped from point of production..... | 905     | .4        |
| Merchandise and other articles not enumerated above.....     | 7,997   | 3.4       |
| Total tons carried.....                                      | 239,674 | 100.      |

## 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? United States, per diem. Freight and money order. Freight delivered at depot.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-cars run on your road, and if so, on what terms, by whom are they owned, and what charges are made in addition to regular passenger rates? We pay Pullman Palace Car Company 3 cents per mile.

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. Pullman Palace Car Company. \$2,345.04.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? Main line, 138 miles, \$92.34.  
What compensation have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$125.45.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None.  
What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company owns 141 miles.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1886.  
INJURED.

| DATE      | NAME AND OCCUPATION.         | PLACE.     | CAUSE OF ACCIDENT AND CHARACTER OF INJURY. |
|-----------|------------------------------|------------|--|
| 1884.     |                              |            |  |
| July      | 17 A. G. Whitbeck, brakeman. | Fort Dodge | Coupling; slightly squeezed.               |
| September | 6 O. Hansen, laborer         | Humboldt   | Loading rails; thumb bruised.              |
| November  | 19 M. Johnson, laborer       | Norman     | Fell off hand-car; slight injury.          |
| December  | 28 D. Ward, brakeman.        | Humboldt   | Coupling; end of finger cut off.           |
| March     | 20 M. Welliver, brakeman     | Corwith    | Coupling; slight.                          |
| April     | 10 J. E. Long, brakeman.     | Leland     | Coupling; slight.                          |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT. | INJURED.    |            |         |
|---------------------|-------------|------------|---------|
|                     | Passengers. | Employees. | Others. |
| Coupling cars.....  |             |            | 4       |
| Miscellaneous.....  |             |            | 2       |
| Total.....          |             |            | 6       |

SUMMARY OF ACCIDENTS FOR IOWA.

|  |   |
|--|---|
| Number of persons injured during the year.....                         | 6 |
| Number of casualties purely accidental during the entire year.....     | 1 |
| Number resulting from lack of caution, carelessness, or misconduct.... | 6 |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—R. R. Cable, Minneapolis.  
 Vice-President—W. H. Truesdale, Minneapolis.  
 Secretary and Treasurer—Joseph Gaskell, Minneapolis.  
 Superintendent—T. E. Clark, Minneapolis.  
 Auditor—F. W. Partridge, Minneapolis.  
 General Passenger Agent—S. F. Boyd, Minneapolis.  
 General Freight Agent—J. A. Hanley, Minneapolis.  
 General Solicitor—J. D. Springer, Minneapolis.

DIRECTORS, NAME AND POST-OFFICE ADDRESS.

R. R. Cable, Chicago.  
 H. H. Porter, Chicago.  
 Thos. F. Withrow, Chicago.  
 A. Kimball, Chicago.  
 W. H. Truesdale, Minneapolis.  
 W. D. Washburn, Minneapolis.  
 J. D. Springer, Minneapolis.  
 H. B. Bishop, New York.  
 David Dows, New York.

Date of annual meeting of stockholders. First Tuesday in October.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Minneapolis.

STATE OF MINNESOTA. }  
 COUNTY OF HENNEPIN, } ss.

W. H. Truesdale, Vice-President, and F. W. Partridge, Auditor, of the Minneapolis & St. Louis Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper agents and officers 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. 1885, to the best of their knowledge and belief.

[Signed]

F. W. PARTRIDGE.

Subscribed and sworn to before me this 17th day of September, A. D. 1885.

[L. s.]

H. S. ABBOTT,  
 Notary Public, Hennepin County, Minn.

Received and filed in the office of the Commissioners of Railroads, this 22d day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

### OTTUMWA & KIRKVILLE RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE, 30TH. 1885.

#### CAPITAL STOCK.

|  |               |               |
|--|---------------|---------------|
| Amount authorized by articles of association.....      | \$ 500,000.00 |               |
| Amount authorized by vote of the company.....          | 150,000.00    |               |
| Amount issued, number of shares .....                  | 1,500         |               |
| Amount paid in .....                                   |               | \$ 150,000.00 |
| Amount of common stock issued.....                     | 150,000.00    |               |
| Total amount paid in, as per books of the company..... | \$ 150,000.00 |               |

|  |              |
|--|--------------|
| (a) Amount of stock per mile of road.....        | \$ 45,004.50 |
| Amount of stock representing the road in Iowa... | 150,000.00   |
| Amount of stock held in Iowa.....                | 400.00       |
| Total number of stockholders .....               | 6            |
| Number of stockholders in Iowa.....              | 4            |

#### DEBT.

|  |            |            |
|--|------------|------------|
| Funded debt as follows:                                    |            |            |
| Bonds due, rate of interest, 6 per cent .....              | \$         | 97,000.00  |
| Amount of interest paid on same during the year. \$        | 10,440.00  |            |
| Total amount of funded debt .....                          | \$         | 97,000.00  |
| Floating debt:   |            |            |
| Total amount of floating debt .....                        |            | 28,655.47  |
| Total amount of debt liabilities .....                     | \$         | 125,655.47 |
| Amount of debt per mile of road .....                      | \$         | 37,700.41  |
| Amount of debt representing the road in Iowa...            | 125,655.47 |            |
| Total amount of stock and debt.....                        | \$         | 275,655.47 |
| Amount of stock and debt per mile of road.....             | 82,704.91  |            |
| Amount of interest paid representing the road in Iowa..... | 10,440.00  |            |

NOTE "A."—This amount of stock covers also investment in coal property and lands.



## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD.

|  |               |
|--|---------------|
| Grading, bridging and masonry, superstructure, including rails; land, land damages, fences; passenger and freight stations, coal sheds and water stations; engine houses, car sheds and turn tables; machine shops, including machinery and tools; interest paid during construction, discounts, etc.; engineering, agencies, salaries and other expenses during construction..... | 70,198.10     |
| All other items charged to construction, not enumerated above .....  | 233,705.63    |
| Total expended for construction .....  | \$ 303,903.73 |
| Average cost of construction per mile of road (3.333 miles) .....  | \$ 91,180.24  |
| Proportion of cost of construction for Iowa...All  |               |

## COST OF EQUIPMENT.

|   |               |
|---|---------------|
| Total for equipment.....  | \$ 11,353.07  |
| Average cost of equipment per mile of road operated by company (3.333 miles)..... | 3,406.26      |
| Proportion of cost of equipment for Iowa.....                                     | 11,353.07     |
| Total cost of road and equipment.....   | \$ 315,256.80 |
| Average cost of road and equipment per mile (3.333 miles) .....                   | \$ 94,586.50  |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |              |
|---|--------------|
| Grading, bridging, masonry, etc.....                                      | \$ 16,555.00 |
| Miscellaneous .....   | 3,696.65     |
| Any other expenditures charged to property account, way car account ..... | 2,779.25     |
| Mine equipment .....  | 6,359.92     |
| Total expenditures charged to property accounts.....                      | \$ 29,390.82 |
| Net addition to property account for the year....                         | \$ 29,390.82 |

## ANALYSIS OF EARNINGS.

|   |              |
|---|--------------|
| Earnings, passenger:                                  |              |
| From all passengers.....                              | \$ 3,385.38  |
| From express and baggage .....                        | 52.00        |
| Total earnings, passenger department .....            | \$ 3,437.38  |
| Earnings, freight:                                    |              |
| Total earnings, freight department.....               | \$ 23,379.03 |
| Total transportation earnings .....                   | \$ 26,816.41 |
| Earnings per mile of road operated (3.333 miles)..... | \$ 8,045.72  |
| Total earnings from all sources.....                  | \$ 26,816.41 |
| Proportion of earnings for Iowa.....                  | \$26,816.41  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

|   |             |
|---|-------------|
| Renewal of rails, number of tons laid, steel, 60..... | \$ 2,245.15 |
| Total.....  | \$ 3,145.15 |

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

|            |             |
|------------|-------------|
| Total..... | \$ 1,709.57 |
|------------|-------------|

## CLASS 3—CONDUCTING TRANSPORTATION.

|            |             |
|------------|-------------|
| Total..... | \$ 7,499.09 |
|------------|-------------|

## CLASS 4.—GENERAL EXPENSES.

|   |             |
|---|-------------|
| Insurance.....                              | \$ 255.75   |
| Taxes in Iowa, \$1,319.19; total taxes..... | 1,319.19    |
| Total .....                                 | \$ 1,574.94 |

## RECAPITULATION OF EXPENSES.

|  |              |
|--|--------------|
| Maintenance of way and buildings .....                                     | \$ 3,145.15  |
| Maintenance of motive power and cars .....                                 | 1,709.57     |
| Conducting transportation .....  | 7,099.09     |
| General expenses, including taxes.....                                     | 1,574.94     |
| Total operating expenses and taxes .....                                   | \$ 13,528.75 |
| Operating expenses and taxes per mile of road operated, (3.333 miles)..... | \$ 4,059.03  |
| Percentage of expenses to earnings .....                                   | 50.45        |

## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings, from transportation.....                          | \$ | 26,816.41 |
| Total expenses, including taxes.....                              |    | 13,528.75 |
| Net earnings.....   |    | 13,287.66 |
| Rentals, specifying amount paid to each company:                  |    |           |
| Chicago, Rock Island & Pacific R. R. Co.....                      | \$ | 6,000.00  |
| Interest accruing during the year.....                            |    | 7,936.91  |
| Interest paid during the year.....                                |    | 12,761.43 |
| Interest paid during the year on account of the road in Iowa..... |    | 12,761.43 |
| Interest on funded debt.....                                      |    | 5,220.00  |
| Interest paid on funded debt.....                                 |    | 10,440.00 |
| Interest on floating debt.....                                    |    | 2,716.91  |
| Interest paid on floating debt.....                               |    | 2,321.43  |
| Floating debt liquidated during the year.....                     |    | 35,901.01 |
| Balance for the year.....   |    | 41,374.78 |
| Balance at commencement of the year.....                          |    | 16,595.93 |
| Balance at the close of the year, June 30, 1885,....              |    | 24,778.85 |

## INCOME ACCOUNT.

|   |    |           |
|---|----|-----------|
| Income from earnings.....                             | \$ | 26,816.41 |
| Income from lands sold or leased during the year..... |    | 20,380.02 |
| Total income from all sources for the year.....       | \$ | 47,196.43 |

## GENERAL RECAPITULATION.

|  |    |           |
|--|----|-----------|
| Total income.....                                  | \$ | 47,196.43 |
| Total operating expenses and taxes.....            |    | 13,528.75 |
| Net income above operating expenses and taxes..... |    | 33,667.68 |

|  |    |           |
|--|----|-----------|
| Net income above operating expenses, taxes, interest and rental..... | \$ | 14,906.25 |
|--|----|-----------|

|   |       |
|---|-------|
| Percentage of net income to stock and debt.....             | 12.21 |
| Percentage of net income to cost of road and equipment..... | 10.64 |

## SURPLUS

|   |    |           |
|---|----|-----------|
| Surplus at the commencement of the year.....          | \$ | 29,409.18 |
| Surplus at the close of the year.....                 |    | 25,010.35 |
| Amount in material and balances from other roads..... |    | 25,010.35 |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|                                    |    |            |
|------------------------------------|----|------------|
| Wapello Coal Company stock.....    | \$ | 10,000.00  |
| Mine equipment.....                |    | 87,734.63  |
| Railway construction.....          |    | 70,198.10  |
| Real estate and mine property..... |    | 145,971.00 |
| Bonds sinking fund.....            |    | 10,000.00  |
| Rolling stock equipment.....       |    | 11,353.07  |
| Total.....                         | \$ | 335,256.80 |

## CREDIT.

|  |    |            |
|--|----|------------|
| Capital stock.....                         | \$ | 150,000.00 |
| Bonded debt.....                           |    | 97,000.00  |
| Amount receivable and payable balance..... |    | 41,918.51  |
| Profit and loss.....                       |    | 46,338.29  |
| Total.....                                 | \$ | 335,256.80 |

## DESCRIPTION OF ROAD.

|  |                  |
|--|------------------|
| Length main line of road from Comstock to Kirkville in Iowa miles.....   | 3.333            |
| This company also runs over the track of the C., R. I. & P. R. R. from Comstock to Ottumwa, and the earnings reported cover those on this track as well. |                  |
| Total length of road belonging to this company, miles.....   | 3.333            |
| Aggregate length of sidings and other tracks not above enumerated, miles.....  | 1.760            |
| Aggregate length of track, computed as single track, exclusive of sidings.....   | 3.333            |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....   | 0.682            |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....  | 2.651            |
| Weights per yard, steel, 56 pounds.  |                  |
| Weights per yard, iron, 47 pounds.   |                  |
| Gauge of track 4 feet 8 $\frac{1}{2}$ inches.  |                  |
| Total miles of road operated by this company, including track of C., R. I. & P. R. R., Comstock to Ottumwa.....  | 11 $\frac{1}{2}$ |

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads owned by this company.....    | 2 |
| Same in Iowa.....   | 2 |
| Number of stations on all roads operated by this company..... | 2 |
| Same in Iowa.....   | 2 |
| Number of telegraph offices in stations in Iowa.....          | 1 |

## EMPLOYEES.

|  |             |
|--|-------------|
| Number of persons regularly employed on all roads operated by this company.....        | 10          |
| Amount paid employees, including officials, on all roads operated by this company..... | \$ 6,800.00 |

## BRIDGES IN IOWA.

|                              |        |                 |
|------------------------------|--------|-----------------|
| Wooden trestle and pile..... | No. 12 | Ag. length. 544 |
|------------------------------|--------|-----------------|

## BOX CULVERTS IN IOWA.

|             |    |     |
|-------------|----|-----|
| Timber..... | 17 | 180 |
|-------------|----|-----|

## CATTLE-GUARDS.

|                        |   |
|------------------------|---|
| Number of in Iowa..... | 6 |
|------------------------|---|

## ROAD-BED AND TRACK.

|   |                 |
|---|-----------------|
| Number of track sections in Iowa.....   | 1               |
| Average length of sections, miles.....  | 3 $\frac{1}{2}$ |
| Average number of men in each section gang.....   | 3               |
| New rails laid in track during the year in Iowa-- steel, 60 tons,<br>miles.....                     | 0.682           |
| Total track laid with new rails during the year in Iowa, miles.....                                 | 0.682           |
| What is the average number of years that iron rails last in<br>your track on main line in Iowa..... | 4               |

## CROSSINGS IN IOWA.

|   |   |
|---|---|
| Number of highway crossings at grade..... | 8 |
|---|---|

## FENCING IN IOWA.

|  |                 |
|--|-----------------|
| How many miles of your road in Iowa are fenced, single fence?                          | 2               |
| What is the average cost per rod, cents.....   | .50             |
| What is the total cost of same.....  | \$ 320.00       |
| How many miles of new fencing have you built during the<br>year.....                   | 4               |
| Give the number of miles needed on both sides of your track<br>in each county in Iowa: |                 |
| In Wapello county.....   | 4 $\frac{1}{2}$ |

## ROLLING STOCK.

|  |          |
|--|----------|
|  | Total    |
| Number of locomotives.....             | 1        |
| Number of passenger cars, way car..... | 1        |
| Total number of cars.....              | <u>2</u> |

## MILEAGE, TRAFFIC, ETC.

## \* TRAIN MILEAGE.

|  |               |
|--|---------------|
| Miles run by passenger trains during the year..... | 11,500        |
| Total train mileage.....                           | <u>11,500</u> |

## CARS AND WEIGHT OF TRAINS.

|   |     |
|---|-----|
| Average number of cars in freight trains.....                   | 65  |
| Average weight of freight trains, exclusive of freight, tons .. | 250 |

## PASSENGER TRAFFIC.

|   |                 |
|---|-----------------|
| Total number of passengers carried.....                       | 11,867          |
| Total passenger mileage, or passengers carried one mile ..... | 130,739         |
| Average distance traveled by each passenger, miles.....       | 11              |
| Average amount received from each passenger, cents.....       | 29.5            |
| Highest rate of fare per mile for any distance, cents.....    | 3 $\frac{1}{2}$ |
| Average rate of fare per mile for all passengers, cents.....  | 2.6             |

\*The mileage and earnings are on the whole distance from Ottumwa to Kirksville.

## FREIGHT TRAFFIC.

|   |           |
|---|-----------|
| Total tons of freight carried.....  | 217,120   |
| Total freight mileage, or tons carried one mile.....  | 2,496,880 |
| Average rate per ton per mile received for local freight, cents.....  | 93        |
| Average rate per ton per mile received for all freight, cents.....  | 98        |
| Percentage of freight originating at, and carried to stations<br>in Iowa, to total freight carried in Iowa..... | 100       |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger and freight trains, including stops,<br>miles..... | 12 |
|---|----|

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.          | PER<br>CENT. |
|---|----------------|--------------|
| Coal.....   | 214,000        | 98.6         |
| Merchandise, and other articles not enumerated above..... | 3,120          | 1.4          |
| Total tons carried.....                                   | <u>217,120</u> | <u>100</u>   |

## ADDITIONAL QUESTIONS.

## EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, &c.; 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? The American Express Company pays 17 cents per 100 pounds for all freight carried over this road. They do a general express business, and deliver goods at depot.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 13 miles telephone wire.

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

President—T. J. Potter, Chicago, Illinois.  
Vice-President and General Manager—H. L. Waterman, Kirksville, Iowa.  
Secretary—H. E. Jarvis, Burlington, Iowa.  
Treasurer—A. C. Hatfield, Kirksville, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

T. J. Potter, Chicago, Illinois.  
Lyman Cook, Burlington, Iowa.  
H. B. Scott, Burlington, Iowa.  
J. W. Blythe, Burlington, Iowa.  
H. L. Waterman, Kirksville, Iowa.

Date of annual meeting of stockholders, first Monday in June.  
Fiscal year of company ends December 31st.  
General offices of the company are located at Kirksville, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF WAPELLO. }

H. L. Waterman, Vice-President and General Manager of the Ottumwa & Kirksville Railway 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, declare them to be a full, true and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

(Signed)

H. L. WATERMAN.

Subscribed and sworn to before me this 1st day of September, A. D. 1885.

[L. S.]

A. C. HATFIELD,  
 Notary Public, Wapello County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 8d day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

REPORT  
 OF THE  
 PRAIRIE DU CHIEN & MCGREGOR  
 RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|  |            |               |
|--|------------|---------------|
| Amount authorized by articles of association..\$               | 100,000.00 |               |
| Amount authorized by vote of the company ..                    | 100,000.00 |               |
| Amount issued, number of shares, 1,000;<br>amount paid in..... |            | \$ 100,000.00 |
| Amount of common stock issued.....                             | 100,000.00 |               |
| Total amount paid in, as per books of the company...           |            | \$ 100,000.00 |

|   |        |
|---|--------|
| Amount of stock per mile of road.....\$       | 50,000 |
| Amount of stock representing the road in Iowa | 12,500 |
| Amount of stock held in Iowa.....             | None.  |
| Total number of stockholders.....             | 5      |
| Number of stockholders in Iowa.....           | None.  |

ANALYSIS OF EARNINGS.

|  |              |
|--|--------------|
| Total earnings from all sources .....  | \$ 63,125.00 |
| Proportion of earnings for Iowa.....\$ | 7,890.63     |

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES.)

Total..... \$ 23,494.45

## CLASS 3—CONDUCTING TRANSPORTATION.

|            |    |           |
|------------|----|-----------|
| Total..... | \$ | 18,188.34 |
|------------|----|-----------|

## CLASS 4—GENERAL EXPENSES.

|  |          |          |
|--|----------|----------|
| Salaries of general officers and clerks..... | \$       | 8,400.00 |
| Taxes in Iowa.....Not yet paid.              |          |          |
| Taxes in other States.....\$                 | 1,048.72 | 1,048.72 |
| Total.....                                   | \$       | 9,448.72 |

## RECAPITULATION OF EXPENSES.

|   |    |           |
|---|----|-----------|
| Maintenance of way and buildings.....   | \$ | 23,494.45 |
| Conducting transportation.....          |    | 18,188.34 |
| General expenses, including taxes.....  |    | 9,448.72  |
| Total operating expenses and taxes..... | \$ | 51,131.51 |

|  |           |          |
|--|-----------|----------|
| Operating expenses and taxes per mile of road<br>operated (2 miles).....\$ | 25,565.75 |          |
| Operating expenses and taxes for Iowa.....                                 | \$        | 6,391.44 |
| Percentage of expenses to earnings, 80 per cent.                           |           |          |

## GENERAL EXHIBIT.

|  |    |           |
|--|----|-----------|
| Total earnings.....                                  | \$ | 63,125.00 |
| Total expenses, including taxes.....                 |    | 51,131.51 |
| Net earnings.....                                    |    | 11,993.49 |
| Balance for the year.....                            |    | 11,993.49 |
| Balance at commencement of the year.....             |    | 5,144.03  |
| Balance at the close of the year, June 30, 1885..... | \$ | 17,137.52 |

## INCOME ACCOUNT.

|   |    |           |
|---|----|-----------|
| Income from earnings.....                       | \$ | 63,125.00 |
| Total income from all sources for the year..... | \$ | 63,125.00 |

Proportion of income for Iowa, \$7,890.63.

## GENERAL RECAPITULATION.

|   |    |           |
|---|----|-----------|
| Total income.....   | \$ | 63,125.00 |
| Total operating expenses and taxes.....                                 |    | 51,131.51 |
| Net income above operating expenses and taxes.....                      |    | 11,993.49 |
| Net income above operating expenses, taxes, interest and<br>rental..... | \$ | 11,993.49 |

|  |       |
|--|-------|
| Percentage of net income to stock and debt...                  | 11.99 |
| Percentage of net income to cost of road and<br>equipment..... | 11.99 |

## SURPLUS.

|  |    |           |
|--|----|-----------|
| Surplus at the commencement of the year..... | \$ | 5,144.03  |
| Surplus at the close of the year.....        |    | 17,137.52 |

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|                     |    |            |
|---------------------|----|------------|
| Cost of bridge..... | \$ | 100,000.00 |
|---------------------|----|------------|

## CREDIT.

|                    |    |            |
|--------------------|----|------------|
| Capital stock..... | \$ | 100,000.00 |
|--------------------|----|------------|

## DESCRIPTION OF ROAD.

|   |     |
|---|-----|
| Length main line of road from Prairie du Chien to North<br>McGregor, miles..... | 2   |
| Length main line of road in Iowa, miles.....                                    | 1-4 |

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

*President*—John Lawler, Prairie du Chien, Wis.  
*Secretary and Treasurer*—John D. Lawler, Prairie du Chien, Wis.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

John Lawler, Prairie du Chien, Wis.  
John D. Lawler, Mitchell, Dakota.  
Thos. C. Lawler, Prairie du Chien, Wis.  
Daniel W. Lawler, St. Paul, Minn.  
James Lawler, Prairie du Chien, Wis.

Date of annual meeting of stockholders. November 9.  
Fiscal year of company ends June 30.  
General offices of the company are located at Prairie du Chien.

STATE OF WISCONSIN, } ss.  
 COUNTY OF CRAWFORD. }

I, John D. Lawler, secretary and treasurer of the Prairie du Chien and McGregor Railway 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, declares them to be a true, full and correct statement of the condition of the affairs of said company on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

[L. s.] (Signed)

JOHN D. LAWLER.

Subscribed and sworn to before me this 29th day of August, A. D. 1885.

[L. s.]

THOS. C. LAWLER,  
*Notary Public.*

Received and filed in the office of the Commissioners of Railroads, this 9th day of September, A. D. 1885.

E. G. MORGAN,  
*Secretary.*

REPORT

OF THE

SIoux CITY & PACIFIC RAILROAD COMPANY.

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|   |                 |                        |
|---|-----------------|------------------------|
| Amount authorized by articles of association  | \$ 6,000,000.00 |                        |
| Amount authorized by vote of the company  | 2,068,400.00    |                        |
| Amount issued, number of shares, 20,684—<br>amount paid in  |                 | \$ 2,068,400.00        |
| Amount of common stock issued   |                 | 1,899,400.00           |
| Amount of preferred stock issued, and conditions of preferment  |                 | 189,000.00             |
| Interest 7 per cent per annum payable semi-annually on April 1st and October 1st, and secured by first mortgage on roads between Missouri Valley and California Junction, Iowa. |                 |                        |
| Total amount paid in, as per books of the company   |                 | <u>\$ 2,068,400.00</u> |
| Amount of stock per mile of road  | \$ 19,255.26    |                        |
| Amount of stock representing the road in Iowa   | 1,530,700.00    |                        |
| Amount of stock held in Iowa  | 3,900.00        |                        |
| Total number of stockholders  | 74              |                        |
| Number of stockholders in Iowa  | 5               |                        |
| Road belonging to this company  | 107.42 miles.   |                        |

## DEBT.

|   |                 |
|---|-----------------|
| Funded debt as follows:   |                 |
| First mortgage bonds, due Jan. 1, 1898, rate of interest 6 per cent.....  | \$ 1,628,000.00 |
| Amount of interest paid on same during the year .....   | 30,000.00       |
| Second mortgage United States subsidy bonds, due Jan. 1, 1898, rate of interest 6 per cent.....   | 1,628,320.00    |
| Amount of interest paid on same during the year.....  | None.           |
| Total amount of funded debt.....  | \$ 3,256,320.00 |
| Floating debt:  |                 |
| Total amount of floating debt.....  | \$ 2,065,572.35 |
| Contingent liabilities as guarantor of bonds or debts of other roads. \$3,600,000.00 of Fremont, Elk & Missouri Valley Railroad bonds, \$1,055,000.00 of Mo. V. & Bl. R'y & Bridge Co. bonds..... |                 |
| Total amount of debt liabilities.....   | \$ 5,821,892.35 |
| Amount of debt per mile of road.....  | \$ 49,542.84    |
| Amount of debt representing the road in Iowa.....   | \$ 3,968,712.33 |
| Total amount of stock and debt.....   | 7,390,292.35    |
| Amount of stock and debt per mile of road... ..   | 68,798.10       |
| Amount of interest paid representing the road in Iowa.....  | 24,530.24       |

## COST OF ROAD AND EQUIPMENT.

|  |                 |
|--|-----------------|
| Total cost of road and equipment.....  | \$ 5,497,917.80 |
| Average cost of road and equipment per mile (107.42 miles)..                   | 51,181.51       |
| Proportion of cost of road and equipment for Iowa.....                         | 4,118,576.11    |
| Average cost of road and equipment per mile of road in Iowa (80.47 miles)..... | 51,181.51       |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |              |
|--|--------------|
| Land, land damages and fences.....                             | \$ 874.08    |
| Passenger and freight stations, coal sheds, and water stations | 371.47       |
| Engine houses, car sheds and turn-tables.....                  | 16,002.79    |
| Side tracks.....   | 9,111.02     |
| All other items charged to construction.....                   | 168.98       |
| Total for construction.....                                    | \$ 26,528.34 |
| Total expenditures charged to property accounts.....           | \$ 26,528.34 |

|  |              |
|--|--------------|
| Property sold (or reduced in valuation on the books) and credited property accounts during the year (specifying same). |              |
| Lands sold.....  | \$ 5,878.22  |
| Machinery and tools.....   | 7,148.67     |
| Rolling stock sold.....  | 40,000.00    |
| Net addition to property account for the year, credit.....   | \$ 52,526.89 |
|  | 25,998.55    |

## ANALYSIS OF EARNINGS.

|   |               |
|---|---------------|
| Earnings, passenger:  |               |
| From all passengers.....  | \$ 189,736.48 |
| From express and baggage.....   | 11,482.54     |
| From mails.....   | 18,489.44     |
| Other sources, passenger department.....  | 8,092.18      |
| Total earnings, passenger department.....   | \$ 328,800.64 |
| Earnings per train mile run (110,000 miles)....                                   | \$ 2.0079     |
| Earnings, freight:  |               |
| Earnings, freight.....  | 280,890.38    |
| From other sources, freight department....  | 5.71          |
| Total earnings, freight department.....   | \$ 280,896.09 |
| Earnings per train mile run (86,802 miles)....                                    | 3.2302        |
| Total transportation earnings.....  | 508,196.69    |
| Earnings per train mile run, from all trains earning revenue (197,762 miles)..... | 2.5444        |
| Earnings per mile of road operated (107.42 miles)                                 | 4,684.38      |
| Proportion of earnings for Iowa.....  | 376,952.49    |
| Rents received for use of road.....   | 10,367.73     |
| Rents received for use of stations, etc.....                                      | 2,107.47      |
| Car mileage (credit balances).....  | 291.08        |
| Earnings from all other sources.....  | 2,056.76      |
| Total earnings from all sources.....  | \$ 618,019.72 |

Proportion of earnings for Iowa.....\$ 388,056.66

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |              |
|--|--------------|
| Repairs of road-bed and track, etc.....                      | \$ 41,393.16 |
| Renewal of rails [No. tons laid, steel, 511 2011-2240].....  | 7,254.37     |
| Renewal of ties [No. laid, 23,193].....                      | 9,850.32     |
| Repairs of bridges, including culverts and cattle-guards.... | 4,215.42     |
| Repairs of fences, road-crossings and signs.....             | 1,150.73     |
| Repairs of buildings, stations and water-tanks.....          | 8,427.24     |
| Total.....   | \$ 72,291.24 |

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

|                                |              |
|--------------------------------|--------------|
| Repairs of locomotives.....    | 16,718.80    |
| Repairs of passenger cars..... | 5,433.03     |
| Repairs of freight cars.....   | 10,141.55    |
| Total.....                     | \$ 32,294.28 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |               |
|--|---------------|
| Fuel for locomotives .....                           | \$ 33,707.31  |
| Water supply .....                                   | 1,528.86      |
| Oil and waste .....                                  | 1,601.66      |
| Locomotive service .....                             | 27,354.53     |
| Passenger train service .....                        | 8,775.35      |
| Passenger train supplies .....                       | 1,412.63      |
| Mileage of passenger cars (debit balance) .....      | 3,195.76      |
| Freight train service .....                          | 12,079.04     |
| Freight train supplies .....                         | 615.47        |
| Mileage of freight cars (debit balance) .....        | 42,618.59     |
| Telegraph expenses (maintenance and operating) ..... | 3,997.79      |
| Damage and loss of freight and baggage .....         | 702.85        |
| Damage to property and cattle .....                  | 1,274.24      |
| Personal injuries .....                              | 10,471.87     |
| Agents and station service .....                     | 23,537.12     |
| Station supplies .....                               | 8,271.54      |
| Total .....  | \$ 176,144.97 |

## CLASS 4.—GENERAL EXPENSES.

|  |              |
|--|--------------|
| Salaries of general officers and clerks .....  | \$ 17,614.05 |
| Legal expenses .....   | 3,972.94     |
| Insurance .....  | 3,634.52     |
| Stationery and printing .....  | 1,116.10     |
| Outside agencies and advertising .....   | 1,506.15     |
| Contingencies .....  | 3,977.29     |
| Repairs and care of boats .....  | 3,324.12     |
| Taxes in Iowa, \$13,992.99; taxes in other States, \$10,188.86;<br>total taxes ..... | 24,181.85    |
| Total .....  | \$ 59,327.02 |

## RECAPITULATION OF EXPENSES.

|  |               |
|--|---------------|
| Maintenance of way and buildings .....     | \$ 72,291.24  |
| Maintenance of motive power and cars ..... | 32,294.28     |
| Conducting transportation .....            | 176,144.97    |
| General expenses, including taxes .....    | 59,327.02     |
| Total operating expenses and taxes .....   | \$ 340,057.51 |

|   |             |
|---|-------------|
| Operating expenses and taxes per mile of road<br>operated [107.42 miles] .....                | \$ 3,165.68 |
| Operating expenses and taxes per train mile<br>run for trains earning revenue [197,762 miles] | 1.7195      |
| Proportion of operating expenses and taxes<br>for Iowa .....                                  | 254,742.39  |
| Percentage of expenses, taxes to earnings .....   | 65.64       |

## GENERAL EXHIBIT.

|   |               |
|---|---------------|
| Total earnings .....  | \$ 518,019.72 |
| Total expenses, including taxes .....                                 | 340,057.51    |
| Net earnings .....  | 177,962.21    |
| Interest accruing during the year .....                               | 198,125.72    |
| Interest paid during the year .....                                   | 32,746.52     |
| Interest paid during the year on account of the road in<br>Iowa ..... | 24,530.92     |
| Interest on funded debt .....   | 195,379.20    |
| Interest paid on funded debt .....                                    | 30,000.00     |
| Profit and loss (credit) .....  | \$ 38,081.76  |
| Interest paid on floating debt .....                                  | 2,746.52      |
| Dividends declared (7 per cent) on preferred stock .....              | 14,787.49     |
| Interest falling due during the year and not paid .....               | 195,379.20    |
| Floating debt liquidated during the year .....                        | 108,940.47    |
| Balance for the year (credit) .....                                   | \$ 3,130.76   |
| Balance at commencement of the year (debit) .....                     | 1,598,786.79  |
| Balance at the close of the year, June 30, 1885 (debit) .....         | 1,585,656.03  |

## INCOME ACCOUNT.

|  |               |
|--|---------------|
| Income from earnings .....                       | \$ 518,019.72 |
| Total income from all sources for the year ..... | \$ 518,019.72 |
| Proportion of income for Iowa .....              | \$ 388,056.68 |

## GENERAL RECAPITULATION.

|   |               |
|---|---------------|
| Total income .....  | \$ 518,019.72 |
| Total operating expenses and taxes .....  | 340,057.51    |
| Net income above operating expenses and taxes .....                                       | 177,962.21    |
| Net income above operating expenses, taxes, interest, profit<br>and loss and rental ..... | \$ 3,130.76   |
| Gross income per train mile run (197,762 miles) .....                                     | \$ 2.6194     |
| Net income per train mile run (197,762 miles) .....                                       | .8998         |
| Percentage of net income to stock and debt .....  | 2.40          |
| Percentage of net income to cost of road and<br>equipment .....                           | 3.23          |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|   |                 |
|---|-----------------|
| Construction account .....              | \$ 5,497,917.80 |
| Due from United States Government ..... | 200,445.22      |
| Cash .....                              | 55,651.57       |
| Due from agents and companies .....     | None.           |
| Material and supplies .....             | 60,621.93       |
| Debit balance .....                     | 1,585,650.03    |
| Total .....                             | \$ 7,390,292.35 |



## CREDIT.

|  |                 |
|--|-----------------|
| Capital stock.....                             | \$ 2,068,400.00 |
| Funded debt.....                               | 3,256,320.00    |
| Interest unpaid.....                           | 144,800.00      |
| Dividends unpaid.....                          | 2,957.49        |
| Notes payable.....                             | 217,464.00      |
| Vouchers and accounts.....                     | 36,320.82       |
| Due to other companies, etc.....               | 4,534.15        |
| Interest on United States Government lien..... | 1,659,695.89    |
| Total.....                                     | \$ 7,390,292.35 |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road from California Junction to Fremont, 31.77 miles; from Missouri Valley, Iowa, to Sioux City, 75.65 miles—total miles..... | 107.42 |
| Length main line of road in Iowa.....  | 80.47  |
| Length main line of road in Nebraska.....  | 26.95  |
| Total length of road belonging to this company.....  | 107.42 |
| Total length of road belonging to this company in Iowa.....  | 80.47  |
| Aggregate length of sidings and other tracks not above enumerated.....   | 14.88  |
| Same in Iowa.....  | 12.10  |
| Aggregate length of track, computed as single track, exclusive of sidings.....   | 107.42 |
| Same in Iowa.....  | 80.47  |
| Total length of steel rails in track in Iowa, exclusive of sidings.....  | 19.00  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....  | 61.47  |
| Weights per yard, steel, 60 pounds.  |        |
| Weights per yard, iron, 56 pounds.   |        |
| Gauge of track, 4 feet, 8½ inches.   |        |
| Total miles of road operated by this company.....  | 107.42 |
| Total miles road operated by this company in Iowa.....   | 80.47  |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 18 |
| Same in Iowa.....   | 12 |
| Number of stations on all roads operated by this company..... | 18 |
| Same in Iowa.....   | 12 |
| Number of telegraph offices in stations in Iowa.....          | 11 |

## EMPLOYES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company.....               | 890           |
| Same in Iowa.....   | 300           |
| Amount paid employes, including officials, on all roads operated by this company in Iowa..... | \$ 235,446.58 |
| Same in Iowa.....   | 186,872.76    |

## BRIDGES IN IOWA.

|  |     |                   |
|--|-----|-------------------|
|  | No. | Aggregate length. |
| Combination bridges over 100 feet in length..... | 2   | 540               |
| Wooden trestle and pile.....                     | 67  | 6068              |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 182 |
|------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|  |         |
|--|---------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.).....        | 16,111  |
| Give the average number of years the trestle and pile bridges last on your road in Iowa..... | 8 to 12 |
| Give the average number of years that wooden truss bridges last on your road in Iowa.....    | 10      |

## ROAD-BED AND TRACK.

|   |              |
|---|--------------|
| Number of track sections in Iowa.....   | 13           |
| Average length of sections, miles.....  | 6.3          |
| Average number of men in each section gang.....   | 7.2          |
| Number of new ties laid in track during the year in Iowa.....   | 23,193       |
| Average number of new ties per mile of road.....  | 288          |
| New rails laid in track during the year in Iowa—steel (511 2011-2240 tons) miles.....                   | 5 4516-10560 |
| What is the average number of years that iron rails last in your track on main line in Iowa, years..... | 10           |
| What is the average number of years that ties last in your track in Iowa, years.....                    | 7            |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality:<br>Chicago, St. Paul, Minneapolis & Omaha at Sioux City.<br>Illinois Central at Sioux City. |    |
| Number of highway crossings at grade.....   | 81 |
| Number of highway crossings at which there are flagmen.....   | 1  |

## FENCING IN IOWA.

|   |              |
|---|--------------|
| How many miles of your road in Iowa are fenced..... | 78.7         |
| What is the average cost per rod, cents.....        | 61.4         |
| What is the total cost of same.....                 | \$ 30,905.95 |

## ROLLING STOCK.

|   |    |
|---|----|
| Number of locomotives.....                    | 12 |
| Number of passenger cars.....                 | 9  |
| Number of baggage, mail and express cars..... | 5  |
| Number of box freight cars.....               | 89 |
| Number of stock cars.....                     | 30 |
| Number of platform and coal cars.....         | 46 |
| Number of other cars.....                     | 17 |

|                           |     |
|---------------------------|-----|
| Total number of cars..... | 180 |
|---------------------------|-----|

|   |     |
|---|-----|
| Maximum weight of locomotives and tenders, tons.....  | 32  |
| Average weight of locomotives and tenders, tons.....  | 29  |
| Number of locomotives equipped with train brake.....  | 4   |
| Kind of brake, Westinghouse air brake.....  |     |
| Maximum weight of passenger cars, tons.....   | 20  |
| Average weight of passenger cars, tons.....   | 18  |
| Number of cars equipped with train brake.....   | 14  |
| Kind of brake, Westinghouse air brake.....  |     |
| Number of passenger cars equipped with Miller platform and buffer.....  | 14  |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 32 tons, tons..... | 820 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year..... | 110,960 |
| Miles run by freight trains during the year.....   | 86,802  |
| Miles run by switching trains during the year..... | 147,056 |
| Miles run by other trains during the year.....     | 15,146  |
| Total train mileage.....                           | 359,964 |

## CARS AND WEIGHT OF TRAINS.

|  |         |
|--|---------|
| Average number of cars in passenger trains.....                            | 5       |
| Average weight of passenger trains, exclusive of passengers<br>pounds..... | 180,850 |
| Average number of cars in freight trains.....                              | 20      |
| Average weight of freight trains, exclusive of freight, pounds.....        | 382,000 |

## PASSENGER TRAFFIC.

|   |         |
|---|---------|
| Number of through passengers carried..... | 75,085  |
| Number of local passengers carried.....   | 102,381 |
| Total number of passengers carried.....   | 177,466 |

|   |           |
|---|-----------|
| Total passenger mileage, or passengers carried one mile.... | 6,743,169 |
| Average distance traveled by each passenger, miles.....     | 38        |
| Average amount received from each passenger..... \$         | 1.07      |
| Highest rate of fare per mile for any distance, cents.....  | 4         |
| Lowest rate of fare per mile for any distance.....          | 2.5       |
| Average rate of fare per mile for all passengers.....       | 2.81      |

## FREIGHT TRAFFIC.

|  |         |
|--|---------|
| Number of tons of through freight carried..... | 271,120 |
| Number of tons of local freight carried.....   | 69,629  |
| Total tons of freight carried.....             | 340,749 |

|  |            |
|--|------------|
| Total mileage of through freight (tons carried one mile).... | 11,946,394 |
| Total mileage of local freight (tons carried one mile).....  | 2,182,749  |

Total freight mileage, or tons carried one mile..... 14,129,143

|   |       |
|---|-------|
| Average rate per ton per mile received for through freight. \$  | 01.69 |
| Average rate per ton per mile received for local freight.   | 01.97 |
| Average rate per ton per mile received for all freight.....   | 01.98 |
| Percentage of freight originating at, and carried to stations<br>in Iowa, to total freight carried in Iowa..... | 4.04  |

## CAR MILEAGE.

|  |         |
|--|---------|
| Number of miles run by loaded freight cars east and south..... | 739,629 |
| Number of miles run by loaded freight cars west and north..... | 638,158 |
| Number of miles run by empty freight cars east and south.....  | 308,222 |
| Number of miles run by empty freight cars west and north.....  | 271,375 |

|   |           |
|---|-----------|
| Total freight car mileage.....  | 1,957,384 |
| Percentage of empty freight cars hauled east<br>and south to all freight cars hauled east<br>and south..... | 29.42     |
| Percentage of empty freight cars hauled west<br>and north to all freight cars hauled west<br>and north..... | 29.83     |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles.... | 25 |
| Rate of speed of freight trains, including stops, miles.....  | 11 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.   | PER<br>CENT. |
|---|---------|--------------|
| Grain.....  | 88,770  | 26.05        |
| Flour.....  | 2,002   | .59          |
| Provisions, (beef, pork, lard, etc).....                          | 4,891   | 1.29         |
| Animals.....  | 38,544  | 11.31        |
| Other agricultural products.....                                  | 7,809   | 2.29         |
| Lumber and forest products.....                                   | 66,677  | 19.57        |
| Coal.....   | 19,761  | 5.80         |
| Plaster, lime and cement.....                                     | 2,886   | .84          |
| Salt.....   | 2,887   | .85          |
| Petroleum and oil.....  | 1,995   | .59          |
| Iron, steel and castings.....                                     | 1,523   | .45          |
| Stone and brick.....  | 54,453  | 15.98        |
| Manufactures, articles shipped from point of produc-<br>tion..... | 6,159   | 1.80         |
| Merchandise and other articles not enumerated above.....          | 42,912  | 12.59        |
| Total tons carried.....   | 340,749 | 100          |

TONNAGE CROSSING THE MISSOURI RIVER BRIDGE AT BLAIR, NEB., FOR  
THE YEAR ENDING JUNE 30, 1885.

|                                 |         |
|---------------------------------|---------|
| East bound, number of tons..... | 75,352  |
| West bound, number of tons..... | 63,669  |
| Total tons.....                 | 139,021 |

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE  
OF IOWA.

|  | TONS.   | PER<br>CENT. |
|--|---------|--------------|
| Grain.....   | 82,125  | 26.33        |
| Flour.....   | 1,426   | .46          |
| Provisions (beef, pork, lard, &c).....                       | 4,262   | 1.37         |
| Animals.....   | 35,212  | 11.29        |
| Other agricultural products.....                             | 6,929   | 2.22         |
| Lumber and forest products.....                              | 62,885  | 20.16        |
| Coal.....  | 19,105  | 6.12         |
| Plaster, lime and cement.....                                | 2,671   | .86          |
| Salt.....  | 2,818   | .90          |
| Petroleum and oil.....                                       | 1,874   | .60          |
| Iron, steel and castings.....                                | 1,375   | .44          |
| Stone and brick.....   | 50,741  | 16.27        |
| Manufactures, articles shipped from point of production..... | 5,352   | 1.71         |
| Merchandise and other articles not enumerated above...       | 35,169  | 11.27        |
| Total tons carried.....                                      | 311,944 | 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? The American Express Company and Wells, Fargo & Co. have the right to do express business on the line, paying various rates, depending upon the weight carried and space in car occupied. They deliver their freight into this company's cars.

SLEEPING CARS.

Do sleeping, parlor, or dining 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? Sleeping-cars are run, owned by Pullman Palace Car Company and by the New York Central Sleeping Car Company, by which Companies the charges are made and collected. Neither parlor or dining cars are run on this company's road.

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. To Chicago, Minneapolis, St. Paul & Omaha Railway Co. for Pullman Sleepers, \$1,778.40; to Chicago & Northwestern Railway Co. for New York Central Sleepers, \$972.80.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? The U. S. Government withholds all compensation for mail service; the amount charged the Government for mail service in Iowa is \$10,974.43 per annum.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$450.00.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 80.47.

LANDS—CONGRESSIONAL GRANT.

No change since report for 1878.

REPORT OF ACCIDENTS IN IOWA DURING THE YEAR ENDING JUNE 30, 1885.  
INJURED.

| DATE.       | NAME AND OCCUPATION.            | PLACE.               | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                       |
|-------------|---------------------------------|----------------------|--|
| 1884        |                                 |                      |  |
| September 8 | John Comann.....                | Stoux City.....      | Crossing track; concussion of brain; want of caution.            |
| October 14  | James M. Fuver, switchman.....  | Missouri Valley..... | Coupling; bruised hips; want of caution;                         |
| December 25 | Wm. N. Payne, brakeman.....     | Missouri Valley..... | Coupling; lost a finger; want of caution;                        |
| 1885.       |                                 |                      |  |
| February 24 | Rolla Ross, brakeman.....       | Missouri Valley..... | Jumping on train; sprain; want of caution.                       |
| March 25    | W. W. Benson, brakeman.....     | Modale.....          | Coupling; finger broken; want of caution.                        |
| June 5      | Chris. Oleson, section man..... | Floyd's Bluff.....   | Unloading rails; lost thumb; want of caution.                    |
| June 6      | Frank Trumble, section man..... | Bienco.....          | Hand-car ran against him; scalp and leg wounds; want of caution. |

TABULAR STATEMENT OF ACCIDENTS.

| CAUSE OF ACCIDENT.             | KILLED.            |            |         | INJURED.    |            |         |
|--------------------------------|--------------------|------------|---------|-------------|------------|---------|
|                                | Passengers.        | Employees. | Others. | Passengers. | Employees. | Others. |
|                                | Coupling cars..... |            |         |             |            |         |
| Getting on and off trains..... |                    |            |         |             |            | 1       |
| Highway crossings.....         |                    |            |         |             |            | 1       |
| Miscellaneous.....             |                    |            |         |             |            | 2       |
| Total.....                     |                    |            |         |             |            | 6       |

SUMMARY OF ACCIDENTS FOR IOWA.

|   |       |
|---|-------|
| Number of persons killed during the year.....                           | None. |
| Number of persons injured during the year.....                          | 7     |
| Number of casualties purely accidental during the entire year.....      |       |
| Number resulting from lack of caution, carelessness or misconduct... .. | 7     |

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

President—Marvin Hughett, Chicago, Ills.  
 Vice-President—M. L. Sykes, N. Y.  
 Secretary—J. B. Redfield, Chicago, Ills.  
 Treasurer—M. M. Kirkman, Chicago, Ills.  
 Asst. Secretary and Asst. Treasurer—Henry V. Ferguson, Cedar Rapids, Ia.  
 General Manager—W. B. Linsley, Missouri Valley, Iowa.  
 General Superintendent—C. M. Lawler, Missouri Valley, Iowa.  
 Chief Engineer—J. E. Ainsworth, Missouri Valley, Iowa.  
 Auditor—J. B. Redfield, Chicago, Ills.  
 General Passenger Agent—J. R. Buchanan, Missouri Valley, Iowa.  
 General Freight Agent—K. C. Morehouse, Missouri Valley, Iowa.

DIRECTORS, NAME AND POST-OFFICE ADDRESS.

M. Hughitt, Chicago.  
 Albert Keep, Chicago.  
 M. L. Sykes, New York.  
 Wm. H. Stennett, Chicago.  
 David P. Kimball, Boston.  
 Horace Williams, Clinton, Iowa.  
 P. E. Hall, Cedar Rapids, Iowa.  
 M. M. Kirkman, Chicago.  
 J. B. Redfield, Chicago.

Date of annual meeting of stockholders, third Wednesday in May.  
 Fiscal year of company ends December 31.  
 General offices of the company are located at Cedar Rapids, Iowa.

STATE OF ILLINOIS, } ss.  
 COUNTY OF COOK. }

Marvin Hughitt, President, and J. B. Redfield, Secretary, of the Sioux City & Pacific Railroad Company, being duly sworn, depose and say that they have caused the foregoing statement 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. 1885, to the best of their knowledge and belief.

(Signed)  
 [L. S.]

MARVIN HUGHITT.  
 J. B. REDFIELD.

Subscribed and sworn to before me, this 17th day of August, A. D. 1885.  
 [L. S.]

J. F. CLEVELAND,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 19th day of August, A. D. 1885.

E. G. MORGAN, Secretary.

## REPORT

OF THE

## UNION PACIFIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1885.

Questions asked of the officers of the Union Pacific Railway Company by the Iowa Railroad Commissioners, in relation to the Missouri River Bridge, for the year ending June 30, 1885, and the answers thereto:

1. Cost of Missouri River bridge and approaches?  
 Answer. \$2,869,897.51.
2. Gross earnings of the bridge?  
 Ans. Cannot be furnished, as no separate account of earnings is kept.
3. Net earnings of the bridge?  
 Ans. No account kept.
4. Number of tons of freight moved east over bridge?  
 Ans. 547,553.
5. Number tons of freight moved west over bridge?  
 Ans. 506,469.
6. Number of cars moved east over bridge?  
 Ans. Passenger, 28,396; freight, 57,486 loaded; 29,295 empty.
7. Number of cars moved west over bridge?  
 Ans. Passenger, 27,960; freight, 67,486 loaded; 19,895 empty.
8. Charges per ton for hauling over bridge?  
 Ans. Bridge rates shown by special tariff number 427 attached. The only exceptions to this are that we make the lines between Chicago and Council Bluffs a rate of \$3 per car, any weight, or 3 cents per 100 pounds on small lots from Omaha proper, in order to get them to make the rates the same between Omaha and eastern common points as between Council Bluffs and same points. Also, rate of 2 cents on coal, car loads, minimum weight, 30,000 pounds.
9. Cost per ton for hauling over the bridge?  
 Ans. Cannot be furnished as no separate account of expenses is kept.
10. Cost of operating bridge?  
 Ans. Cannot be furnished, as no separate account of expenses is kept.
11. Cost of maintenance of bridge?  
 Ans. Cannot be furnished as no separate account of expenses is kept.
12. Number of passengers carried east over bridge?  
 Ans. 164,310.
13. Number of passengers carried west over bridge?  
 Ans. 200,042.
14. Charge for carrying each passenger?  
 Ans. Local charge, 25 cents per passenger; charges on business from other roads, 50 cents.

15. Number of acres of land owned at Council Bluffs?

Ans. 971 acres; cost estimated at \$50 per acre.

16. Number of miles of main line of road in Iowa?

Ans. Main line, 2.37 miles; branches, 1.39 miles.

17. Number miles of sidings in Iowa?

Ans. 17,359 miles.

18. Cost of sidings?

Ans. \$140,895.42.

19. Cost of buildings, depots, hotel, warehouses, sheds, elevators and stockyards in Iowa?

Ans. Depot and hotel at transfer grounds, \$143,240.55; platform sheds, \$27,901.45; water-works, \$18,045.35; tenements, \$5,720.61; real estate, \$22,488.75; iron wagon bridge, \$1,500.00. The elevator and stock-yards are not the property of the Union Pacific Railway Company.

20. The amount of bonds representing the bridge, tracks, lands and buildings?

Ans. Amount of bonds originally issued, \$2,500,000; amount of bonds outstanding, \$1,621,000.

21. The amount of stock representing bridge and property in Iowa?

Ans. No stock issued.

22. The amount of rent received from other companies (railways) for use of tracks, buildings, lands, etc?

Ans. \$31,981.75.

23. Any other information that would be of value in determining the cost; business and income of the bridge and Iowa properties?

Ans. The Missouri River Bridge is operated as a portion of the main line of the Union Division of the Union Pacific Railway.

Its earnings and expenses are not kept separate, and for that reason it is impossible to furnish the information requested by the Iowa Railroad Commissioners in complete form.

ERASTUS YOUNG,

Auditor.

Auditor's Office, Union Pacific Railway Company, Omaha, Neb., October 15, 1885.

## REPORT

OF THE

### WABASH, ST. LOUIS & PACIFIC RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

This road has been operated by receivers since May 29, 1884.

#### CAPITAL STOCK.

|  |                  |
|--|------------------|
| Amount authorized by articles of association.                      | \$ 52,626,800.00 |
| Amount authorized by vote of the company.                          | 52,626,800.00    |
| Amount issued, number of shares 526,268                            |                  |
| amount paid in.....  |                  |
| Amount of common stock issued.....                                 | \$ 28,404,400.00 |
| Amount of preferred stock issued and conditions of preferment..... | 24,222,400.00    |
| Total amount, as per books of the company.....                     | \$ 52,626,800.00 |

|   |              |
|---|--------------|
| Amount of stock per mile of road.....         | \$ 15,086.66 |
| Amount of stock representing the road in Iowa | 5,791,768.77 |
| Amount of stock held in Iowa....              | Not known.   |
| Total number of stockholders....              | Not known.   |
| Number of stockholders in Iowa..              | Not known.   |

## DEBT.

## Funded debt as follows :

|  |                  |
|--|------------------|
| First mortgage bonds Toledo & Illinois Railroad.....                     | \$ 900,000.00    |
| First mortgage bonds Lake Erie, Wabash & St. Louis Railroad.....         | 2,500,000.00     |
| First mortgage bonds Great Western Railway, of 1859.....                 | 2,496,000.00     |
| First mortgage bonds Illinois & Southern Iowa Railroad.....              | 300,000.00       |
| First mortgage bonds Decatur & East St. Louis Railroad.....              | 2,700,000.00     |
| First mortgage bonds Quincy & Toledo Railroad.....                       | 600,000.00       |
| First mortgage bonds Great Western Railroad, west of Decatur.....        | 2,000.00         |
| Second mortgage bonds Toledo & Wabash Railroad.....                      | 1,000,000.00     |
| Second mortgage bonds Wabash & Western Railroad.....                     | 1,500,000.00     |
| Second mortgage bonds Great Western Railroad, of 1859.....               | 2,500,000.00     |
| Consolidated sinking fund bonds Toledo, Wabash & Western Railroad.....   | 2,610,000.00     |
| Wabash Railway funded debt bonds 7 per cent.....                         | 578,500.00       |
| Wabash Railway funded debt bonds graduated.....                          | 1,402,000.00     |
| Wabash Railway 7s of 1879.....   | 2,000,000.00     |
| Graduated scrip certificates.....  | 552,150.50       |
| Seven per cent scrip certificates from August 1, 1877.....               | 115,885.00       |
| Seven per cent scrip certificates from February 1, 1877.....             | 361,514.87       |
| Collateral trust bonds.....  | 5,671,000.00     |
| First mortgage bonds Hannibal & Naples Railroad.....                     | 600,000.00       |
| First mortgage bonds Champaign, Havana & Western Division.....           | 1,163,000.00     |
| First mortgage bonds Chicago Division.....                               | 4,500,000.00     |
| First mortgage bonds Havana, Rantoul & Eastern Railroad.....             | 800,000.00       |
| First mortgage bonds Detroit Division.....                               | 2,052,000.00     |
| First mortgage bonds Indianapolis Division.....                          | 2,000,000.00     |
| First mortgage bonds Cairo Division.....                                 | 3,857,000.00     |
| First mortgage bonds Indianapolis, Peru & Chicago Railroad.....          | 275,000.00       |
| First mortgage bonds Chicago, Cincinnati & Louisville Railroad.....      | 1,000,000.00     |
| First preferred mortgage bonds Champaign, Havana & Western Railroad..... | \$40,000.00      |
| First mortgage bonds North Missouri Railroad.....                        | 6,000,000.00     |
| First mortgage bonds Omaha Division.....                                 | 2,350,000.00     |
| First mortgage bonds Clarinda Branch.....                                | 264,000.00       |
| First mortgage bonds Iowa Division.....                                  | 2,254,000.00     |
| First mortgage bonds Centerville, Moravia & Albia Railroad.....          | 400,000.00       |
| Real estate and railway mortgage bonds St. L., K. C. & N. Railroad.....  | 3,000,000.00     |
| First mortgage bonds St. Charles Bridge.....                             | 1,000,000.00     |
| Second mortgage bonds St. Charles Bridge.....                            | 388,500.00       |
| Real estate notes.....   | 69,000.00        |
| General mortgage bonds.....  | 17,000,000.00    |
| Havana Division Scrip.....   | 27,508.90        |
| Iowa Division Scrip.....   | 4,250.00         |
| Total amount of funded debt.....   | \$ 76,494,009.27 |
| Amount of interest paid on same during the year.....                     | \$ 1,005,536.55  |
| Floating debt:   |                  |
| Incurred for interest.....   | \$ 1,121,930.74  |
| Incurred for operations.....   | 6,696,219.26     |
| Total amount of floating debt.....                                       | \$ 7,818,150.00  |
| Total amount of debt liabilities.....                                    | \$ 84,252,159.27 |
| Amount of debt per mile of road.....                                     | \$ 24,152.78     |

\*Since May 29, 1884, the road has been operated by receivers, the amount above represents liabilities as shown by the books, viz: \$7,818,150.00. Since that date an additional amount of interest on bonds has accrued which has not been paid or taken up on receivers' books, viz: \$4,862,191.73. Actual liabilities June 30, 1885, \$12,680,341.73.

|  |                 |
|--|-----------------|
| Amount of debt representing the road in Iowa.....          | \$ 5,382,996.50 |
| Total amount of stock and debt.....                        | 136,878,959.27  |
| Amount of stock and debt per mile of road.....             | \$ 39,239.44    |
| Amount of interest paid representing the road in Iowa..... | 30,251.29       |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

Total expended for construction and equipment..... \$118,195,590.05

|   |              |
|---|--------------|
| Average cost of construction per mile of road [3483.3 miles]..... | \$ 33,883.43 |
| Proportion of cost of construction for Iowa.....                  | Not known.   |

## COST OF EQUIPMENT.

|   |               |
|---|---------------|
| Freight and other cars.....                             | \$ 333,662.95 |
| Any other expenditures charged to property account..... | 5,319.06      |
| Total expenditures charged to property accounts.....    | \$ 338,982.01 |
| Net addition to property account for the year.....      | \$ 338,982.01 |

## ANALYSIS OF EARNINGS.

|  |                 |                  |
|--|-----------------|------------------|
| Earnings, passenger:   |                 |                  |
| From local passengers.....   | \$ 2,593,787.40 |                  |
| From through passengers.....   | 980,978.85      |                  |
| From all passengers.....   | \$ 3,574,766.25 |                  |
| From express.....  | 511,848.78      |                  |
| From mails.....  | 422,943.22      |                  |
| Other sources, passenger department.....   | 85,745.75       |                  |
| Total earnings, passenger department.....  |                 | \$ 4,595,304.00  |
| Earnings per train mile run (5,064,852 miles).....                                   |                 | .90              |
| Earnings, freight:   |                 |                  |
| From local.....  | \$ 4,246,398.06 |                  |
| From through.....  | 7,115,946.08    |                  |
| Other sources, freight department.....   | 163,853.96      |                  |
| Total earnings, freight department.....  |                 | 11,526,198.10    |
| Earnings, per train mile run, (9,414,198 miles).....                                 |                 | 1.22             |
| Total transportation earnings.....   |                 | 16,121,502.10    |
| Earnings per train mile run, from all trains earning revenue (14,479,050 miles)..... |                 | 1.11             |
| Earnings per mile of road operated (average 3,461.9 miles).....                      |                 | 4,656.84         |
| Proportion of earnings for Iowa.....   | 627,121.66      |                  |
| Rents received for use of road.....  |                 | 72,356.03        |
| Earnings from all other sources.....   |                 | 44,950.17        |
| Total earnings from all sources.....   |                 | \$ 16,238,808.30 |
| Proportion of earnings for Iowa.....   | 669,646.06      |                  |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|   |                        |
|---|------------------------|
| Repairs of road-bed and track.....                            | \$ 1,719,376.59        |
| Renewal of rails, steel.....                                  | 190,086.31             |
| Renewal of rails, iron.....                                   | 1,607.71               |
| Renewal of ties.....  | 424,674.50             |
| Repairs of bridges, including culverts and cattle-guards..... | 623,985.22             |
| Repairs of fences, road crossings and signs.....              | 99,329.18              |
| Repairs of buildings, stations and water-tanks.....           | 241,974.99             |
| Total.....  | <u>\$ 3,301,094.50</u> |

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

|                                       |                        |
|---------------------------------------|------------------------|
| Repairs of locomotives.....           | \$ 774,711.97          |
| Repairs of passenger cars.....        | 360,492.95             |
| Repairs of tools, machinery, etc..... | 118,013.55             |
| Repairs of freight cars.....          | 763,864.40             |
| Total.....                            | <u>\$ 2,017,082.87</u> |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |                        |
|---|------------------------|
| Fuel for locomotives.....                           | \$ 1,109,054.71        |
| Water supply.....                                   | 122,061.10             |
| Oil and waste.....                                  | 152,943.28             |
| Locomotive service.....                             | 1,418,383.08           |
| Passenger train service.....                        | 189,144.45             |
| Passenger train supplies.....                       | 53,272.90              |
| Mileage of passenger cars (debit balance).....      | 64,393.40              |
| Freight train service.....                          | 738,824.29             |
| Freight train supplies.....                         | 11,454.59              |
| Mileage of freight cars (debit balance).....        | 161,282.15             |
| Telegraph expenses (maintenance and operating)..... | 354,849.20             |
| Damages and loss of freight and baggage.....        | 37,516.62              |
| Damage to property and cattle.....                  | 86,242.07              |
| Personal injuries.....                              | 27,428.38              |
| Agents and station service.....                     | 1,167,699.89           |
| Clerks.....   | 554,548.94             |
| Station supplies and rent.....                      | 354,479.00             |
| Total.....  | <u>\$ 6,602,998.03</u> |

## CLASS 4.—GENERAL EXPENSES.

|   |                        |
|---|------------------------|
| Salaries of general officers, superintendents and clerks.....                     | \$ 510,884.08          |
| Legal expenses.....   | 87,447.64              |
| Insurance.....  | 38,448.41              |
| Stationery and printing.....  | 90,908.76              |
| Outside agencies and advertising.....   | 456,320.42             |
| Contingencies.....  | 304,980.28             |
| Taxes in Iowa, \$21,102.73; taxes in other states, \$420,257.07; total taxes..... | 441,359.80             |
| Total.....  | <u>\$ 1,930,349.39</u> |

## RECAPITULATION OF EXPENSES.

|  |                         |
|--|-------------------------|
| Maintenance of way and buildings.....  | \$ 3,301,094.50         |
| Maintenance of motive power and cars.....  | 2,017,082.87            |
| Conducting transportation.....   | 6,602,998.03            |
| General expenses, including taxes.....   | 1,930,349.39            |
| Total operating expenses and taxes.....  | <u>\$ 13,851,524.79</u> |
| Operating expenses and taxes per mile of road operated (average 3,461.9 miles).....                | \$ 4,001.13             |
| Operating expenses and taxes per train mile run for trains earning revenue (14,479,050 miles)..... | .957                    |
| Proportion of operating expenses and taxes for Iowa.....   | \$ 728,151.10           |
| Expenses of running and management of passenger trains.....  | 992,555.93              |
| Expenses of running and management of passenger trains, per train mile, cents.....                 | 19.6                    |
| Expenses of running and management of freight trains.....  | 3,016,404.98            |
| Expenses of running and management of freight trains, per train mile, cents.....                   | 32.4                    |
| Direct expenses of running and management of all trains earning revenue.....                       | <u>4,008,960.91</u>     |
| Percentage of expenses to earnings.....  | 83.2                    |

## GENERAL EXHIBIT.

|  |                      |
|--|----------------------|
| Total earnings.....  | \$ 16,288,808.30     |
| Total expenses, including taxes and sundry income charges.....           | 15,677,958.55        |
| Net earnings.....  | 560,849.75           |
| Rentals specifying amount paid to each company:                          |                      |
| St. Louis, Ottumwa & Cedar Rapids Railroad.....                          | \$ 7,707.05          |
| St. Louis, Keokuk & Northwestern Railway.....                            | 3,115.20             |
| Humeston & Shenandoah Railroad.....                                      | 24,217.03            |
| Burlington bridge.....   | 23,611.07            |
| Sundry rentals, other States.....  | 449,977.04           |
| Interest accruing during the year.....                                   | 5,867,728.28         |
| Interest allowed during the year.....                                    | 1,005,536.55         |
| Interest paid during the year on account of the road in Iowa.....        | 30,251.29            |
| Interest on funded debt.....   | 5,867,728.28         |
| Interest allowed on funded debt.....                                     | 1,005,536.55         |
| Interest on floating debt (included below in sundry income charges)..... | 9,540.58             |
| Interest paid on floating debt.....                                      | 9,540.58             |
| Interest falling due during the year and not paid.....                   | 4,862,191.73         |
| Deficit for the year.....  | 5,815,505.92         |
| Deficit at commencement of the year.....                                 | 6,071,596.46         |
| Deficit at the close of the year, June 30, 1895.....                     | <u>11,887,102.38</u> |

## Sundry income charges:

|   |                        |
|---|------------------------|
| Extraordinary expenses.....   | \$ 531,283.79          |
| Pool balances paid.....   | 156,332.04             |
| Payments on cars.....   | 488,149.72             |
| Sundry accounts.....  | 50,801.76              |
| W., St. L. & P. R'y accounts allowed since closing of their books May 29, 1894..... | 599,866.45             |
| Total.....  | <u>\$ 1,826,433.76</u> |
| Interest paid during the year.....  | <u>\$ 1,735,124.86</u> |



## INCOME ACCOUNT.

|  |    |               |
|--|----|---------------|
| Income from earnings .....                       | \$ | 16,238,508.50 |
| Sundry dividends .....                           |    | 67,808.58     |
| Total income from all sources for the year ..... | \$ | 16,306,316.88 |
| Proportion of income for Iowa .....              | \$ | 669,646.06    |
| Proportion of expenses for Iowa .....            |    | 728,151.10    |

## GENERAL RECAPITULATION.

|   |    |               |
|---|----|---------------|
| Total income .....                                  | \$ | 16,306,316.88 |
| Total operating expenses and taxes .....            |    | 13,851,524.79 |
| Net income above operating expenses and taxes ..... |    | 2,455,092.09  |

Net deficit operating expenses, taxes, interest and rental .....

|  |    |            |
|--|----|------------|
|  | \$ | 885,505.61 |
|--|----|------------|

Gross income per train mile run (14,479,050 miles) .....

|  |    |      |
|--|----|------|
|  | \$ | 1.12 |
|--|----|------|

The following lines aggregating 718.3 miles were surrendered by the receiver prior to June 30, 1885, under orders of court. The earnings and expenses of those lines after they were dropped not included in this report.

|  |                    |
|--|--------------------|
| Cairo Division, 265.2 miles surrendered April 28, 1885 .....   | } All in Illinois. |
| C., H. & W. R. R., 130.0 miles surrendered May 16, 1885 .....  |                    |
| H., R. & E. R. R., 76.0 miles surrendered May 31, 1885 .....   |                    |
| T., P. & W. R. R., 247.1 miles surrendered June 10, 1885 ..... |                    |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|                                     |    |                |
|-------------------------------------|----|----------------|
| Cost of road .....                  | \$ | 118,195,590.05 |
| Sundry investments .....            |    | 9,804,910.07   |
| Sundry stock for exchange .....     |    | 1,861,802.28   |
| Cash .....                          |    | 494,530.17     |
| Agents & companies .....            |    | 770,220.51     |
| Material and supplies .....         |    | 645,897.02     |
| Sinking fund C. & W. I. R. R. ..... |    | 18,054.08      |
| Debit balance income account .....  |    | 6,799,266.98   |
| Total .....                         | \$ | 138,589,771.16 |

## CREDIT.

|  |    |                |
|--|----|----------------|
| Capital stock .....  | \$ | 52,626,800.00  |
| Funded debt .....  |    | 76,434,009.27  |
| Interest unpaid .....  |    | 1,121,930.74   |
| Receiver's certificates .....                                  |    | 1,078,204.00   |
| Notes payable .....  |    | 2,409,581.30   |
| Vouchers and accounts .....                                    |    | 3,978,654.47   |
| St. Louis, Iron Mountain & Southern Railway general acct. .... |    | 940,591.38     |
| Total .....  | \$ | 138,589,771.16 |

## DESCRIPTION OF ROAD.

## EASTERN DIVISION.

|  |       |
|--|-------|
| Toledo to Tilton, miles .....              | 251.5 |
| Indianapolis to Michigan City, miles ..... | 161.0 |
| Detroit to Logansport, miles .....         | 206.5 |
| Attica to Covington, miles .....           | 14.5  |
| Total .....                                | 633.5 |

## MIDDLE DIVISION.

|   |       |
|---|-------|
| Tilton to Quincy, miles .....                 | 222.1 |
| Chicago to Bement, miles .....                | 152.5 |
| Decatur to East St. Louis, miles .....        | 110.0 |
| Clayton to Elvaston, miles .....              | 34.5  |
| Elvaston to Keokuk, miles .....               | 7.8   |
| Maysville to Pittsfield, miles .....          | 6.2   |
| Edwardsville branch, miles .....              | 8.5   |
| Sidney to Champaign, miles .....              | 11.6  |
| Streator to Fairbury, miles .....             | 31.1  |
| Bement to Altamont and Eflingham, miles ..... | 71.5  |
| Bluffs to Hannibal, miles .....               | 45.4  |
| Peoria to Jacksonville, miles .....           | 81.9  |
| Springfield to Havana, miles .....            | 44.1  |
| Bates to Grafton, miles .....                 | 71.4  |
| Total .....                                   | 901.6 |

## WESTERN DIVISION.

|   |         |
|---|---------|
| St. Louis Union Depot to Kansas City, miles ..... | 276.8   |
| St. Louis levee to Ferguson, miles .....          | 10.1    |
| Glasgow to Salisbury, miles .....                 | 15.0    |
| Moberly to Ottumwa, miles .....                   | 131.0   |
| Brunswick to Council Bluffs, miles .....          | 222.7   |
| Centralia to Columbia, miles .....                | 21.8    |
| Roseberry to Clarinda .....                       | 21.5    |
| Lexington Junction to St. Joseph, miles .....     | 72.6    |
| West Quincy to Trenton, miles .....               | 134.0   |
| Keokuk to Humeston, miles .....                   | 131.0   |
| Relay to Des Moines, miles .....                  | 91.3    |
| Total .....                                       | 1,127.8 |

## DES MOINES DIVISION.

|                                 |         |
|---------------------------------|---------|
| Des Moines to Fonda, miles..... | 114.9   |
| Total.....                      | 2,777.8 |

Branches owned by this company, same as last report, except as noted.

|   |       |
|---|-------|
| Branches owned by this company in Iowa:         |       |
| St. Louis, Ottumwa & Cedar Rapids, miles.....   | 43.0  |
| Council Bluffs & St. Louis.....                 | 65.1  |
| Clarinda Branch.....                            | 11.4  |
| Missouri, Iowa & Nebraska (see note below)..... | 58.2  |
| Centerville, Moravia & Albia.....               | 24.0  |
| Des Moines & St. Louis.....                     | 67.3  |
| Des Moines & Northwestern.....                  | 114.9 |

|  |          |
|--|----------|
| Total.....   | 383.9    |
| Total length of road belonging to this company.....                      | 2,777.80 |
| Total length of road belonging to this company in Iowa.....              | 383.90   |
| Aggregate length of sidings and other tracks in Iowa, miles.....         | 39.00    |
| Aggregate length of track, computed as single track, in Iowa miles.....  | 422.90   |
| Total length of steel rails in tracks in Iowa, exclusive of sidings..... | 82.80    |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....  | 301.10   |
| Weights per yard, steel, 60 lbs.   |          |
| Weights per yard, iron, 56 lbs.  |          |
| Gauge of track, 4 feet, 8½ inches and 3 feet.                            |          |

Missouri, Iowa & Nebraska Railroad surrendered under order of court by receivers on July 1, 1885.

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|   |          |
|---|----------|
| Total length of road in Iowa.....                         | 383.90   |
| Total miles of road operated by this company.....         | 2,777.80 |
| Total miles of road operated by this company in Iowa..... | 383.90   |

## STATIONS.

|  |     |
|--|-----|
| Number of stations on all roads operated by this company.. | 606 |
| Same in Iowa.....  | 80  |
| Number of telegraph offices in stations in Iowa.....       | 56  |

## EMPLOYES.

|  |                 |
|--|-----------------|
| Number of persons regularly employed on all roads operated by this company.....                                  | 10,631          |
| Same in Iowa (estimate).....   | 600             |
| Amount paid employes, including officials, on all roads operated by this company, year ending June 30, 1885..... | \$ 8,038,003.39 |
| Same in Iowa (estimate).....   | 486,451.00      |

## BRIDGES IN IOWA.

|   |     |                   |
|---|-----|-------------------|
|   | No. | Aggregate length. |
| Wooden truss bridges over 100 feet in length..... | 23  | 3,616             |
| Combination bridges over 100 feet in length.....  | 2   | 867               |
| Wooden trestle and pile.....                      | 572 | 45,772            |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 402 |
| Stone.....  | 20  |

## CATTLE-GUARDS.

|                     |     |
|---------------------|-----|
| Number in Iowa..... | 668 |
|---------------------|-----|

## BRIDGES BUILT IN IOWA WITHIN THE YEAR.

| LOCATION.                          | Kind.           | Material. | When built. | Length in feet. |
|------------------------------------|-----------------|-----------|-------------|-----------------|
| Council Bluffs and State Line..... | Trestle.....    | Wood..... |             | 1,843           |
| Council Bluffs and State Line..... | Dowe truss..... | Wood..... |             | 113             |
| Ottumwa.....                       | Trestle.....    | Wood..... |             | 120             |
| State Line.....                    | Dowe truss..... | Wood..... |             | 162             |
| Total.....                         |                 |           |             | 2,238           |

Give the average number of years the trestle and pile bridges last on your road in Iowa.....7 years.  
Give the average number of years that wooden truss bridges last on your road in Iowa.....6 years.

## ROAD-BED AND TRACK.

|   |        |
|---|--------|
| Number of track sections in Iowa.....   | 46     |
| Average length of sections, on narrow gauge, Des Moines & Northwestern Railroad, miles.....       | 9      |
| Average length of sections on other roads in Iowa, miles.....                                     | 6      |
| Average number of men in each section gang.....   | 5      |
| Average number of new ties laid in track during the year in Iowa.....                             | 50,697 |
| Average number of new ties per mile of road.....  | 132    |
| What is the average number of years that iron rails last in your track on main line in Iowa.....  | 12     |
| What is the average number of years that iron rails last in your track on branches in Iowa.....   | 12     |
| What is the average number of years that steel rails last in your track on main line in Iowa..... | 15     |
| What is the average number of years that steel rails last in your track on branches in Iowa.....  | 15     |
| What is the average number of years that ties last in your track in Iowa.....                     | 7½     |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality:

- Chicago, Burlington & Quincy, at Shenandoah.
- Chicago, Burlington & Quincy, at Lawrence.
- Chicago, Burlington & Quincy, at Malvern.
- Chicago, Burlington & Quincy, at Council Bluffs.
- Chicago, Burlington & Quincy, near Coin.
- Chicago, Burlington & Quincy, at Albia.
- Chicago, Burlington & Quincy, at Hilton.
- Chicago, Rock Island & Pacific, at Belknap.
- Chicago, Rock Island & Pacific, at Durham.
- Chicago, Rock Island & Pacific, at Harvey.
- Des Moines & Ft. Dodge, at Waukee.
- Chicago, Milwaukee & St. Paul, at Herndon.

|   |     |
|---|-----|
| Chicago, Milwaukee & St. Paul, at Ottumwa.                                  |     |
| Chicago & Northwestern, at Jefferson.                                       |     |
| Chicago & Northwestern, at Eads.  |     |
| Chicago, Milwaukee & St. Paul, at Council Bluffs.                           |     |
| Kansas City, St. Jo & Council Bluffs, at Council Bluffs.                    |     |
| Chicago, Rock Island & Pacific, at Knoxville.                               |     |
| Chicago, Rock Island & Pacific, at Centerville.                             |     |
| Chicago, Burlington & Quincy, at Humeston.                                  |     |
| What railroads cross your road, either over or under, and at what locality. |     |
| Chicago, Burlington & Quincy, at Coin.                                      |     |
| Chicago, Burlington & Quincy, one-half mile east of Albia.                  |     |
| Chicago, Burlington & Quincy, at Malvern.                                   |     |
| Number of highway crossings at grade.....                                   | 296 |
| Number of highway crossings over railroad.....                              | 2   |
| Number of highway crossings under railroad.....                             | 3   |
| Number of highway bridges 18 feet above track.....                          | 2   |

## FENCING IN IOWA.

|   |           |
|---|-----------|
| How many miles of your road in Iowa are fenced.....                                 | 121       |
| What is the average cost per mile.....\$  | 219.00    |
| What is the total cost of same (estimated).....                                     | 53,000.00 |
| How many miles of new fencing have you built during the year.....                   | 2         |
| Give the number of miles needed on both sides of your track in each county in Iowa: |           |
| In Davis county.....  | 44.2940   |
| In Appanoose county.....  | 59.3560   |
| In Wapello county.....  | 15.0000   |
| In Monroe county.....   | 33.1650   |
| In Wayne county.....  | 46.1325   |
| In Polk county.....   | 29.3090   |
| In Des Moines Division.....   | 224.0000  |
| In Marion county.....   | 77.6320   |
| Total miles.....  | 529.2327  |

## ROLLING STOCK.

|   |        |
|---|--------|
| Number of locomotives.....  | 509    |
| Number of passenger cars.....   | 151    |
| Number of baggage, mail and express cars.....   | 134    |
| Number of parlor cars.....  | 2      |
| Number of chair cars.....   | 19     |
| Number of dining cars.....  | 5      |
| Number of officers and pay cars.....  | 8      |
| Number of box freight cars.....   | 10,234 |
| Number of stock cars.....   | 1,894  |
| Number of platform, coal and other cars.....  | 4,138  |
| Total number of cars.....   | 16,640 |
| Maximum weight of locomotives and tenders, tons.....  | 81½    |
| Average weight of locomotives and tenders, tons.....  | 69½    |
| Number of locomotives equipped with train brake.....  | 116    |
| Kind of brake. Westinghouse.  |        |
| Maximum weight of passenger cars, 65,000 pounds.  |        |
| Average weight of passenger cars, 40,000 to 65,000 pounds.  |        |
| Number of cars equipped with train brake.....   | 339    |
| Kind of brake. Westinghouse.  |        |
| Number of passenger cars equipped with Miller platform and buffer.....  | 519    |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 30 tons, tons..... | 500    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |            |
|--|------------|
| Miles run by passenger trains during the year..... | 5,064,852  |
| Miles run by freight trains during the year.....   | 9,414,198  |
| Miles run by switching trains during the year..... | 3,515,084  |
| Miles run by other trains during the year.....     | 892,434    |
| Total train mileage.....                           | 18,886,568 |

## CARS AND WEIGHT OF TRAINS.

|  |         |
|--|---------|
| Average number of cars in passenger trains.....                          | 4.37    |
| Average weight of passenger trains, exclusive of passengers, pounds..... | 80.400  |
| Average number of cars in freight trains, loaded and empty.....          | 19.80   |
| Average weight of freight trains, exclusive of freight, pounds.....      | 470.000 |

## PASSENGER TRAFFIC.

|  |             |
|--|-------------|
| Number of through passengers carried.....                    | 273,448     |
| Number of local and special ticket passengers carried.....   | 3,637,245   |
| Total number of passengers carried.....                      | 3,910,693   |
| Total passenger mileage, or passengers carried one mile..... | 156,604,352 |
| Average distance traveled by each passenger, miles.....      | 40          |
| Average amount received from each passenger, cents.....      | 91.41       |
| Highest rate of fare per mile for any distance, cents.....   | 3           |
| Average rate of fare per mile for all passengers, cents..... | 2.283       |

## FREIGHT TRAFFIC.

|   |               |
|---|---------------|
| Number of tons of through freight carried.....                  | 3,787,548     |
| Number of tons of local freight carried.....                    | 2,497,716     |
| Total tons of freight carried.....                              | 6,285,264     |
| Total mileage of through freight (tons carried one mile)....    | 1,048,932,612 |
| Total mileage of local freight (tons carried one mile).....     | 510,379,116   |
| Total freight mileage, or tons carried one mile.....            | 1,359,311,728 |
| Average rate per ton per mile received for through freight.. \$ | .678          |
| Average rate per ton per mile received for local freight.....   | 1.368         |
| Average rate per ton per mile received for all freight.....     | .836          |
| Average cost per ton per mile to move freight.....              | .727          |

## CAR MILEAGE.

|   |             |
|---|-------------|
| Number of miles run by loaded freight cars..... | 181,743,914 |
| Number of miles run by empty freight cars.....  | 54,632,293  |
| Total freight car mileage.....                  | 186,376,207 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, miles per hour..... | 36 |
| Rate of speed of freight trains, including stops, miles per hour.....   | 12 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.     | PER CENT. |
|---|-----------|-----------|
| Grain and flour.....  | 2,067,644 | 32.70     |
| Animals and animal products.....  | 545,994   | 8.60      |
| Other agricultural products, including cotton.....  | 287,530   | 4.50      |
| Lumber and forest products.....   | 639,014   | 10.10     |
| Coal.....   | 1,309,026 | 20.70     |
| Plaster, lime and cement, salt, petroleum and oil.....  | 514,704   | 8.10      |
| Iron, pig and bloom and ores.....   | 53,726    | .90       |
| Manufactures, articles shipped from point of production, merchandise, and other articles not enumerated above | 902,252   | 14.40     |
| Total tons carried.....   | 6,319,890 | 100       |

TONNAGE CROSSING THE MISSISSIPPI RIVER BRIDGE AT BURLINGTON, IOWA,  
FOR THE YEAR ENDING JUNE 30, 1885.

|                                |        |
|--------------------------------|--------|
| East bound number of tons..... | 11,181 |
| West bound number of tons..... | 20,158 |
| Total tons.....                | 31,339 |

TONNAGE CROSSING THE MISS. RIVER BRIDGE AT KEOKUK, IOWA, FOR  
THE YEAR ENDING JUNE 30, 1885.

|                                |         |
|--------------------------------|---------|
| East bound number of tons..... | 132,363 |
| West bound number of tons..... | 90,066  |
| Total tons.....                | 222,429 |

## 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? Pacific Express Company; Wabash, St. Louis & Pacific Railway receives portion of earnings.

## SLEEPING-CARS.

Do sleeping, parlor, or dining-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? Sleepers, Pullman, Wagner, Woodruff and Mann Boudoir. Regular rates.

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. Sleeping-car company receives entire earnings.

## UNITED STATES MAILS IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? Received on entire line, \$422,943.22; received in Iowa, \$26,264.28.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company, 384 miles.

## REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1886.

## KILLED.

| DATE.        | NAME AND OCCUPATION.                  | PLACE.      | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                        |
|--------------|---------------------------------------|-------------|---|
| 1884.        |                                       |             |   |
| September 11 | Wm. Daugherty, foreman trans. gang    | Des Moines  | Run over by engine; lack of caution; leg crushed.                 |
| October 31   | E. F. Campbell, brakeman              | Dean        | Fell between cars; purely accidental; body crushed.               |
| December 26  | Patrick O'Hearne, laborer at transfer | Des Moines  | Run over by transfer truck; carelessness; neck broken.            |
| December 2   | H. L. Griggsby, C. B. & Q. brakeman   | Keokuk      | Collision; misplaced switch; legs crushed and injured internally. |
| December 21  | W. Gallier, brakeman                  | Linden      | Coupling cars; carelessness; crushed.                             |
| 1885.        |                                       |             |   |
| January 26   | Silas Henry, fireman                  | Bridgeport  | Collision, trains No. 6 and extra; crushed.                       |
| February 2   | R. H. Huston, U. S. mail agent.       | Centerville | Collision, train No. 3 and box-car; injured on head.              |

## INJURED.

|              |                                       |                           |  |
|--------------|---------------------------------------|---------------------------|--|
| 1884.        |                                       |                           |  |
| June 19      | Frank Henry, brakeman                 | Fonda                     | Fell against end of car; carelessness; leg hurt.   |
| July 1       | Andrew Lawson, citizen                | Des Moines                | Team struck by switch engine 407 on highway; carelessness; bruised.  |
| July 19      | J. B. Buck, laborer                   | Des Moines                | Struck by flying link; purely accidental; foot bruised.  |
| July 19      | O. L. Hammer, engineer                | Des Moines                | Derailment of engine; carelessness; wrist sprained.  |
| July 24      | W. H. Foreman, bridge department.     | Ottumwa                   | File splintering; purely accidental; left hand crushed.  |
| July 24      | Charles Hunt, occupation unknown.     | Des Moines                | Injured by a flying link; accidental; slightly bruised.  |
| August 5     | J. E. Vaughn, brakeman                | Ashton                    | Fell from car; accidental; head cut.   |
| September 5  | David Barton, carpenter               | Panora                    | Fell with scaffold; purely accidental; arm and hand sprained.  |
| September 28 | James Kenney, engineer                | Keokuk                    | Run over by engine; lack of caution; fingers crushed.  |
| September 7  | J. E. Caldwell, fireman               | Centerville               | Fell from engine; purely accidental; bruised.  |
| November 20  | Hugh McGrath, brakeman                | Humeston                  | Fell between cars; accidental; arm broken.   |
| November 22  | C. H. Eckhard, brakeman               | Jolly                     | Coupling cars; lack of caution; fingers crushed.   |
| November 30  | Z. A. Hackett, brakeman               | Blanchard                 | Uncoupling cars; lack of caution; finger crushed.  |
| December 2   | J. S. Found, C. B. & Q. fireman       | Keokuk                    | Collision; switch misplaced; No. 6, W., St. L. & P. train and C. B. & Q. switch [engine; left leg crushed. |
| December 7   | J. N. Sloan, brakeman                 | Waukeo                    | Derailment; back bruised.  |
| December 12  | Patrick Murphy, brakeman              | Humeston                  | Coupling cars; purely accidental; left hand crushed.   |
| December 18  | E. A. Stevens, trackman               | Council Bluffs            | Pushing hand-car with foot; carelessness; leg bruised.   |
| December 22  | E. T. Luster, engineer                | Council Bluffs            | Fell from engine; lack of care; leg sprained.  |
| December 30  | A. Coullerton, trackman               | Council Bluffs            | Fell from flat-car; lack of care; scalp wound.   |
| 1885.        |                                       |                           |  |
| January 2    | Aug. Burk, laborer                    | Des Moines                | Thrown from hand-car; purely accidental; leg broken.   |
| January 3    | D. H. Gibson, brakeman                | Six miles east of Ottumwa | Derailment on account of broken rail; hip slightly bruised.  |
| January 9    | Phillip Bolter, passenger             | Six miles east of Ottumwa | Derailment on account of broken rail; bruised.   |
| January 9    | M. M. Mitchell, brakeman              | Churdan                   | Coupling cars; lack of caution; ankle sprained.  |
| January 20   | Mathew Doudell, laborer               | Centerville               | Rail fell on foot; carelessness; toes crushed.   |
| January 20   | Levina Webster, widow                 | West Grove                | Threw herself in front of engine; body bruised and leg lacerated.  |
| February 3   | Simon Nevins, switchman               | Centerville               | Coupling; purely accidental; leg bruised.  |
| February 16  | Frank Henry, brakeman                 | Panora                    | Stopping car with pln; carelessness; finger crushed.   |
| February 16  | Wm. McMurray, bridge carpenter        | Centerville               | Thrown from hand-car; accidental; arm and leg bruised.   |
| February 23  | Miss Minnie Shearer, passenger        | Sedan                     | Derailment, broken rail; bruised.  |
| February 27  | Mrs. C. M. Ulher, passenger           | Sedan                     | Derailment, broken rail; bruised.  |
| February 27  | J. L. Fenton, passenger               | Sedan                     | Derailment, broken rail; bruised and knee injured.   |
| February 27  | Benj. Wells, passenger                | Sedan                     | Derailment, broken rail; bruised and scalp wound.  |
| February 27  | A. M. Gregory, ass't collecting agent | Sedan                     | Derailment, broken rail; bruised.  |
| February 27  | J. A. L. Lee, passenger               | Sedan                     | Derailment, broken rail; bruised.  |
| February 27  | Edw. Burns, roadmaster                | Sedan                     | Derailment, broken rail; left side and head hurt.  |
| February 27  | M. L. Bunnell, passenger              | Sedan                     | Derailment, broken rail; scapula fractured.  |
| February 27  | Daniel Gibson, conductor              | Sedan                     | Derailment, broken rail; left shoulder and right leg hurt.   |
| February 27  | Mrs. Mary Gilbert, passenger          | Sedan                     | Derailment, broken rail; bruised neck.   |
| February 27  | C. F. Campbell, line repairer         | Sedan                     | Derailment, broken rail; humerus fractured.  |
| February 27  | James Berry, passenger                | Panora                    | Coupling; purely accidental; finger crushed.   |
| March 25     | W. H. Tyrell, yard master             | Keokuk                    | Coupling; squeezed.  |
| March 30     | H. G. Young, assistant yard master    | Centerville               | Cone of engine stack fell; face and neck bruised.  |
| April 10     | C. H. Tipton, fireman                 | Des Moines                | Broken staff fell upon him; little finger crushed.   |
| April 23     | D. W. Dalrymple, car repairer         | Cambria                   | Culvert caved in; leg broken.  |
| May 4        | Wm. Pinney, laborer                   | Clarinda                  | Trying to board moving car and fell; toes of left foot crushed.  |
| May 15       | James Crow, boy of 12 years, tres'pr. | Sedan                     | Missed hold while climbing up car; lack of care; elbow dislocated.   |
| May 27       | B. Spangler, brakeman                 | Ottumwa                   | Collision of engine 1460, Chicago, Milwaukee & St. Paul; face cut by glass.                                |
| June 2       | Frank Lee, fireman                    | Ottumwa                   |  |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.       | KILLED.     |            |         | INJURED.    |            |         |
|---------------------------|-------------|------------|---------|-------------|------------|---------|
|                           | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailments.....          |             |            |         | 9           | 9          |         |
| Collisions.....           |             | 1          | 2       |             | 1          | 1       |
| Coupling cars.....        |             | 1          |         |             | 7          |         |
| Falling from trains.....  |             | 1          |         |             | 8          |         |
| Highway crossings.....    |             |            |         |             |            | 1       |
| Miscellaneous.....        |             | 2          |         |             | 10         |         |
| Stealing rides.....       |             |            |         |             |            | 1       |
| Trespassers on track..... |             |            |         |             |            | 1       |
| Total.....                |             | 5          | 2       | 9           | 35         | 4       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |    |
|--|----|
| Number of persons killed during the year.....                        | 7  |
| Number of persons injured during the year.....                       | 48 |
| Number of casualties purely accidental during the entire year.....   | 12 |
| Number resulting from lack of caution, carelessness or misconduct... | 18 |
| Number of tramps or others stealing rides, killed or injured....     | 1  |
| Number of trespassers on track injured.....                          | 1  |

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

*President*—James F. Joy, Detroit, Mich.  
*Vice-President*—A. L. Hopkins, New York City.  
*Secretary*—O. D. Ashley, New York City.  
*Treasurer*—D. S. H. Smith, St. Louis.  
*General Manager*—A. A. Talmage, St. Louis.  
*Superintendent of Transportation*—K. H. Wade, St. Louis.  
*Division Superintendents*—R. G. Butler, Moberly; C. F. Meek, Des Moines.  
*Chief Engineer*—W. S. Lincoln, St. Louis.  
*Superintendent of Telegraph*—G. C. Kinsman, Decatur, Ills.  
*Auditor*—D. B. Howard, St. Louis.  
*General Passenger Agent*—F. Chandler, St. Louis.  
*General Freight Agent*—M. Knight, St. Louis.  
*General Solicitor*—Wells H. Blodgett, St. Louis.  
*Receivers*—Solon Humphreys, New York City; Thomas E. Tutt, St. Louis.  
*General Agent for Receiver*—James F. How, St. Louis.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

Samuel Sloan, New York City.  
 James Cheeney, Fort Wayne, Ind.  
 Thomas E. Tutt, St. Louis.  
 Solon Humphreys, New York City.  
 A. L. Hopkins, New York City.  
 Russell Sage, New York City.  
 Charles Ridgley, Springfield, Ills.  
 George L. Dunlap, Chicago, Ills.  
 James F. Joy, Detroit, Mich.  
 Sidney Dillon, New York City.  
 F. L. Ames, Boston.  
 George J. Gould, New York City.  
 O. D. Ashley, New York City.  
 E. C. Clark, New York City.  
 E. H. Nicholas, New York City.

Date of annual meeting of stockholders, second Tuesday in March.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at St. Louis, Mo.

STATE OF MISSOURI, } ss.  
CITY OF ST. LOUIS, }

James F. How, General Agent for the Receiver, of the Wabash, St. Louis & Pacific Railway 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. 1885, to the best of his knowledge and belief.

[Signed.] JAMES F. HOW,  
*General Agent for the Receiver of the W., St. L. & P. R'y Co.*

Subscribed and sworn to before me, this 12th day of September, A. D. 1885.  
 MILLARD F. WATTS,  
*Notary Public, City of St. Louis, Mo.*

[L. s.]

Received and filed in the office of the Commissioners of Railroads, this 14th day of September, A. D. 1885.

E. G. MORGAN,  
*Secretary.*

REPORT

OF THE

IOWA IMPROVEMENT COMPANY

OPERATING THE

WISCONSIN, IOWA & NEBRASKA RAILWAY,

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

No stock or bonds issued by Iowa Improvement Company.

DEBT.

No funded debt.

COST OF ROAD AND EQUIPMENT.

|  |    |              |
|--|----|--------------|
| Grading .....  | \$ | 370,399.16   |
| Bridging and masonry .....   |    | 137,702.76   |
| Superstructure, including rails .....  |    | 780,271.71   |
| Land, land damages and fences .....  |    | 141,540.48   |
| Passenger and freight stations, coal sheds and water stations .....          |    | 39,069.63    |
| Engine houses, car sheds and turn-tables .....                               |    | 11,336.74    |
| Machine shops, including machinery and tools .....                           |    | 4,421.87     |
| Interest paid during construction, discounts, etc. ....                      |    | 298,121.79   |
| Engineering, agencies, salaries and other expenses during construction ..... |    | 83,748.74    |
| All other items charged to construction not enumerated above .....           |    | 122,986.47   |
| Total expended for construction .....  | \$ | 1,989,549.35 |
| Average cost of construction per mile of road (114.6 miles) ..               | \$ | 17,360.82    |

COST OF EQUIPMENT.

|  |    |              |
|--|----|--------------|
| Locomotives .....  | \$ | 67,000.00    |
| Passenger, mail, baggage and express cars .....                                    |    | 29,484.55    |
| Freight and other cars .....   |    | 75,587.32    |
| Total for equipment .....  | \$ | 172,071.87   |
| Average cost of equipment per mile of road operated by company (114.6 miles) ..... | \$ | 1,508.22     |
| Total cost of road and equipment .....   | \$ | 2,162,392.41 |
| Average cost of road and equipment per mile (114.6 miles) ..                       | \$ | 18,869.04    |
| Average cost of road and equipment per mile in Iowa (114.6 miles) .....            |    | 18,869.04    |
| Cost of telegraph .....  |    | 8,700.97     |

ANALYSIS OF EARNINGS.

|  |    |            |
|--|----|------------|
| Earnings, passenger :                    |    |            |
| From all passengers .....                | \$ | 68,046.82  |
| From express and baggage .....           |    | 3,927.50   |
| From mails .....                         |    | 5,108.50   |
| Total earnings, passenger department ..  | \$ | 77,082.82  |
| Total earnings, freight department ..... |    | 137,281.84 |
| Telegraph earnings .....                 |    | 380.70     |
| Total earnings from all sources .....    | \$ | 214,695.36 |
| Proportion of earnings for Iowa .....    |    | All.       |

EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSE.

|  |    |           |
|--|----|-----------|
| Repairs of road-bed and track .....                            | \$ | 51,913.33 |
| Repairs of bridges, including culverts and cattle guards ..... |    | 4,582.97  |
| Repairs of fences, road crossings and signs .....              |    | 170.62    |
| Repairs of buildings, stations and water tanks .....           |    | 3,159.42  |
| Total .....  | \$ | 59,826.34 |

CLASS 2.—MAINTENANCE OF MOTIVE POWER AND CARS.

|                                 |    |           |
|---------------------------------|----|-----------|
| Repairs of locomotives .....    | \$ | 9,499.97  |
| Repairs of passenger cars ..... |    | 3,634.06  |
| Repairs of freight cars .....   |    | 6,772.04  |
| Total .....                     | \$ | 19,906.07 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |                     |
|---|---------------------|
| Fuel for locomotives.....                           |                     |
| Water supply.....                                   | \$ 12,981.28        |
| Oil and waste.....                                  | 409.33              |
| Locomotive service.....                             | 1,787.63            |
| Passenger train service.....                        | 17,119.16           |
| Passenger train supplies.....                       | 6,480.05            |
| Freight train service.....                          | 633.27              |
| Freight train supplies.....                         | 11,628.62           |
| Mileage of freight cars (debit balance).....        | 119.60              |
| Telegraph expenses (maintenance and operating)..... | 59.45               |
| Damage and loss freight and baggage.....            | 561.72              |
| Damages to property and cattle.....                 | 34.40               |
| Personal injuries.....                              | 2,247.63            |
| Agents and station service.....                     | 794.66              |
| Station supplies.....                               | 14,980.75           |
|   | 640.84              |
| <b>Total.....</b>                                   | <b>\$ 70,478.89</b> |

## CLASS 4.—GENERAL EXPENSES.

|  |                     |
|--|---------------------|
| Salaries of general officers and clerks..... | \$ 16,989.59        |
| Legal expenses.....                          | 659.15              |
| Stationery and printing.....                 | 2,404.04            |
| Outside agencies and advertising.....        | 598.43              |
| Contingencies.....                           | 2,307.46            |
| Taxes in Iowa.....                           | 5,629.78            |
| <b>Total.....</b>                            | <b>\$ 28,588.45</b> |

## RECAPITULATION OF EXPENSES.

|  |                      |
|--|----------------------|
| Maintenance of way and buildings.....          | \$ 59,826.34         |
| Maintenance of motive power and cars.....      | 19,906.07            |
| Conducting transportation.....                 | 70,478.89            |
| General expenses, including taxes.....         | 28,588.45            |
| <b>Total operating expenses and taxes.....</b> | <b>\$ 178,799.25</b> |

|   |             |
|---|-------------|
| Operating expenses and taxes per mile of road operated (114.60 miles).....        | \$ 1,560.20 |
| *Operating expenses and taxes per train mile run, for trains earning revenue..... |             |
| Percentage of expenses to earning.....  | 88.28       |

## GENERAL EXHIBIT.

|   |                     |
|---|---------------------|
| Total earnings.....                             |                     |
| Total expenses, including taxes.....            | \$ 214,695.36       |
|   | 178,799.25          |
| <b>Net earnings.....</b>                        | <b>\$ 35,896.11</b> |
| Rental, specifying amount paid to each company: |                     |
| Chicago, Burlington & Quincy Railroad..         | \$ 2,941.41         |
| Des Moines Union Railway.....                   | 150.54              |
|   |                     |
|   | \$ 3,091.95         |

\*Our train reports were destroyed and we cannot give this.

## INCOME ACCOUNT.

|  |                     |
|--|---------------------|
| Income from earnings.....                              | \$ 32,804.16        |
| <b>Total income from all sources for the year.....</b> | <b>\$ 32,804.16</b> |

## GENERAL RECAPITULATION.

|   |                  |
|---|------------------|
| Total income.....   | \$ 214,695.36    |
| Total operating expenses and taxes.....                     | 178,799.25       |
| <b>Net income above operating expenses and taxes.....</b>   | <b>35,896.11</b> |
| Percentage of net income to cost of road and equipment..... | 1.66             |

## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length main line of road from Chicago, Burlington & Quincy Junction to Cedar Falls..... | 106.16 |
| Branches owned by this company:   |        |
| Valeria Coal Track.....   | 2.88   |
| Waterloo Division.....  | 5.56   |
| Total length of branches owned by this company in Iowa...                               | 8.44   |
| Total length of road belonging to this company.....                                     | 114.60 |
| Total length of road belonging to this company in Iowa...                               | 114.60 |
| Aggregate length of sidings and other tracks not above enumerated.....                  | 10.71  |
| Same in Iowa.....   | 10.71  |
| Aggregate length of track, computed as single track, exclusive of sidings.....          | 114.60 |
| Same in Iowa.....   | 114.60 |
| Total length of steel rails in tracks in Iowa, exclusive of sidings.....                | 114.60 |
| Weight per yard, steel, 56 pounds.  |        |
| Gauge of track, 4 feet, 8½ inches.  |        |

## ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|  |        |
|--|--------|
| Name, description and length of each:  |        |
| Des Moines Union Railway from end of track in East Des Moines to depot in Des Moines, miles.....               | 1      |
| If any part of the road was first opened for operation during the past year, state the date, August, 1884..... | 5.56   |
| Total miles of road operated by this company.....  | 114.60 |
| Total miles of road operated by this company in Iowa.....  | 114.60 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company....    | 14 |
| Number of stations on all roads operated by this company.... | 17 |
| Number of telegraph offices in stations in Iowa.....         | 17 |

## EMPLOYEES.

|   |               |
|---|---------------|
| Number of persons regularly employed on all roads operated by this company.....               | 210           |
| Amount paid employes, including officials, on all roads operated by this company in Iowa..... | \$ 120,521.59 |



## BRIDGES IN IOWA.

|                               | No. | Aggregate length. |
|-------------------------------|-----|-------------------|
| *Wooden trestle and pile..... | 255 | 24,728            |

## BOX CULVERTS IN IOWA.

|             |     |       |
|-------------|-----|-------|
| Timber..... | 142 | 5,674 |
|-------------|-----|-------|

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 250 |
|------------------------|-----|

## BRIDGES BUILT IN IOWA DURING THE YEAR.

| LOCATION.   | Kind.              | Material. | When built. | Length in feet. |
|---|--------------------|-----------|-------------|-----------------|
| Cedar Falls, main line connection with Illinois Central Railroad..... | Frame trestle..... | Wood....  | 1884        | 1,255           |

## ROAD BED AND TRACK.

|   |      |
|---|------|
| Number of track sections in Iowa .....          | 20   |
| Average length of sections, miles.....          | 5.73 |
| Average number of men in each section gang..... | 4    |

## CROSSINGS IN IOWA.

|   |     |
|---|-----|
| What railroad crosses your road at grade, and at what locality?             |     |
| Central Iowa (State Center branch) at State Center crossing.                |     |
| Chicago & Northwestern at Marshalltown.                                     |     |
| Central Iowa at Marshalltown.   |     |
| Chicago & Northwestern at Marshalltown, spur to Wagon Works.                |     |
| Chicago & Northwestern at Gladbrook.  |     |
| Burlington, Cedar Rapids & Northern (Pacific Division) at Reinbeck.         |     |
| Burlington, Cedar Rapids & Northern (main line) at Cedar Falls.             |     |
| What railroads cross your road, either over or under, and at what locality? |     |
| Chicago, Milwaukee & St. Paul at Melbourne.                                 |     |
| Number of highway crossings at grade.....                                   | 121 |
| Number of highway crossings over railroad.....                              | 1   |
| Number of highway crossings under railroad.....                             | 3   |
| Number of highway bridges 18 feet above track.....                          | 1   |

## FENCING IN IOWA.

|  |             |
|--|-------------|
| How many miles of your road in Iowa are fenced.....                                | 24.30       |
| What is the average cost per rod, cents.....                                       | .50         |
| What is the total cost of same .....   | \$ 7,776.00 |
| How many miles of new fencing have you built during the year, one side, miles..... | 22.25       |

\* All spans 10 feet and over are termed bridges and are included in the above.

## ROLLING STOCK.

|   |     |
|---|-----|
| Number of locomotives .....                   | 10  |
| Number of passenger cars and combination..... | 7   |
| Number of baggage, mail and express cars..... | 2   |
| Number of box freight cars.....               | 65  |
| Number of stock cars.....                     | 10  |
| Number of platform and coal cars.....         | 74  |
| Number of other cars.....                     | 8   |
| Total number of cars .....                    | 161 |

|   |     |
|---|-----|
| Maximum weight of locomotives and tenders (tons).....   | 60  |
| Average weight of locomotives and tenders (tons).....   | 50  |
| Number of locomotives equipped with train brake.....  | 4   |
| Kind of brake. Westinghouse automatic.....  |     |
| Maximum weight of passenger cars (tons).....  | 20  |
| Average weight of passenger cars (tons).....  | 20  |
| Number of cars equipped with train brake.....   | 9   |
| Kind of brake. Westinghouse automatic.....  |     |
| Number of passenger cars equipped with Miller platform and buffer .....   | 8   |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine 38 tons; (tons)..... | 280 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|                            |  |
|----------------------------|--|
| * Total train mileage..... |  |
|----------------------------|--|

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains .....                       | 24  |
| Average weight of passenger trains, exclusive of passengers, tons..... | 50  |
| Average number of cars in freight trains .....                         | 12  |
| Average weight of freight trains, exclusive of freight, tons...        | 150 |

## PASSENGER TRAFFIC.

|  |   |
|--|---|
| * Total number of passengers carried .....                 | 4 |
| Highest rate of fare per mile for any distance, cents..... | 1 |
| Lowest rate of fare per mile for any distance, cents.....  | 8 |
| Average rate of fare per mile for all passengers.....      |   |

## \* FREIGHT TRAFFIC.

## \* CAR MILEAGE.

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger trains, including stops, per hour miles..... | 23 |
| Rate of speed of freight trains, including stops, per hour, miles       | 12 |

\* We have no data from which to compile answers for these.

TONNAGE OF ARTICLES TRANSPORTED—WITHIN THE STATE OF IOWA.

|   | TONS.         | PER CENT.  |
|---|---------------|------------|
| Grain .....   | 6,931         | 8.56       |
| Flour .....   | 1,117         | 1.37       |
| Provisions (beef, pork, lard, etc).....                   | 4,511         | 5.56       |
| Animals .....   | 4,498         | 5.53       |
| Other agricultural products .....                         | 1,082         | 1.33       |
| Lumber and forest products.....                           | 10,382        | 12.79      |
| Coal .....  | 31,493        | 38.85      |
| Plaster, lime and cement.....                             | 1,914         | 2.37       |
| Salt .....  | 1,757         | 2.17       |
| Petroleum and oil.....                                    | 1,016         | 1.25       |
| Iron, steel and castings .....                            | 845           | 1.04       |
| Stone and brick.....                                      | 2,160         | 2.66       |
| Manufactures, articles shipped from point of production.. | 752           | .92        |
| Merchandise and other articles not enumerated above.....  | 12,638        | 15.60      |
| <b>Total tons carried.....</b>                            | <b>81,064</b> | <b>100</b> |

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? United States Express Company; \$4,500.00 per annum; general express business; take their freights at depot.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$5,718.72 per annum; daily service.  
 What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$270.00.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 1124.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885. KILLED.

| DATE.            | NAME AND OCCUPATION.         | PLACE.            | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.         |
|------------------|------------------------------|-------------------|--|
| 1884<br>October  | Ed. Kuhus, fireman.....      | Waterloo.....     | Wheel broke; left leg crushed.                     |
| 1885<br>January  | Fred Jansen, laborer .....   | Cedar Falls ..... | Was in snow bank and not seen; run over by engine. |
| <b>INJURED.</b>  |                              |                   |  |
| 1884<br>March    | D. S. Pratt, brakeman.....   | Valeria .....     | Coupling; fingers mashed.                          |
| 1884<br>March    | J. W. Hawks, brakeman.....   | Valeria .....     | Coupling; fingers mashed.                          |
| 1884<br>March    | G. W. Bull, conductor.....   | Meibourne .....   | Fell from train; hand and arm bruised.             |
| 1884<br>December | C. C. Porter, conductor..... | Valeria .....     | Coupling; finger and thumb mashed.                 |
| 1884<br>December | G. G. Parker, brakeman.....  | Meibourne .....   | Coupling; finger and thumb mashed.                 |
| 1884<br>January  | C. S. Hall, brakeman.....    | Baxter.....       | Coupling; thumb taken off.                         |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENTS.    | KILLED.     |            |         | INJURED.    |            |         |
|-------------------------|-------------|------------|---------|-------------|------------|---------|
|                         | Passengers. | Employees. | Others. | Passengers. | Employees. | Others. |
| Derailment.....         |             | 1          |         |             |            |         |
| Coupling cars.....      |             |            |         |             | 5          |         |
| Falling from train..... |             |            |         |             | 1          |         |
| Miscellaneous.....      |             | 1          |         |             |            |         |
| Total.....              |             | 2          |         |             | 6          |         |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |   |
|--|---|
| Number of persons killed during the year.....                        | 2 |
| Number of persons injured during the year.....                       | 6 |
| Number of casualties purely accidental during the entire year.....   | 1 |
| Number resulting from lack of caution, carelessness, or misconduct.. | 7 |

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

*President*—Albert Crolins, New York City.  
*Vice-President*—J. V. Johnston, Marshalltown, Iowa.  
*Secretary and Treasurer*—Channing Buanz, New York City.  
*Superintendent*—Geo. C. McMichael, Marshalltown, Iowa.  
*Auditor*—W. L. Dickson, Marshalltown, Iowa.  
*Passenger and Freight Agent*—W. T. Block, Des Moines, Iowa.  
*General Solicitor*—N. M. Hubbard, Cedar Rapids, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

Albert Crolins, New York City.  
 Channing Buanz, New York City.  
 E. L. Galborne, New York City.  
 J. H. Fisher, New York City.  
 J. V. Johnston, Marshalltown, Iowa.

Date of annual meeting of stockholders, first Tuesday in June.  
 Fiscal year of company ends June 30th.  
 General offices of the company are located at New York City.

STATE OF IOWA, }  
 COUNTY OF MARSHALL. } ss.

J. V. Johnson, Vice-President, and Geo. C. McMichael, Superintendent of the Iowa Improvement Company operating Wisconsin, Iowa & Nebraska Railway, 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. 1885, to the best of their knowledge and belief.

(Signed)

J. V. JOHNSTON,  
 GEO. C. MCMICHAEL.

Subscribed and sworn to before me, this 10th day of October, A. D. 1885.

[L. s.]

W. L. DICKSON,  
*Notary Public in and for Marshall County, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 15th day of September, A. D. 1885.

E. G. MORGAN, *Secretary.*

REPORT

OF THE

BURLINGTON & NORTHWESTERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1885.

CAPITAL STOCK.

|  |              |                   |
|--|--------------|-------------------|
| Amount authorized by articles of association..\$     | 3,000,000.00 |                   |
| Amount authorized by vote of the company..           | None.        |                   |
| *Amount issued, number of shares.....1,569           |              |                   |
| Amount paid in .....                                 | \$           | 156,900.00        |
| Amount of common stock issued.....                   | All.         |                   |
| ‡Total amount paid in as per books of company.....\$ |              | <u>143,191.41</u> |
| Amount of stock per mile of road .....               | \$           | 4,047.20          |
| Amount of stock representing the road in Iowa        | All.         |                   |
| Amount of stock held in Iowa.....                    | 156,900.00   |                   |
| Total number of stockholders .....                   | 229          |                   |
| Number of stockholders in Iowa .....                 | 219          |                   |

\*This includes 293 shares account tax aid and subscription from Washington and Crawford townships, Washington county, not yet passed into stock account.  
 ‡In addition to this \$31,326.13 has been received from tax aid and subscription in Washington township, Washington county; and \$20,506.00 from same sources from Crawford township, same county, not yet passed into stock account.

DEBT.

|  |          |                   |
|--|----------|-------------------|
| Funded debt as follows:  |          |                   |
| First mortgage bonds due August 1, 1889, rate of interest 7 per cent semi-annually.....  | \$       | 120,000.00        |
| Amount of interest paid on the same during the year..None                                |          |                   |
| Second mortgage bonds due August 2, 1886, rate of interest 8 per cent semi-annually..... |          | 100,000.00        |
| Amount of interest paid on same during the year.....None                                 |          |                   |
| Total amount of funded debt .....  | \$       | <u>220,000.00</u> |
| Floating debt:   |          |                   |
| Incurred for supplies.....   | \$       | 2,198.13          |
| Incurred for.....  |          | 8,166.67          |
| Total amount of floating debt .....  | \$       | <u>10,364.80</u>  |
| Total amount of debt liabilities.....  | \$       | <u>230,364.80</u> |
| Amount of debt per mile of road.....   | \$       | 5,942.09          |
| Amount of debt representing the road in Iowa   | All.     |                   |
| Total amount of stock and debt.....  | \$       | 387,264.80        |
| Amount of stock and debt per mile of road...   | 9,635.18 |                   |
| Amount of interest paid representing the road in Iowa.....                               |          | 134.07            |

COST OF ROAD AND EQUIPMENT.

CONSTRUCTION OF ROAD.

|  |    |                   |
|--|----|-------------------|
| Grading.....   | \$ | 48,787.32         |
| Bridging and masonry.....  |    | 21,238.76         |
| Superstructure, including rails.....   |    | 205,645.33        |
| Land, land damages and fences.....   |    | 24,053.91         |
| Passenger and freight stations, coal sheds and water stations, engine houses, car sheds and turn-tables, machine shops, including machinery and tools..... |    | 15,612.21         |
| Interest paid during construction, discounts, etc.....   |    | 6,571.93          |
| Engineering, agencies, salaries, and other expenses during construction .....  |    | 12,432.86         |
| All other items charged to construction not enumerated above .....   |    | 2,270.01          |
| Total expended for construction.....   | \$ | <u>336,612.33</u> |

|   |      |          |
|---|------|----------|
| Average cost of construction per mile of road (38.77 miles) ..... | \$   | 8,708.10 |
| Proportion of cost of construction for Iowa..                     | All. |          |

COST OF EQUIPMENT.

|  |    |                   |
|--|----|-------------------|
| Locomotives .....  | \$ | 18,744.37         |
| Passenger, mail, baggage and express cars....                                    |    | 9,848.74          |
| Freight and other cars .....   |    | \$1,134.72        |
| Wrecking-cars, pile-drivers and tools.....                                       |    | 3,812.41          |
| Total for equipment.....   | \$ | <u>63,540.44</u>  |
| Average cost of equipment per mile of road operated by company (62.3 miles)..... | \$ | 1,214.94          |
| Total cost of road and equipment.....  | \$ | <u>400,152.67</u> |

|  |              |
|--|--------------|
| Average cost of road and equipment per mile<br>(33.77 miles) ..... | \$ 10,219.32 |
| Proportion of cost of road and equipment for<br>Iowa .....         | All          |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|   |             |
|---|-------------|
| Land, land damages and fences .....   | \$ 4,519.60 |
| Passenger and freight stations, coal sheds and water stations<br>(credit) .....           | \$1,138.10  |
| Engineering, agencies, salaries and other expenses during<br>construction, (credit) ..... | \$1,787.12  |
| All other items charged construction .....  | 699.28      |
| Total for construction .....  | \$ 2,293.66 |

## EQUIPMENT.

|   |             |
|---|-------------|
| Locomotives .....                                     | \$ 179.78   |
| Passenger, mail, baggage and express cars .....       | 293.11      |
| Freight and other cars .....                          | 1,048.88    |
| Wrecking cars, pile drivers and tools .....           | 133.89      |
| Total for equipment .....                             | \$ 1,655.66 |
| Total expenditures charged to property accounts ..... | \$ 3,949.32 |

|   |             |
|---|-------------|
| Property sold, (or reduced in valuation on the books) and<br>credited property accounts during the year (specifying<br>same). Machine shops and engines burned and insur-<br>ance collected ..... | \$ 1,467.24 |
| Net addition to property account for the year .....   | 3,949.32    |

## ANALYSIS OF EARNINGS.

|  |              |
|--|--------------|
| Earnings, passenger:   |              |
| From all passengers .....  | \$ 10,194.28 |
| From express and baggage .....   | 729.80       |
| From mails .....   | 1,569.04     |
| Total earnings, passenger department ..  | \$ 12,493.12 |
| Earnings, freight:   |              |
| Total earnings, freight department .....   | \$ 27,792.05 |
| Total transportation earnings .....  | \$ 40,285.17 |
| Earnings per train mile run, from all trains<br>earning revenue [32.857 miles] ..... | \$ 1,226.10  |
| Earnings per mile of road operated [52.3 miles]                                      | 770.27       |
| Rents received for use of stations, etc. ....  | 937.96       |
| Total earnings from all sources .....  | \$ 41,223.15 |
| Proportion of earnings for Iowa .....  | All.         |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |              |
|--|--------------|
| Repairs of road-bed and track .....                            | \$ 11,382.91 |
| Repairs of bridges, including culverts and cattle-guards ..... | 2,273.09     |
| Repairs of buildings, stations and water-tanks .....           | 1,206.92     |
| Total .....  | \$ 14,762.92 |

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

|                               |             |
|-------------------------------|-------------|
| Repairs of locomotives .....  | \$ 2,416.47 |
| Repairs of freight cars ..... | 1,432.47    |
| Total .....                   | \$ 3,848.94 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |              |
|--|--------------|
| Fuel for locomotives .....                           | \$ 1,784.31  |
| Water supply .....                                   | 191.39       |
| Locomotive service .....                             | 1,606.17     |
| Passenger train service and freight .....            | 3,899.33     |
| Telegraph expenses (maintenance and operating) ..... | 852.25       |
| Damage and loss of freight and baggage .....         | 210.58       |
| Damages to property and cattle .....                 | 426.87       |
| Personal injuries .....                              | 201.00       |
| Agents and station service ..                        | 3,231.71     |
| Total .....  | \$ 11,904.11 |

## CLASS 4.—GENERAL EXPENSES.

|   |             |
|---|-------------|
| Salaries of general officers and clerks ..... | \$ 3,807.49 |
| Insurance .....                               | 133.98      |
| Outside agencies and advertising .....        | 746.04      |
| Taxes in Iowa \$27.52; total taxes .....      | 27.52       |
| Total .....                                   | \$ 4,715.03 |

## RECAPITULATION OF EXPENSES.

|   |              |
|---|--------------|
| Maintenance of way and buildings .....  | \$ 14,762.92 |
| Maintenance of motive power and cars .....  | 3,848.94     |
| Conducting transportation .....   | 11,904.11    |
| General expenses, including taxes .....   | 4,715.03     |
| Total operating expenses and taxes ..   | \$ 35,231.00 |
| Operating expenses and taxes per mile of road,<br>operated (52.3 miles) .....                       | \$ 673.63    |
| Operating expenses and taxes per train mile run,<br>for trains earning revenue (32.857 miles) ..... | 1.072        |
| Proportion of operating expenses and taxes for Iowa .. All.   |              |
| Expenses of running and management of all trains earning<br>revenue .....                           | \$ 7,481.70  |

## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 41,223.15 |
| Total expenses, including taxes.....                              |    | 35,231.00 |
| Net earnings.....   |    | 5,992.15  |
| Rentals, specifying amount paid to each company:                  |    |           |
| B., C. R. & N. R'y.....   |    | 4,182.00  |
| Interest accruing during the year.....                            |    | 16,534.07 |
| Interest paid during the year on account of the road in Iowa..... |    | 134.07    |
| Interest on funded debt.....                                      |    | 16,400.00 |
| Interest on floating debt.....                                    |    | 134.07    |
| Interest paid on floating debt.....                               |    | 134.07    |
| Interest falling due during the year and not paid.....            |    | 16,400.00 |
| Deficit for the year.....   |    | 14,723.92 |
| Deficit at commencement of the year.....                          |    | 33,615.52 |
| Deficit at the close of the year, June 30, 1885.....              | \$ | 48,339.44 |

## INCOME ACCOUNT.

|  |    |           |
|--|----|-----------|
| Income from earnings.....                            | \$ | 40,285.17 |
| Income from other sources, rent and interest.....    |    | 937.98    |
| Total income from all sources for the year 1885..... | \$ | 41,223.15 |
| Proportion of income for Iowa, All.....              |    |           |

## GENERAL RECAPITULATION.

|   |              |
|---|--------------|
| Total income.....   | 41,223.15    |
| Total operating expenses and taxes.....                               | 35,231.00    |
| Net income above operating expenses and taxes.....                    | \$ 5,992.15  |
| Net deficit above operating expenses, taxes, interest and rental..... | \$ 14,723.92 |
| Gross income per train mile run [32,857 miles]....                    | \$ 1.255     |
| Net income per train mile run [32,857 miles].....                     | .182         |
| Percentage of net income to stock and debt.....                       | 1.54         |
| Percentage of net income to cost of road and equipment....            | 1.49         |

## SURPLUS.

|   |    |          |
|---|----|----------|
| Amount in material and balances from other roads..... | \$ | 3,270.16 |
|---|----|----------|

GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|                                    |    |            |
|------------------------------------|----|------------|
| Cash and contingents.....          | \$ | 517.16     |
| Supplies.....                      |    | 3,270.16   |
| Construction.....                  |    | 830,040.40 |
| Equipment.....                     |    | 63,540.24  |
| Discounts.....                     |    | 3,080.00   |
| Interest and exchange.....         |    | 34,700.00  |
| Accounts and bills receivable..... |    | 10,858.71  |
| Agents and connecting lines.....   |    | 3,675.96   |
| Operating expenses.....            |    | 19,735.70  |
| Taxes.....                         |    | 27.52      |
| Income account.....                |    | 23,767.85  |
|                                    | \$ | 493,213.79 |

## CREDIT.

|                                      |    |            |
|--------------------------------------|----|------------|
| Stock.....                           | \$ | 143,191.41 |
| Bonded debt.....                     |    | 220,000.00 |
| Donations.....                       |    | 52,332.13  |
| Earnings.....                        |    | 17,071.70  |
| Due connecting lines and agents..... |    | 1,523.49   |
| Accounts and bills payable.....      |    | 59,095.06  |
| Total.....                           | \$ | 493,213.79 |

## DESCRIPTION OF ROAD.

|  |       |
|--|-------|
| Length main line of road from Burlington to Washington miles.....              | 83.77 |
| *Total length of road belonging to this company, miles.....                    | 83.77 |
| Aggregate length of sidings and other tracks not above enumerated.....         | 3.48  |
| Aggregate length of track, computed as single track, exclusive of sidings..... | 38.77 |
| Total length of iron rails in tracks in Iowa, exclusive of sidings.....        | 38.77 |
| Weights per yard, iron, 30 lbs.....  |       |
| Gauge of track, 36 inches.....   |       |
| Total miles of road operated by this company.....                              | 52.3  |
| Total miles road operated by this company in Iowa.....                         | All   |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 9  |
| Number of stations on all roads operated by this company..... | 12 |
| Number of telegraph offices in stations in Iowa.....          | 6  |

## EMPLOYES.

|  |              |
|--|--------------|
| Number of persons regularly employed on all roads operated by this company average.....              | 70           |
| Amount paid employes, including officials, on all roads operated by this company, approximately..... | \$ 25,000.00 |

\*In addition to the above this company has leased the right to run over 14 1/3 miles of Burlington, Cedar Rapids & Northern by means of a third rail laid down and owned by this company between Burlington and Mediapolis. This company has also laid down and is using three-tenths miles of siding on depot grounds belonging to said corporation.

## BRIDGES IN IOWA.

|                              |        |                         |
|------------------------------|--------|-------------------------|
| Wooden trestle and pile..... | No. 89 | Aggregate Length. 2,830 |
|------------------------------|--------|-------------------------|

## BOX CULVERTS IN IOWA.

|             |    |
|-------------|----|
| Timber..... | 18 |
| Stone.....  | 2  |

## CATTLE-GUARDS.

Number of in Iowa .....

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |    |     |
|---|----|-----|
| Amount of trestle work replaced with earth during the year (lineal feet).....                       |    | 126 |
| Timber culverts replaced with stone.....  | 1  |     |
| Timber culverts replaced with sewer pipe.....   | 11 |     |
| Give the average number of years the trestle and pile bridges last on your road in Iowa, years..... |    | 8   |

## ROAD-BED AND TRACK.

|  |                 |
|--|-----------------|
| Number of track sections in Iowa.....  | 6               |
| Average length of sections, miles.....   | 6 $\frac{1}{2}$ |
| Average number of men in each section gang.....  | 3               |
| Number of new ties laid in track during the year in Iowa.....  | 5,000           |
| Average number of new ties per mile of road.....   | 130             |
| What is the average number of years that iron rails last in your track on main line in Iowa? 8 to 9 years. |                 |
| What is the average number of years that ties last in your track in Iowa? 8 years.                         |                 |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality: Central Iowa, at 1 mile south Winfield. |    |
| Number of highway crossings at grade.....   | 38 |
| Number of highway crossings under railroad.....   | 2  |

## FENCING IN IOWA.

|   |             |
|---|-------------|
| How many miles of your road in Iowa are fenced.....                                 | 6.3         |
| What is the average cost per rod, cents.....  | 20          |
| What is the total cost of same.....   | \$ 1,129.23 |
| How many miles of new fencing have you built during the year.....                   | 1.5         |
| Give the number of miles needed on both sides of your track in each county in Iowa: |             |
| In Des Moines county.....   | 8.35        |
| In Henry county.....  | 8.47        |
| In Louisa county.....   | 2.84        |
| In Washington county.....   | 10.01       |
| Total miles.....  | 29.67       |

## ROLLING STOCK.

|                                       | Leased. | Owued. | Total. |
|---------------------------------------|---------|--------|--------|
| Number of locomotives.....            | 1       | 2      | 3      |
| Number of passenger cars.....         |         | 3      | 3      |
| Number of box freight cars.....       |         | 52     | 52     |
| Number of platform and coal cars..... |         | 3      | 3      |
| Number of other cars.....             |         | 14     | 14     |
| Total number of cars.....             |         | 72     | 72     |

|  |     |
|--|-----|
| Maximum weight of locomotives and tender, tons.....  | 20  |
| Average weight of locomotive and tender, tons.....   | 17  |
| Maximum weight of passenger cars, tons.....  | 10  |
| Average weight of passenger cars, tons.....  | 9   |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine, 20 tons; tons..... | 160 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |        |
|--|--------|
| Miles run by passenger and freight trains during the year..... | 25,066 |
| Miles run by switching trains during the year.....             | 7,791  |
| Total train mileage.....                                       | 32,857 |

## CARS AND WEIGHT OF TRAINS.

|   |    |
|---|----|
| Average number of cars in passenger and freight trains....    | 5  |
| Average weight of freight trains, exclusive of freight, tons. | 30 |

## PASSENGER TRAFFIC.

|  |        |
|--|--------|
| Number of local passengers carried.....          | 15,732 |
| Number of special ticket passengers carried..... | 2,217  |
| Total number of passengers carried.....          | 17,949 |

|  |         |
|--|---------|
| Total passenger mileage, or passengers carried one mile....  | 406,643 |
| Average distance traveled by each passenger, miles ..        | 22.6    |
| Average amount received from each passenger cents.....       | 56.7    |
| Highest rate of fare per mile for any distance, cents.....   | 3       |
| Lowest rate of fare per mile for any distance, cents.....    | 1       |
| Average rate of fare per mile for all passengers, cents..... | 2.45    |

## FREIGHT TRAFFIC.

|  |         |
|--|---------|
| Number of tons of local freight carried.....                   | 21,921  |
| Total tons of freight carried.....                             | 21,921  |
| Total freight, mileage or tons carried one mile.....           | 776,985 |
| Average rate per ton per mile received for all freight, cents. | 3.58    |
| Average cost per ton per mile to move freight, cents.....      | 1.25    |

## CAR MILEAGE.

|   |        |
|---|--------|
| Number of miles run by loaded freight cars.....                         | 36,185 |
| Number of miles run by empty freight cars.....                          | 10,865 |
| Total freight car mileage.....  | 47,050 |
| Percentage of empty freight cars hauled to all freight cars hauled..... | 23 1/2 |

## SPEED OF TRAINS IN IOWA.

|   |    |
|---|----|
| Rate of speed of passenger and freight trains, including stops, miles per hour..... | 12 |
|---|----|

## TONNAGE OF ARTICLES TRANSPORTED.

|  | TONS.  | PER CENT. |
|--|--------|-----------|
| Grain.....   | 10,512 | 47.91     |
| Flour.....   | 357    | 1.63      |
| Provisions (beef, pork, lard, etc).....                      | 654    | 2.95      |
| Animals.....   | 2,614  | 11.93     |
| Other agricultural products.....                             | 259    | 1.19      |
| Lumber and forest products.....                              | 1,363  | 6.23      |
| Coal.....  | 2,251  | 10.27     |
| Plaster, lime and cement.....                                | 15     | 0.08      |
| Salt.....  | 449    | 2.06      |
| Petroleum and oil.....                                       | 12     | 0.06      |
| Iron, steel and castings.....                                | 122    | 0.53      |
| Stone and brick.....   | 270    | 1.24      |
| Manufactures, articles shipped from point of production..... | 928    | 4.23      |
| Merchandise and other articles not enumerated above.....     | 2,115  | 9.66      |
| Total tons carried.....                                      | 21,921 | 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? American, 1 1/2 times first-class freight rates. They do a general express business. Freight taken at depot.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile per annum. Daily each way except Sundays.  
What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$40.20 delivery at Washington. At other points delivered by station agents.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None.  
What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union, 38-77.

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

President—T. W. Barhydt, Burlington Iowa.  
Secretary—J. T. Remy, Burlington, Iowa.  
Secretary and Treasurer—R. M. Green, Burlington, Iowa.  
General Superintendent—E. S. Edger, Burlington, Iowa.  
Assistant General Superintendent—W. B. Jones, Burlington, Iowa.  
Superintendent of Telegraph—E. S. Edger, Burlington, Iowa.  
Auditor—J. A. Ostrander, Burlington, Iowa.  
General Passenger and Freight Agent—E. S. Edger, Burlington, Iowa.  
General Solicitors—Kelley & Cooper, Burlington, Iowa.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

T. W. Barhydt, Burlington, Iowa.  
Jno. T. Remy, Burlington, Iowa.  
E. D. Rand, Burlington, Iowa.  
W. W. Baldwin, Burlington, Iowa.  
H. C. Garrett, Burlington, Iowa.  
Geo. C. Lauman, Burlington, Iowa.  
J. W. Blythe, Burlington, Iowa.  
Lyman Cook, Burlington, Iowa.  
C. P. Squires, Burlington, Iowa.  
Hugh Herminghaus, Burlington Iowa.  
Geo. Millard, Burlington, Iowa.  
H. B. Scott, Burlington, Iowa.  
J. T. Cavison, Winfield, Iowa.  
Norman Everson, Washington, Iowa.  
A. W. Chilcote, Washington, Iowa.

Date of annual meeting of stockholders, third Wednesday in June.  
Fiscal year of company ends May 31st.  
General offices of the company are located at Burlington, Iowa.

STATE OF IOWA, }  
COUNTY OF DES MOINES. } ss.

We, I. W. Barhydt, President, and E. S. Edger, Superintendent of the Burlington & 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. 1885, to the best of their knowledge and belief.

{Signed,}

T. W. BARHYDT.  
E. S. EDGER.

Subscribed and sworn to before me, this 15th day of September, A. D. 1885.

{L. S.}

GRAHAM M. FOOTE,  
Notary Public, Des Moines County, Iowa.

Received and filed in the office of the Commissioners of Railroads, this 16th day of September, A. D. 1885.

E. G. MORGAN,  
Secretary.



## REPORT

OF THE

## BURLINGTON &amp; WESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|  |                 |                      |
|--|-----------------|----------------------|
| Amount authorized by articles of association.                    | \$ 3,000,000.00 |                      |
| Amount authorized by vote of the company ..                      | None.           |                      |
| Amount issued, number of shares, 8,568 ;<br>amount paid in ..... |                 | \$ 856,800.00        |
| Amount of common stock issued .....                              | All.            |                      |
| Total amount paid in as per books of the company ...             |                 | <u>\$ 856,800.00</u> |
| Amount of stock per mile of road .....                           | \$ 12,118.81    |                      |
| Amount of stock representing the road in Iowa                    | All             |                      |
| Amount of stock held in Iowa .....                               | 856,800.00      |                      |
| Total number of stockholders .....                               | 6               |                      |
| Number of stockholders in Iowa .....                             | All.            |                      |

## DEBT.

## Funded debt as follows:

|  |                      |
|--|----------------------|
| First mortgage bonds, due August 1, 1906; rate of interest, 7 per cent. .... | \$ 571,200.00        |
| Total amount of funded debt .....  | <u>\$ 571,200.00</u> |

## Floating debt:

|  |                      |
|--|----------------------|
| Incurring for special loan, right of way... \$ | 1,500.00             |
| Incurring for unclaimed pay .....              | 503.82               |
| Incurring for bills payable .....              | 1,396.15             |
| Total amount of floating debt .....            | \$ 3,399.97          |
| Total amount of debt liabilities .....         | <u>\$ 574,599.97</u> |

|  |             |                 |
|--|-------------|-----------------|
| Amount of debt per mile of road .....                          | \$ 8,127.28 |                 |
| Amount of debt representing the road in Iowa.                  | All.        |                 |
| Total amount of stock and debt .....                           |             | \$ 1,431,899.97 |
| Amount of stock and debt per mile of road...                   | 21,980.20   |                 |
| Amount of interest paid representing the road<br>in Iowa ..... | None.       |                 |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD.

|  |                        |
|--|------------------------|
| Grading .....  | \$ 158,532.86          |
| Bridging and masonry .....   | 86,471.68              |
| Superstructure, including rails .....  | 803,375.89             |
| Land, land damages, and fences .....   | 68,128.42              |
| Passenger and freight stations, coal sheds and water stations                    | }                      |
| Engine houses, car sheds and turn-tables .....                                   |                        |
| Machine shops, including machinery and tools .....                               | }                      |
| Interest paid during construction, discounts, etc. ....                          |                        |
| Burlington yard betterments .....  | 4,019.14               |
| Engineering, agencies, salaries, and other expenses during<br>construction ..... | 23,497.43              |
| Oskaloosa coal track .....   | 2,199.08               |
| All other items charged to construction not enumerated<br>above .....            |                        |
| Telegraph .....  | 1,745.38               |
| Total expended for construction .....  | <u>\$ 1,338,460.86</u> |

|   |              |
|---|--------------|
| Average cost of construction per mile of road<br>(70.7 miles) ..... | \$ 18,981.55 |
| Proportion of cost of construction for Iowa ..                      | All.         |

## COST OF EQUIPMENT.

|   |                     |
|---|---------------------|
| Locomotives .....                               | \$ 32,126.27        |
| Passenger, mail, baggage and express cars ..... | 10,838.25           |
| Freight and other cars .....                    | 49,552.08           |
| Wrecking cars, pile-drivers and tools .....     | 568.45              |
| Total for equipment .....                       | <u>\$ 93,075.05</u> |

|  |                        |
|--|------------------------|
| Average cost of equipment per mile of road operated by company (104.50 miles) . . . . \$ | 890.51                 |
| Proportion of cost of equipment for Iowa . . .   |                        |
| Total cost of road and equipment. . . . .  | <u>\$ 1,431,535.91</u> |
| Average cost of road and equipment per mile (70.7 miles). . . . .                        |                        |
| Proportion of cost of road and equipment for Iowa. . . . .                               | All.                   |

## PROPERTY ACCOUNTS.

## CHARGES AND CREDITS BY WHICH THE CAPITAL AND DEBT HAVE BEEN INCREASED DURING THE YEAR.

|  |    |                   |
|--|----|-------------------|
| Grading. . . . .   | \$ | 1,465.54          |
| Bridging and masonry. . . . .  |    | 392.81            |
| Superstructure, including rails. . . . .   |    | 7,118.37          |
| Land, land damages and fences. . . . .   |    | 5,703.16          |
| Passenger and freight stations, coal sheds and water stations                            | }  | 1,288.76          |
| Engine houses, car sheds and turn tables . . . . .                                       |    |                   |
| Machine shops, including machinery and tools. . . . .                                    |    | 2,199.08          |
| Oskaloosa coal track . . . . .   |    | 1,481.13          |
| Engineering, agencies, salaries, and other expenses during construction, credit. . . . . |    | 4,019.14          |
| Burlington yard betterments. . . . .   |    | 1,745.38          |
| Telegraph . . . . .  |    | 685,003.03        |
| Interest, discounts, etc. . . . .  |    |                   |
| Total for construction . . . . .   | \$ | <u>688,453.64</u> |

## EQUIPMENT.

|   |    |                   |
|---|----|-------------------|
| Locomotives. . . . .                                      | \$ | 229.08            |
| Passenger, mail, baggage and express cars . . . . .       |    | 102.63            |
| Freight and other cars . . . . .                          |    | 377.35            |
| Wrecking cars, pile drivers and tools. . . . .            |    | 43.21             |
| Total for equipment. . . . .                              |    | <u>752.27</u>     |
| Total expenditures charged to property accounts . . . . . | \$ | <u>689,205.91</u> |
| Net addition to property account for the year . . . . .   | \$ | <u>689,205.91</u> |

## ANALYSIS OF EARNINGS.

|  |    |                  |
|--|----|------------------|
| Earnings, passenger:                               |    |                  |
| From all passengers. . . . .                       | \$ | 9,728.59         |
| From express and baggage . . . . .                 |    | 1,705.40         |
| From mails. . . . .                                |    | 2,782.93         |
| Total earnings, passenger department. . . . .      | \$ | <u>14,216.92</u> |
| Earnings per train mile run (60,320 miles). . . \$ |    | 0.2360           |
| Earnings, freight:                                 |    |                  |
| Total earnings, freight department. . . . .        | \$ | <u>83,606.47</u> |

|  |                     |
|--|---------------------|
| Earnings per train mile run (69,367 miles) . . . . \$                                    | 0.4844              |
| Total transportation earnings. . . . .   | <u>\$ 47,823.39</u> |
| Earnings per train mile run, from all trains earning revenue (129,597 miles). . . . . \$ | 0.3690              |
| Earnings per mile of road operated (104.51 miles)  | 457.59              |
| Total earnings from all sources. . . . .   | <u>\$ 47,823.39</u> |
| Proportion of earnings for Iowa. . . . .   | All.                |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED OPERATING EXPENSES.)

|  |    |                  |
|--|----|------------------|
| Repairs of road-bed and track. . . . .                             | \$ | 13,003.03        |
| Repairs of bridges, including culverts and cattle-guards . . . . . |    | 990.30           |
| Repairs of buildings, stations and water-tanks. . . . .            |    | 500.43           |
| Total. . . . .   | \$ | <u>14,493.76</u> |

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

|  |    |                 |
|--|----|-----------------|
| Repairs of locomotives. . . . .                | \$ | 5,154.48        |
| Repairs of passenger and freight cars. . . . . |    | 1,648.91        |
| Total. . . . .                                 | \$ | <u>6,803.39</u> |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |                  |
|---|----|------------------|
| Fuel for locomotives. . . . .                           | \$ | 5,852.24         |
| Water supply . . . . .                                  |    | 727.00           |
| Locomotive service. . . . .                             |    | 7,709.70         |
| Train service. . . . .                                  |    | 5,799.66         |
| Telegraph expenses (maintenance and operating). . . . . |    | 21.65            |
| Damage and loss of freight and baggage. . . . .         |    | 240.66           |
| Damage to property and cattle. . . . .                  |    | 1,210.50         |
| Personal injuries. . . . .                              |    | 894.05           |
| Agents and station service. . . . .                     |    | 4,387.15         |
| Total. . . . .  | \$ | <u>26,842.61</u> |

## CLASS 4.—GENERAL EXPENSES.

|  |    |                 |
|--|----|-----------------|
| Salaries of general officers and clerks. . . . . | \$ | 4,631.17        |
| Insurance. . . . .                               |    | 409.13          |
| Stationery and printing. . . . .                 |    | 514.65          |
| Taxes in Iowa. . . . .                           |    | 44.96           |
| Total. . . . .                                   | \$ | <u>5,699.91</u> |

## RECAPITULATION OF EXPENSES.

|   |           |                  |
|---|-----------|------------------|
| Maintenance of way and buildings.....   | \$        | 14,493.76        |
| Maintenance of motive power and cars.....   |           | 6,803.39         |
| Conducting transportation.....  |           | 26,842.61        |
| General expenses, including taxes.....  |           | 5,899.91         |
| <b>Total operating expenses and taxes.....</b>  | <b>\$</b> | <b>53,839.67</b> |
| Operating expenses and taxes per mile of road operated (104.51) miles.....                    | \$        | 505.59           |
| Operating expenses and taxes per train mile run for trains earning revenue (129,597 miles)... |           | .04169           |
| Proportion of operating expenses and taxes for Iowa.....                                      |           | All.             |
| Expenses of running and management of all trains earning revenue.....                         | \$        | 20,088.60        |
| Percentage of expenses to earnings.....   | 112.5     |                  |

## GENERAL EXHIBIT.

|  |    |           |
|--|----|-----------|
| Total earnings .....                                 | \$ | 47,823.89 |
| Total expenses, including taxes .....                |    | 53,839.67 |
| Deficit.....   |    | 6,016.28  |
| Interest accruing during the year.....               |    | 898.95    |
| Interest on funded debt.....                         |    | 19,978.00 |
| Interest on floating debt.....                       |    | 898.95    |
| Deficit for the year.....                            |    | 26,893.23 |
| Deficit at commencement of the year.....             |    | 11,853.14 |
| Deficit at the close of the year, June 30, 1885..... |    | 33,246.37 |

## INCOME ACCOUNT.

|  |           |                  |
|--|-----------|------------------|
| Income from earnings.....                              | \$        | 47,823.89        |
| Income from other sources, Oskaloosa subscription..... |           | 221.50           |
| <b>Total income from all sources for the year.....</b> | <b>\$</b> | <b>48,044.89</b> |
| Proportion of income for Iowa.....                     | All.      |                  |

## GENERAL RECAPITULATION.

|  |           |                  |
|--|-----------|------------------|
| Total income.....  | \$        | 48,044.89        |
| Total operating expenses and taxes.....                                      |           | 53,839.67        |
| Deficit above operating expenses and taxes.....                              |           | 5,794.78         |
| <b>Net deficit above operating expenses, taxes, interest and rental.....</b> | <b>\$</b> | <b>26,671.73</b> |
| Gross income per train mile run (129,597 miles).\$                           | 0.3707    |                  |
| Percentage of net income to stock and debt....                               | 0.40      |                  |
| Percentage of net income to cost of road and equipment.....                  | 0.40      |                  |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|   |           |                     |
|---|-----------|---------------------|
| Cash and contingent account.....          | \$        | 2,289.63            |
| Construction.....                         |           | 1,338,460.86        |
| Equipment.....                            |           | 93,075.05           |
| Interest and exchange.....                |           | 20,878.95           |
| Accounts and bills receivable.....        |           | 1,325.56            |
| Due from agents and connecting lines..... |           | 2,364.21            |
| Operating expense.....                    |           | 25,937.23           |
| Income account.....                       |           | 19,699.36           |
| Supplies.....                             |           |                     |
| Track rent.....                           |           |                     |
| Expense.....                              |           |                     |
| <b>Total.....</b>                         | <b>\$</b> | <b>1,504,028.85</b> |

## CREDIT.

|                                      |           |                     |
|--------------------------------------|-----------|---------------------|
| Capital stock.....                   | \$        | 856,801.82          |
| Bonded debt.....                     |           | 671,201.21          |
| Freight earnings.....                |           | 16,342.98           |
| Passengers.....                      |           | 4,976.89            |
| Mail service.....                    |           | 1,536.02            |
| Donations.....                       |           | 8,040.20            |
| Due agents and connecting lines..... |           | 444.30              |
| Accounts and bills payable.....      |           | 44,685.43           |
| Construction fund.....               |           |                     |
| Express Company.....                 |           |                     |
| <b>Total.....</b>                    | <b>\$</b> | <b>1,504,028.85</b> |

## DESCRIPTION OF ROAD.

|   |       |
|---|-------|
| Length main line of road from Winfield to Oskaloosa.....                | 70.70 |
| Total length of road belonging to this company.....                     | 70.70 |
| Aggregate length of sidings and other tracks not above enumerated.....  | 3.00  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings..... | 70.70 |
| Weights per yard, iron, 35 pounds.                                      |       |
| Gauge of track, 36 inches.  |       |

ROADS AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY  
THIS COMPANY UNDER LEASE OR CONTRACT.

## Name, description and length of each:

This road has leased the right to run over the Burlington & Northwestern Railway from Winfield to Mediapolis, 18½ miles, and thence to Burlington, 15.2 miles, over the Burlington, Cedar Rapids & Northern Railway, under the contract of the Burlington & Northwestern Railway with that road.

|  |        |
|--|--------|
| Total length of above roads.....                       | 33.8   |
| Total miles of road operated by this company.....      | 104.51 |
| Total miles road operated by this company in Iowa..... | 104.51 |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company.....    | 15 |
| Number of stations on all roads operated by this company..... | 20 |
| Number of telegraph offices in stations in Iowa.....          | 13 |

## EMPLOYEES.

|   |           |
|---|-----------|
| Number of persons regularly employed on all roads operated by this company average.....               | 76        |
| Amount paid employes, including officials on all roads operated by this company, approximately.....\$ | 35,000.00 |

## BRIDGES IN IOWA.

|   | No. | Aggregate Length. |
|---|-----|-------------------|
| Iron bridges over 100 feet in length..... | 2   | 505               |
| Wooden trestle and pile.....              | 54  | 7,190             |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 343 |
| Stone.....  | 1   |

## CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 280 |
|------------------------|-----|

## BRIDGES BUILT WITHIN THE YEAR IN IOWA.

| LOCATION.      | Kind.     | Material. | When built. | Length in feet. |
|----------------|-----------|-----------|-------------|-----------------|
| Oskaloosa..... | Bent..... | Timber..  | 1884        | 80              |

|   |   |
|---|---|
| Give the average number of years the trestle and pile bridges last on your road in Iowa, about..... | 8 |
|---|---|

## ROAD-BED AND TRACK.

|   |    |
|---|----|
| Number of track sections in Iowa.....           | 10 |
| Average length of sections, miles.....          | 7  |
| Average number of men in each section gang..... | 3  |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality:  
 Central Iowa, one-half mile west of Brighton.  
 Central Iowa, one mile west of Martinsburg.  
 Central Iowa, one and one-half miles west of Hedrick.  
 Central Iowa, one mile south of Cedar.  
 Chicago, Rock Island & Pacific, in city of Oskaloosa.  
 Chicago & Northwestern, five miles east of Oskaloosa.

|   |    |
|---|----|
| What railroads cross your road, either over or under, and at what locality:<br>Chicago, Rock Island & Pacific, at Brighton. |    |
| Number of highway crossings at grade.....   | 63 |

## FENCING IN IOWA.

|   |          |
|---|----------|
| How many miles of your road in Iowa are fenced.....                                 | 9        |
| What is the average cost per rod.....\$   | .25      |
| What is the total cost of same.....   | 3,119.61 |
| How many miles of new fencing have you built during the year.....                   | 2        |
| Give the number of miles needed on both sides of your track in each county in Iowa: |          |
| In Henry county.....  | 15       |
| In Washington county.....   | 9        |
| In Jefferson county.....  | 14       |
| In Keokuk county.....   | 13       |
| In Mahaska county.....  | 17       |
| Total miles.....  | 68       |

## ROLLING STOCK.

|   | Leased. | Owned. | Total. |
|---|---------|--------|--------|
| Number of locomotives.....                    | 1       | 3      | 4      |
| Number of passenger cars.....                 |         | 2      | 2      |
| Number of baggage, mail and express cars..... |         | 2      | 2      |
| Number of box freight cars.....               | 20      | 70     | 90     |
| Number of stock cars.....                     |         | 20     | 20     |
| Number of platform and coal cars.....         |         | 30     | 30     |
| Number of other cars:                         |         |        |        |
| Hand.....                                     |         | 12     | 12     |
| Rubble.....                                   |         | 6      | 6      |
| Total number of cars.....                     | 20      | 142    | 162    |

|  |     |
|--|-----|
| Maximum weight of locomotives and tenders, tons.....   | 22  |
| Average weight of locomotives and tenders, tons.....   | 20  |
| Number of locomotives equipped with brake.....   | 1   |
| Kind of brake. Steam.  |     |
| Number of passenger cars equipped with Miller platform and buffer.....   | 4   |
| The amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. Weight of engine, 22 tons..... | 180 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |         |
|--|---------|
| Miles run by passenger trains during the year..... | 60,230  |
| Miles run by freight trains during the year.....   | 69,367  |
| Miles run by switching trains during the year..... | 8,300   |
| Total train mileage.....                           | 137,897 |

## CARS AND WEIGHT OF TRAINS.

|   |    |
|---|----|
| Average number of cars in passenger trains.....                   | 2  |
| Average number of cars in freight trains.....                     | 8  |
| Average weight of freight trains, exclusive of freight, tons..... | 48 |

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Number of local passengers carried.....                      | 23,228  |
| Number of special ticket passengers carried.....             | 2,336   |
| Total number of passengers carried.....                      | 25,564  |
| Total passenger mileage, or passengers carried one mile..... | 508,158 |
| Average distance traveled by each passenger, miles.....      | 19.87   |
| Average amount received from each passenger, cents.....      | 88.05   |
| Highest rate of fare per mile for any distance, cents.....   | 3       |
| Lowest rate of fare per mile for any distance, cents.....    | 1       |
| Average rate of fare per mile for all passengers, cents..... | 1.91    |

## FREIGHT TRAFFIC.

|   |           |
|---|-----------|
| Total tons of freight carried.....  | 26,230    |
| Total freight mileage, or tons carried one mile.....  | 1,743,037 |
| Average rate per ton, per mile, received for local freight, cents.....                                      | .0193     |
| Average cost per ton per mile to move freight, cents.....   | .0105     |
| Percentage of freight originating at and carried to stations in Iowa, to total freight carried in Iowa..... | All.      |

## CAR MILEAGE.

|   |         |
|---|---------|
| Number of miles run by loaded freight cars.....                         | 389,605 |
| Number of miles run by empty freight cars.....                          | 155,151 |
| Total freight car mileage.....  | 544,756 |
| Percentage of empty freight cars hauled to all freight cars hauled..... | 28.5    |

## SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops, miles, per hour..... | 20 |
| Rate of speed of freight trains, including stops, miles, per hour.....   | 11 |

## TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.  | PER CENT. |
|---|--------|-----------|
| Grain.....  | 5,258  | 20.05     |
| Flour.....  | 230    | .89       |
| Animals.....  | 2,932  | 11.18     |
| Other agricultural products.....                          | 1,047  | 4.00      |
| Lumber and forest products.....                           | 7,092  | 27.03     |
| Coal.....   | 3,562  | 13.54     |
| Plaster, lime and cement.....                             | 73     | .28       |
| Salt.....   | 450    | 1.72      |
| Petroleum and oil.....                                    | 11     | .05       |
| Iron, steel, castings.....                                | 140    | .54       |
| Stone and brick.....                                      | 1,257  | 4.80      |
| Manufactures—articles shipped from point of production .. | 618    | 2.35      |
| Merchandise and other articles not enumerated above.....  | 3,560  | 13.57     |
| Total tons carried.....                                   | 26,230 | 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? American. One and one-half times first-class freight rates. They do a general express business. Freight taken at depot.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile per annum for service daily each way, except Sunday, between Oskaloosa and Winfield, 70.7 miles.  
What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? Nothing. The receiving and delivering being made part of duties of station agent.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? None. What other company, if any, owns a line of telegraph on your right of way in Iowa, and how many miles do each own? Western Union Telegraph Company owns 70.70 miles.

## TABLE OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

## KILLED.

| DATE.                 | NAME AND OCCUPATION.           | PLACE.                     | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.   |
|-----------------------|--------------------------------|----------------------------|--|
| 1884.<br>September 30 | Wm. Roberts, unknown . . . . . | Burlington yards . . . . . | Walking on track ; injury to head and spine; was taken to hospital and lived eight days. |

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.            | KILLED.     |            |         |
|--------------------------------|-------------|------------|---------|
|                                | Passengers. | Employees. | Others. |
| Trespassers on track . . . . . |             |            | 1       |
| Total . . . . .                |             |            | 1       |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |   |
|--|---|
| Number of persons killed during the year . . . . . | 1 |
| Number of trespassers on track killed . . . . .    | 1 |

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

*President*—T. W. Barhydt.  
*Vice-President*—C. P. Squires.  
*Secretary and Treasurer*—R. M. Green.  
*General Superintendent*—E. S. Edger.  
*Assistant General Superintendent*—W. B. Jones.  
*Superintendent of Telegraph*—E. S. Edger.  
*Auditor*—J. A. Ostrander.  
*General Passenger and Freight Agent*—E. S. Edger.  
*General Solicitors*—Kelley & Cooper.

## NAMES OF DIRECTORS AND POST-OFFICE ADDRESS.

T. W. Barhydt, Burlington, Iowa.  
 C. P. Squires, Burlington, Iowa.  
 J. W. Blythe, Burlington, Iowa.  
 E. D. Rand, Burlington, Iowa.  
 H. B. Scott, Burlington, Iowa.

Date of annual meeting of stockholders. Third Wednesday in June.  
 Fiscal year of company ends May 31st.  
 General offices of the company are located at Burlington, Iowa.

STATE OF IOWA, }  
 COUNTY OF DES MOINES, } ss.

We, T. W. Barhydt, President and E. S. Edger, Superintendent, of the Burlington & Western 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. 1885, to the best of their knowledge and belief.

(Signed)

T. W. BARHYDT,  
 E. S. EDGER.

Subscribed and sworn to before me, this 15th day of September, A. D. 1885.  
 [L. s.]

GRAHAM M. FOOTE,  
 Notary Public.

Received and filed in the office of the Commissioners of Railroads, this 16th day of September, A. D. 1885.

E. G. MORGAN,  
 Secretary.

## REPORT

OF THE

DES MOINES, OSCEOLA & SOUTHERN RAILROAD CO.,

FOR THE YEAR ENDING JUNE 30, 1885.

BY E. R. MASON, RECEIVER.

### CAPITAL STOCK.

There are no books in the hands of the receiver from which to make this report.

### ANALYSIS OF EARNINGS.

FROM APRIL 15, 1885, DATE OF POSSESSION OF RECEIVER, TO JUNE 30, 1885.

|   |              |
|---|--------------|
| Earnings, passenger:                                      |              |
| From all passengers . . . . .                             | \$ 2,916.19  |
| From express and baggage . . . . .                        | 279.31       |
| From mails . . . . .                                      | 1,229.13     |
| Total earnings, passenger department . . . . .            | \$ 4,424.63  |
| Earnings, freight:  |              |
| From local . . . . .                                      | \$ 7,702.27  |
| Total earnings, freight department . . . . .              | \$ 7,702.27  |
| Total transportation earnings . . . . .                   | \$ 12,126.90 |
| Earnings from other sources, telegraph earnings . . . . . | 125.36       |
| Total earnings from all sources . . . . .                 | \$ 12,252.26 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

(From April 15, 1885, date of possession by Receiver.)

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|                                    |              |
|------------------------------------|--------------|
| Repair of road-bed and track ..... | \$ 11,488.69 |
| Total.....                         | \$ 11,488.69 |

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

|                                      |             |
|--------------------------------------|-------------|
| Repairs of locomotives and cars..... | \$ 6,314.16 |
| Total.....                           | \$ 6,314.16 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|                             |             |
|-----------------------------|-------------|
| Fuel for locomotives.....   | \$ 2,203.34 |
| Freight train service ..... | 2,780.66    |
| Total.....                  | \$ 4,984.00 |

## CLASS 4.—GENERAL EXPENSES.

|  |             |
|--|-------------|
| Salaries of general officers and clerks..... | \$ 1,638.29 |
| Legal expenses.....                          | 154.75      |
| Contingencies .....                          | 117.19      |
| Total .....                                  | \$ 1,910.23 |

## RECAPITULATION OF EXPENSES.

|   |              |
|---|--------------|
| Maintenance of way and buildings.....     | \$ 11,488.69 |
| Maintenance of motive power and cars..... | 6,314.16     |
| Conducting transportation.....            | 4,984.00     |
| General expenses, including taxes.....    | 1,910.23     |
| Total operating expenses and taxes.....   | \$ 24,697.08 |

Percentage of expenses to earnings ..... 201.57

## GENERAL EXHIBIT.

|                      |              |
|----------------------|--------------|
| Total earnings ..... | \$ 12,252.26 |
| Total expenses.....  | 24,697.08    |
| Deficit .....        | 12,444.82    |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

(From April 15, 1885, date of possession of Receiver, to June 30, 1885.)

## DEBIT.

|                                |              |
|--------------------------------|--------------|
| Cash .....                     | \$ 804.91    |
| Maintenance of way .....       | 11,488.69    |
| Motive power .....             | 6,290.02     |
| General expenses.....          | 1,637.29     |
| Fuel account.....              | 2,203.34     |
| Legal expenses.....            | 154.75       |
| Interest and exchange .....    | 117.19       |
| Conducting transportation..... | 2,744.54     |
| Right of way .....             | 192.75       |
| Profit and loss .....          | 179.74       |
| Individual accounts.....       | 252.00       |
| Total.....                     | \$ 26,065.22 |

## CREDIT.

|                                |              |
|--------------------------------|--------------|
| Amount of station credits..... | \$ 3,719.78  |
| Passenger earnings.....        | 2,235.58     |
| Telegraph earnings.....        | 118.45       |
| Freight earnings.....          | 4,814.51     |
| Mail earnings .....            | 1,229.13     |
| Individual accounts.....       | 13,947.77    |
| Total.....                     | \$ 26,065.22 |

## DESCRIPTION OF ROAD.

|   |        |
|---|--------|
| Length main line road from Des Moines to Cainsville, Mo., miles.....          | 111.11 |
| Length main line road in Iowa.....  | 100.00 |
| Length main line road in Missouri.....  | 11.11  |
| Total length of road belonging to this company, miles.....                    | 111.11 |
| Total length of road belonging to this company in Iowa, miles.....            | 100.00 |
| Aggregate length of sidings and other tracks not above enumerated, miles..... | 3.40   |
| Same in Iowa.....   | 3.25   |
| Total length of iron rails in tracks in Iowa, exclusive of sidings ..         | 100.00 |
| Weights per yard, iron, 30 lbs.   |        |
| Gauge of track, 3 feet.   |        |

## STATIONS.

|   |    |
|---|----|
| Number of stations on all roads owned by this company, including flag stations..... | 22 |
| Same in Iowa.....   | 20 |
| Number of stations on all roads operated by this company.....                       | 22 |
| Same in Iowa.....   | 20 |
| Number of telegraph offices in stations in Iowa.....                                | 14 |

## EMPLOYEES.

|   |     |
|---|-----|
| Number of persons regularly employed on all roads operated by this company, average number..... | 285 |
| Same in Iowa.....   | 225 |



## BRIDGES IN IOWA.

|   | No. | Aggregate length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 3   | 850               |
| Wooden trestle and pile.....                      | 152 | 11,411            |

## BOX CULVERTS IN IOWA.

|             |     |
|-------------|-----|
| Timber..... | 385 |
|-------------|-----|

## CATTLE-GUARDS.

|                         |     |
|-------------------------|-----|
| Number of, in Iowa..... | 378 |
|-------------------------|-----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |       |
|---|-------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... | 4,000 |
|---|-------|

## CROSSINGS IN IOWA.

|   |   |
|---|---|
| What railroad crosses your road at grade, and at what locality:<br>Chicago, Rock Island & Pacific, at Rock Island crossing.<br>Chicago, Burlington & Quincy, at Osceola.<br>Humeston & Shenandoah, at Van Wert.<br>Chicago, Burlington & Quincy, at Leon. |   |
| Number of highway crossings under railroad.....   | 2 |

## FENCING IN IOWA.

Practically no fencing.

## ROLLING STOCK.

|   | Leased. | Owned. | Total. |
|---|---------|--------|--------|
| Number of locomotives.....                    |         | 7      | 7      |
| Number of passenger cars.....                 | 2       | 2      | 4      |
| Number of baggage, mail and express cars..... |         | 1      | 1      |
| Combination coach.....                        |         | 1      | 1      |
| Number of box-car cabooses.....               |         | 2      | 2      |
| Number of box freight cars.....               |         | 63     | 63     |
| Number of stock cars.....                     |         | 14     | 14     |
| Number of platform and coal cars.....         |         | 40     | 40     |
| Number of other cars, parts of all kinds..... |         | 7      | 7      |
| Total number of cars.....                     | 2       | 130    | 132    |

|  |    |
|--|----|
| Number of locomotives equipped with train brake.....   | 1  |
| Kind of brake: Eames vacuum.....   |    |
| Number of cars equipped with train brake.....  | 6  |
| Amount of tonnage that can be carried over your road exclusive of cars, by an engine of given weight. (Weight of engine, 18 tons); tons..... | 50 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|   |        |
|---|--------|
| Miles run by passenger trains since receiver took possession..... | 14,560 |
| Miles run by freight trains since receiver took possession.....   | 7,540  |
| Miles run by switching trains since receiver took possession..... | 130    |
| Miles run by other trains since receiver took possession.....     | 2,574  |
| Total train mileage.....  | 24,804 |

## CARS AND WEIGHT OF TRAINS.

|  |     |
|--|-----|
| Average number of cars in passenger trains.....                        | 2   |
| Average weight of passenger trains, exclusive of passengers, tons..... | 40  |
| Average number of cars in freight trains.....                          | 7   |
| Average weight of freight trains, exclusive of freight, tons.....      | 107 |

## 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? American Express Company; pays double first class freight. Take freight at station.

## UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the U. S. Government for the transportation of its mails on your road in Iowa, and on what terms of service? Pays \$5,016.00 per annum.  
What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? \$10.00 per month.

## TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa. 100.

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

|  |  |
|--|--|
| President.   | } No books in the hands of Receiver from which this information can be given. Road went into hands of Receiver April 15, 1885. |
| Vice-President.  |  |
| Secretary.   |  |
| Treasurer.   |  |
| General Manager.   |  |
| Chief Engineer—R. H. Ashworth, Osceola.                        |  |
| Superintendent of Telegraph—W. G. Martin, Des Moines.          |  |
| General Superintendent—James Donohue, Des Moines.              |  |
| General Passenger and Freight Agent—James Donohue, Des Moines. |  |
| Attorney for Receiver—N. M. Hubbard, Cedar Rapids.             |  |
| Receiver—E. R. Mason, Des Moines.                              |  |

STATE OF IOWA, }  
 COUNTY OF POLK. } ss.

Edward R. Mason, Receiver of the Des Moines, Osceola & Southern 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., 1885, from April 15, 1885, the date of said Receiver's possession, to the best of his knowledge and belief.

[Signed.]

EDWARD R. MASON.

Subscribed and sworn to before me, this 30th day of September, A. D. 1885.

[L. s.]

JOHN D. JORDAN,  
*Notary Public, Polk County, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 1st day of October, A. D., 1885.

E. G. MORGAN,  
*Secretary.*

## REPORT

OF THE

## FT. MADISON & NORTHWESTERN RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1885.

### CAPITAL STOCK.

This road came in possession of the present receiver June 30, 1885. All books, records, papers, maps, plats and profiles had been removed from the office, and the receiver not having access to them, is unable to obtain much information needed for a full report.

### DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length main line of road from Ft. Madison to McKee, miles.....                 | 45.067 |
| Aggregate length of sidings and other tracks not above.....                    |        |
| enumerated, feet.....  | 10,254 |
| Total length of iron rails in tracks in Iowa, exclusive of sidings, miles..... | 45.067 |
| Weights per yard, iron, pounds.....  | 30     |
| Gauge of track, feet.....  | 3      |

### STATIONS.

|   |       |
|---|-------|
| Number of stations on all roads owned by this company.....    | 13    |
| Number of stations on all roads operated by this company..... | 13    |
| Number of telegraph offices in stations in Iowa.....          | None. |

### BRIDGES IN IOWA.

|                                      |    |
|--------------------------------------|----|
| Wooden trestle and pile, number..... | 73 |
|--------------------------------------|----|

### BOX CULVERTS IN IOWA.

|             |   |
|-------------|---|
| Timber..... | 5 |
| Stone.....  | 5 |

### CATTLE-GUARDS.

|                        |     |
|------------------------|-----|
| Number of in Iowa..... | 100 |
|------------------------|-----|

## ROAD-BED AND TRACK.

|  |    |
|--|----|
| Number of track sections in Iowa.....  | 9  |
| Average length of sections, miles.....   | 5  |
| What railroad crosses your road, either over or under, and at what locality?<br>St. Louis, Keokuk & Northwestern at 21 miles from Ft. Madison, over.<br>St. Louis, Keokuk & Northwestern at 2 miles from Houghton, on K. &<br>N. W. R'y, over. |    |
| Number of highway crossings at grade.....  | 60 |
| Number of highway crossings over railroad.....   | 1  |
| Number of highway crossings under railroad.....  | 5  |
| Number of highway bridges 18 feet above track.....   | 1  |

## FENCING IN IOWA.

How many miles of your road in Iowa are fenced..... None.

## ROLLING STOCK.

|   | Leased. | Owued. | Total. |
|---|---------|--------|--------|
| Number of locomotives.....                    | 3       | 1      | 4      |
| Number of passenger cars.....                 | 2       |        | 2      |
| Number of baggage, mail and express cars..... | 2       |        | 2      |
| Number of caboose cars.....                   |         | 1      | 1      |
| Number of box freight cars.....               | 55      | 6      | 61     |
| Number of stock cars.....                     | 20      | 3      | 23     |
| Number of platform and coal cars.....         | 25      | 6      | 31     |
| Number of other cars.....                     |         | 22     | 22     |
| Total number of cars.....                     | 104     | 38     | 142    |

|   |     |
|---|-----|
| Maximum weight of locomotives and tenders, tons.....                      | 20  |
| Average weight of locomotives and tenders, tons.....                      | 15½ |
| Maximum weight of passenger cars, tons.....                               | 9   |
| Average weight of passenger cars, tons.....                               | 8½  |
| Number of passenger cars equipped with Miller platform and<br>buffer..... | 4   |

## 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? American. \$20 per month for services of conductor as messenger. One and one-half first-class rate on merchandise, and first-class rates upon butter, eggs, dressed poultry, game, fruit, vegetables, fish and oysters. General express business. Freights are taken and delivered at the depot.

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

*General Superintendent*—Chas. A. Gilchrist, Ft. Madison, Ia.  
*Chief Engineer*—Joseph G. Gilchrist, Ft. Madison, Ia.  
*Auditor*—J. A. McCormick, Ft. Madison, Iowa.  
*General Passenger and Freight Agent*—J. A. McCormick, Ft. Madison, Ia.  
*General Solicitors*—Isham & Lincoln, Chicago, Ill.  
*Receiver*—Chas. A. Gilchrist, Ft. Madison, Ia.

STATE OF IOWA, }  
COUNTY OF LEE, } ss.

Chas. A. Gilchrist, Receiver and Superintendent, of the Ft. Madison & Northwestern Railway Company, being duly sworn, deposes and says that he has prepared these statements, and, having carefully examined the same, declares them to be a true, and correct statement of the condition and affairs of said company on the thirtieth day of June, A. D. 1885, to the best of his knowledge and belief.

[Signed,]

CHAS. A. GILCHRIST,  
*Receiver and Superintendent.*

Subscribed and sworn to before me, this 30th day of September, A. D. 1885.

[L. S.]  
By W. LOWREY, *Deputy.*

J. B. MCNAMARA,  
*Clerk District Court.*

Received and filed in the office of the Commissioner of Railroads, this 2nd day of October, A. D. 1885.

E. G. MORGAN,  
*Secretary.*

## REPORT

OF THE

## ST. LOUIS, DES MOINES &amp; NORTHERN RAILWAY CO.

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|   |               |
|---|---------------|
| Amount authorized by articles of association, \$3,000,000.00        |               |
| Amount issued, number of shares, amount paid in.....                |               |
| Amount of common stock issued.....                                  | 887,750.00    |
| Amount of preferred stock issued, and conditions of preferment..... | 835,000.00    |
| Total amount paid in, as per books of the company.....              | \$ 722,750.00 |

|  |              |
|--|--------------|
| Amount of stock per mile of road.....              | \$ 17,062.06 |
| Amount of stock representing the road in Iowa..... | 722,750.00   |
| Amount of stock held in Iowa.....                  | 193,575.00   |
| Total number of stockholders.....                  | 7            |
| Number of stock holders in Iowa.....               | 6            |

## DEBT.

## Funded debt as follows:

|  |               |
|--|---------------|
| First mortgage bonds, due August 1, 1921; rate of interest 6 per cent.....                                 | 303,000.00    |
| Amount of interest paid on same during the year.....   | None.         |
| Bonds are \$4,000 per mile, from Des Moines to Clive, 7 miles west and 8,000 per mile from Clive to Boone. |               |
| Total amount of funded debt.....   | \$ 303,000.00 |

## Floating debt:

|   |               |
|---|---------------|
| Incurred for interest.....                      | \$ 18,180.00  |
| Incurred for interest, 1882, 1883 and 1884..... | 45,450.00     |
| Total amount of floating debt.....              | \$ 63,630.00  |
| Total amount of debt liabilities.....           | \$ 366,630.00 |

|   |               |
|---|---------------|
| Amount of debt per mile of road.....              | \$ 8,655.09   |
| Amount of debt representing the road in Iowa..... | \$ 366,630.00 |
| Total amount of stock and debt.....               | 1,089,380.00  |
| Amount of stock and debt per mile of road..       | 25,717.18     |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD.

|   |                 |
|---|-----------------|
| Total expended for construction and equipment.....            | \$ 1,025,750.00 |
| Average cost of construction per mile of road (42.36 miles).. | \$ 24,215.06    |

## COST OF EQUIPMENT.

Equipment is included in cost of road and cannot be separated.

## ANALYSIS OF EARNINGS.

|  |              |
|--|--------------|
| Earnings, passenger:   |              |
| From local passengers.....   | \$ 15,093.49 |
| From through passengers.....   | 158.85       |
| From all passengers.....   | 15,252.34    |
| From express and baggage.....  | 500.81       |
| From mails.....  | 1,863.88     |
| Total earnings, passenger department.....  | \$ 17,557.03 |
| Earnings per train mile run [24,948 miles]..                                     | 0.703        |
| Earnings freight:  |              |
| From local.....  | \$ 19,316.05 |
| From through.....  | 7,442.84     |
| Total earnings, freight department.....  | \$ 26,758.89 |
| Earnings per train mile run (25,662 miles)....                                   | \$ 1.063     |
| Total transportation earnings.....   | 44,315.92    |
| Earnings per train mile run, from all trains earning revenue [50,110 miles]..... | .884         |
| Earnings per mile of road operated [42.36 miles]                                 | 1,046.17     |
| Earnings from all other sources, telegraph earnings.....                         | 98.28        |
| Total earnings from all sources.....   | \$ 44,414.20 |
| Proportion of earnings for Iowa.....   | All.         |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |              |
|--|--------------|
| Repairs of road-bed and track.....                           | \$ 9,542.76  |
| Repairs of bridges, including culverts and cattle-guards.... | 670.13       |
| Repairs of fences, road-crossings, and signs.....            | 4.70         |
| Repairs of buildings, stations, and water-tanks.....         | 1,692.95     |
| Total.....   | \$ 11,910.54 |

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

|                                |             |
|--------------------------------|-------------|
| Repairs of locomotives.....    | \$ 3,913.12 |
| Repairs of passenger cars..... | 448.55      |
| Repairs of freight cars.....   | 1,345.66    |
| Total.....                     | \$ 5,707.33 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|  |    |                  |
|--|----|------------------|
| Fuel for locomotives .....                           | \$ | 2,787.73         |
| Water supply .....                                   |    | 59.81            |
| Oil and waste .....                                  |    | 170.33           |
| Locomotive service .....                             |    | 3,948.33         |
| Passenger train service and supplies .....           |    | 1,359.04         |
| Freight train service and supplies .....             |    | 1,359.05         |
| Telegraph expenses (maintenance and operating) ..... |    | 16.00            |
| Damage and loss of freight and baggage .....         |    | 4.44             |
| Damages to property and cattle .....                 |    | 1,020.50         |
| Personal injuries .....                              |    | 209.25           |
| Agents and station service .....                     |    | 5,647.75         |
| Station supplies .....                               |    | 94.31            |
| Total .....  | \$ | <u>16,676.54</u> |

## CLASS 4—GENERAL EXPENSES.

|   |    |                  |
|---|----|------------------|
| Salaries of general officers and clerks ..... | \$ | 3,626.55         |
| Legal expenses .....                          |    | 482.77           |
| Insurance .....                               |    | 703.15           |
| Stationery and printing .....                 |    | 767.19           |
| Contingencies .....                           |    | 6,226.15         |
| Taxes in Iowa .....                           |    | 1,004.32         |
| Total .....                                   | \$ | <u>12,810.13</u> |

## RECAPITULATION OF EXPENSES.

|  |    |                  |
|--|----|------------------|
| Maintenance of way and buildings .....     | \$ | 11,910.54        |
| Maintenance of motive power and cars ..... |    | 5,707.83         |
| Conducting transportation .....            |    | 16,676.54        |
| General expenses, including taxes .....    |    | 12,810.13        |
| Total operating expenses and taxes .....   | \$ | <u>47,104.54</u> |

|  |    |          |
|--|----|----------|
| Operating expenses and taxes per mile of road operated [42.36 miles] ..... | \$ | 1,112.00 |
|--|----|----------|

## GENERAL EXHIBIT.

|  |    |                  |
|--|----|------------------|
| Total earnings .....                                       | \$ | 44,414.20        |
| Total expenses, including taxes .....                      |    | 47,104.54        |
| Net deficit, 1885 .....                                    |    | 2,690.34         |
| Interest accruing during the year .....                    |    | 18,180.00        |
| Interest on funded debt .....                              |    | 18,180.00        |
| Interest falling due during the year and not paid .....    |    | 18,180.00        |
| Balance for the year, deficit .....                        |    | 20,870.34        |
| Balance at commencement of the year, deficit .....         |    | 59,790.77        |
| Balance at close of the year, June 30, 1885, deficit ..... | \$ | <u>80,661.11</u> |

## INCOME ACCOUNT.

|  |      |                  |
|--|------|------------------|
| Income from earnings .....                       | \$   | 44,414.20        |
| Total income from all sources for the year ..... | \$   | <u>44,414.20</u> |
| Proportion of income for Iowa .....              | All. |                  |

## GENERAL RECAPITULATION.

|  |    |                 |
|--|----|-----------------|
| Total income .....                       | \$ | 44,414.20       |
| Total operating expenses and taxes ..... |    | 47,104.54       |
| Net deficit .....                        |    | <u>2,690.34</u> |

Net income above operating expenses, taxes, interest, and rental .....

## GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1885.

## DEBIT.

|                               |    |                     |
|-------------------------------|----|---------------------|
| Cost of road .....            | \$ | 1,025,750.00        |
| Due from agents .....         |    | 1,344.12            |
| Due from companies .....      |    | 3,718.87            |
| Bills payable .....           |    | 1,346.98            |
| Cash in bank .....            |    | 1,835.79            |
| U. S. P. O. department .....  |    | 462.77              |
| Profit and loss balance ..... |    | 87,312.52           |
|                               | \$ | <u>1,121,771.05</u> |

## CREDIT.

|                          |    |                     |
|--------------------------|----|---------------------|
| Capital stock .....      | \$ | 722,750.00          |
| Funded debt .....        |    | 303,000.00          |
| Floating debt .....      |    | 63,630.00           |
| Rolls and vouchers ..... |    | 9,208.02            |
| Due companies .....      |    | 23,183.03           |
|                          | \$ | <u>1,121,771.05</u> |

## DESCRIPTION OF ROAD.

|  |        |
|--|--------|
| Length of main line of road from Des Moines to Boone in Iowa ..                        | 42.36  |
| Total length of road belonging to this company, miles .....                            | 42.36  |
| Total length of road belonging to this company in Iowa, miles ..                       | 42.36  |
| Aggregate length of sidings and other tracks not above enumerated, feet .....          | 12.425 |
| Aggregate length of track, computed as single track, exclusive of sidings, miles ..... | 42.36  |
| Total length of iron rails in tracks in Iowa, exclusive of sidings, miles .....        | 42.36  |
| Weight per yard, iron, 35 pounds.  |        |
| Gauge of track, 3 feet.  |        |

## ROAD AND BRANCHES BELONGING TO OTHER COMPANIES, OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

|   |       |
|---|-------|
| Name, description and length of each:   |       |
| St. L., D. M. & N. R'y own one half of road from Des Moines to Clive (included in 42.36 reported above) ..... | 7     |
| Total miles of road operated by this company in Iowa .....  | 42.36 |

## STATIONS.

|  |    |
|--|----|
| Number of stations on all roads owned by this company .....    | 13 |
| Number of stations on all roads operated by this company ..... | 13 |
| Number of telegraph offices in stations in Iowa .....          | 7  |

## EMPLOYEES.

|   |              |
|---|--------------|
| Number of persons regularly employed on all roads operated by this company.....       | 58           |
| Amount paid employes, including officials, on all roads operated by this company..... | \$ 27,741.25 |

## BRIDGES IN IOWA.

|   | No. | Aggregate length. |
|---|-----|-------------------|
| Wooden truss bridges over 100 feet in length..... | 1   | 2,056             |
| Combination bridges over 100 feet in length.....  | 71  | 8,366             |

## BOX CULVERTS IN IOWA.

|             |    |
|-------------|----|
| Timber..... | 94 |
|-------------|----|

## CATTLE-GUARDS.

|                         |     |
|-------------------------|-----|
| Number of, in Iowa..... | 141 |
|-------------------------|-----|

## ROAD-BED AND TRACK.

|   |    |
|---|----|
| Number of track sections in Iowa.....           | 5  |
| Average length of sections, miles.....          | 8½ |
| Average number of men in each section gang..... | 4  |

## CROSSINGS IN IOWA.

|   |    |
|---|----|
| What railroad crosses your road at grade, and at what locality?<br>Chicago, Rock Island & Pacific, at Des Moines.   |    |
| What railroads cross your road, either over or under, and at what locality?<br>Chicago, Milwaukee & St. Paul, at Madrid, under.<br>Chicago & Northwestern, at Boone, under. |    |
| Number of highway crossings at grade.....   | 63 |
| Number of highway crossings under railroad.....   | 3  |

## FENCING IN IOWA

|   |           |
|---|-----------|
| How many miles of your road in Iowa are fenced.....                                 | 2         |
| What is the average cost per rod, cents.....  | 80        |
| What is the total cost of same.....   | \$ 512.00 |
| How many miles of new fencing have you built during the year..                      | None.     |
| Give the number of miles needed on both sides of your track in each county in Iowa: |           |
| In Polk county.....   | 33        |
| In Dallas county.....   | 18        |
| In Boone county.....  | 29        |
| Total miles.....  | 80        |

## ROLLING STOCK.

|   |     |
|---|-----|
| Number of locomotives.....                    | 2   |
| Number of passenger cars.....                 | 3   |
| Number of baggage, mail and express cars..... | 1   |
| Number of box freight cars.....               | 85  |
| Number of stock and excursion cars.....       | 7   |
| Number of platform and coal cars.....         | 51  |
| Number of other cars, hand cars.....          | 8   |
| Total number of cars.....                     | 105 |

|   |     |
|---|-----|
| Maximum weight of locomotives and tenders, tons.....  | 19  |
| Average weight of locomotives and tenders, tons.....  | 17½ |
| Number of locomotives equipped with train brake.....  | 1   |
| Kind of brake? Westinghouse.  |     |
| Maximum weight of passenger cars, tons.....   | 10  |
| Average weight of passenger cars, tons.....   | 8   |
| Number of cars equipped with train brake.....   | 10  |
| Kind of brake? Westinghouse.  |     |
| Number of passenger cars equipped with Miller platform and buffer.....  | 10  |
| The amount of tonnage that can be carried over your road, exclusive of cars, by an engine of given weight. Weight of engine, 18 tons; tons..... | 112 |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |        |
|--|--------|
| Miles run by passenger trains during the year..... | 24,948 |
| Miles run by freight trains during the year.....   | 25,162 |
| Total train mileage.....                           | 50,110 |

## CARS AND WEIGHT OF TRAINS.

|   |   |
|---|---|
| Average number of cars in passenger trains..... | 2 |
| Average number of cars in freight trains.....   | 5 |

## PASSENGER TRAFFIC.

|  |         |
|--|---------|
| Total number of passengers carried.....                      | 17,064  |
| Total passenger mileage, or passengers carried one mile....  | 323,126 |
| Average distance traveled by each passenger, miles.....      | 19      |
| Average amount received from each passenger, cents.....      | 89.3    |
| Highest rate of fare per mile for any distance.....          | 4       |
| Lowest rate of fare per mile for any distance.....           | 3       |
| Average rate of fare per mile for all passengers, cents..... | 4.7     |

## FREIGHT TRAFFIC.

|  |         |
|--|---------|
| Total tons of freight carried.....                   | 35,350  |
| Total freight mileage, or tons carried one mile..... | 398,792 |

|  |     |
|--|-----|
| Average rate per ton per mile received for all freight, cents. | 6.7 |
|--|-----|

CAR MILEAGE.

|  |                |
|--|----------------|
| Number of miles run by loaded freight cars ..... | 75,384         |
| Number of miles run by empty freight cars.....   | 29,777         |
| Total freight car mileage.....                   | <u>105,161</u> |

Percentage of empty freight cars hauled to all freight cars hauled..... 28.3

SPEED OF TRAINS IN IOWA.

|  |    |
|--|----|
| Rate of speed of passenger trains, including stops, miles..... | 20 |
| Rate of speed of freight trains, including stops, miles.....   | 15 |

TONNAGE OF ARTICLES TRANSPORTED.

|   | TONS.         | PER CENT.  |
|---|---------------|------------|
| Grain.....  | 5,428         | 15         |
| Flour.....  | 525           | 1          |
| Provisions (beef, pork, lard, etc).....                     | 156           | 1          |
| Animals.....  | 4,350         | 12         |
| Other agricultural products.....                            | 230           | 1          |
| Lumber and forest products.....                             | 658           | 2          |
| Coal.....   | 5,110         | 14         |
| Plaster, lime and cement.....                               | 110           | 1          |
| Salt.....   | 95            | 1          |
| Petroleum and oil.....                                      | 475           | 1          |
| Iron, steel and castings.....                               | 285           | 1          |
| Stone and brick.....  | 603           | 1          |
| Manufactures, articles shipped from point of production.... | 2,840         | 8          |
| Merchandise, and other articles not enumerated above.....   | 14,485        | 41         |
| Total tons carried.....                                     | <u>35,350</u> | <u>100</u> |

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? United States Express Company; first class rates; light merchandise; at depot.

UNITED STATES MAIL IN IOWA.

What is the compensation paid you by the United States Government for the transportation of its mails on your road in Iowa, and on what terms of service? \$42.75 per mile; company furnishes mail apartments in car and delivers mail at terminal stations where distance from depot to post office does not exceed 80 rods.

What amount have you paid for receiving and delivering mail to and from stations on your road in Iowa? Des Moines and Boone \$5.00 each per month.

TELEGRAPH.

How many miles of telegraph are owned by your company in Iowa? 42.36.

REPORT OF ACCIDENTS FOR IOWA DURING THE YEAR ENDING JUNE 30, 1885.

KILLED.

| DATE.               | NAME AND OCCUPATION. | PLACE.                                      | CAUSE OF ACCIDENT AND CHARACTER OF INJURY.                             |
|---------------------|----------------------|---|--|
| 1884.<br>October 17 | August Johnson ..... | Two miles south of Madrid                   | Trespasser; fatal. Company not responsible.                            |
| 1885.<br>January 26 | John Berg .....      | Two and one half miles south of Clive ..... | Riding on engine, which jumped the track and turned over; not serious. |

INJURED.

## TABULAR STATEMENT OF ACCIDENTS.

| CAUSES OF ACCIDENT.       | KILLED.         |            |         | INJURED.    |            |         |
|---------------------------|-----------------|------------|---------|-------------|------------|---------|
|                           | Passengers.     | Employees. | Others. | Passengers. | Employees. | Others. |
|                           | Derailment..... | .....      | .....   | .....       | .....      | 1.....  |
| Trespassers on track..... | .....           | .....      | 1.....  | .....       | .....      | .....   |
| Total.....                | .....           | .....      | 1.....  | .....       | 1.....     | .....   |

## SUMMARY OF ACCIDENTS FOR IOWA.

|  |   |
|--|---|
| Number of persons killed during the year.....                      | 1 |
| Number of persons injured during the year.....                     | 1 |
| Number of casualties purely accidental during the entire year..... | 2 |
| Number of trespassers on track killed.....                         | 1 |

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

*President*—Grenville M. Dodge, New York City.  
*Vice-President*—J. S. Polk, Des Moines.  
*Secretary*—F. M. Hubbell, Des Moines.  
*Treasurer*—J. T. Granger, New York City.  
*Assistant Treasurer*—F. M. Hubbell, Des Moines.  
*General Superintendent*—C. F. Meek, Des Moines.  
*Auditor*—J. H. Brinsmaid, Des Moines.  
*General Passenger and Freight Agent*—James Donohue, Des Moines.  
*Attorneys*—Parsons, Perry & Sherman, Des Moines.

## DIRECTORS, NAME AND POST-OFFICE ADDRESS.

G. M. Dodge, New York City.  
 J. S. Polk, Des Moines.  
 J. T. Granger, New York City.  
 F. M. Hubbell, Des Moines.  
 C. F. Meek, Des Moines.

Date of annual meeting of stockholders first Thursday of January.  
 Fiscal year of company ends December 31.  
 General offices of the company are located at Des Moines, Iowa.

STATE OF IOWA, } ss.  
 COUNTY OF POLK. }

C. F. Meek, General Superintendent of the St. Louis, Des Moines & Northern Railway 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, 1885, to the best of his knowledge and belief.

Signed,

C. F. MEEK.

Subscribed and sworn to before me this 29th day of September, A. D. 1885.

[L. S.]

FRANK H. PERRY,  
Notary Public, Polk county, Iowa.

Received and filed in the office of the Commissioners of Railroads this 29th day of September, A. D. 1885.

E. G. MORGAN, Secretary.



## REPORT

OF THE

## CEDAR RAPIDS &amp; MARION RAILWAY COMPANY.

FOR THE YEAR ENDING JUNE 30, 1885.

## CAPITAL STOCK.

|  |                |              |
|--|----------------|--------------|
| Amount authorized by articles of association..\$               | 100,000.00     |              |
| Amount authorized by vote of the company.                      | 100,000.00     |              |
| Amount issued, number of shares, 1,200;<br>amount paid in..... |                | \$ 40,000.00 |
| Amount of common stock issued.....All                          |                |              |
| Total amount paid in, as per books of<br>the company .....     |                |              |
|  | (\$ 60,000.00) | \$ 40,000.00 |
| None of the \$40,000.00 has been issued.                       |                |              |
| Amount of stock per mile of road.....\$                        | 5,454.54       |              |
| Amount of stock representing the road in Iowa.                 | 60,000.00      |              |
| Amount of stock held in Iowa.....                              | 60,000.00      |              |
| Total number of stockholders .....                             | 18             |              |
| Number of stockholders in Iowa .....                           | 18             |              |

At a meeting of the stockholders of the Cedar Rapids & Marion Railway, held at the company's office in Cedar Rapids, on April 6th, 1885, the following amendment was unanimously adopted:

Resolved, That article III of the Articles of Incorporation of the Cedar Rapids & Marion Railway be amended so as to read:—The capital stock of said corporation shall be \$100,000, in two thousand shares, of \$50 each, payable at such times and in such amounts as the board of directors may provide.

## DEBT.

Funded debt as follows:

|  |           |              |
|--|-----------|--------------|
| 50 bonds, due June 1, 1893, rate of interest, 7 per cent... \$ | 25,000.00 |              |
| Amount of interest paid on same during<br>year.....\$          | 2,415.00  |              |
| Total amount of funded debt.....                               |           | \$ 25,000.00 |
| Floating debt:   |           |              |
| Incurred for.....\$  | 8,979.45  |              |
| Total amount of floating debt.....                             |           | 8,979.45     |
| Total amount of debt liabilities.....                          |           | \$ 33,979.45 |
| Total amount of stock and debt.....                            |           | \$ 93,979.45 |

|  |             |             |
|--|-------------|-------------|
| Amount of interest paid representing the road<br>in Iowa, on bonds ..... | \$ 2,415.00 |             |
| On loans .....   | 648.98      |             |
|  |             | \$ 3,063.98 |

## COST OF ROAD AND EQUIPMENT.

## CONSTRUCTION OF ROAD AND BRANCHES.

|   |           |
|---|-----------|
| Total expended for construction.....\$                              | 77,081.66 |
| Average cost of construction per mile of road,<br>(11 miles).....\$ | 7,007.42  |
| Proportion of cost of construction for Iowa, All.                   |           |

## COST OF EQUIPMENT.

|  |               |
|--|---------------|
| Motors and cars.....\$   | 20,543.67     |
| Office furniture and fixtures .....  | 79.57         |
| Rubber checks .....  | 101.50        |
| Car furniture.....   | 300.65        |
| Tools.....   | 365.75        |
| Horses and wagons .....  | 3,152.88      |
| Total for equipment.....   | 24,544.02     |
| Average cost of equipment per mile of road operated by company (11 miles).....\$ | 2,231.28      |
| Total cost of road and equipment.....  | \$ 101,625.68 |
| Average cost of road and equipment per mile (11 miles)....\$                     | 9,238.70      |
| Less property sold, etc .....  | 707.33        |
| Total cost of road and equipment.....  | \$ 100,918.35 |

## EQUIPMENT.

|  |    |        |
|--|----|--------|
| Improvements made in cars.....   | \$ | 192.67 |
| Total for equipment.....   | \$ | 192.67 |
| <hr/>  |    |        |
| Total expenditures charged to property accounts.....   | \$ | 192.67 |
| <hr/>  |    |        |
| Property sold (or reduced in valuation on books) and credited property accounts during the year (specifying same:<br>1 car run into by the Chicago & Northwestern Railroad, paid us damage by them. .... | \$ | 825.00 |
| 1 boiler sold from motor.....  |    | 75.00  |
| <hr/>  |    |        |
| Improvements and additions made on cars (as above).....  | \$ | 900.00 |
|  |    | 192.67 |
| <hr/>  |    |        |
| Net addition to property account for the year (reduced).....   | \$ | 707.33 |

## ANALYSIS OF EARNINGS.

|  |    |           |
|--|----|-----------|
| Earnings, passenger:   |    |           |
| From local passengers.....   | \$ | 23,356.13 |
| Express and mail.....  |    | 851.52    |
| <hr/>  |    |           |
| Total earnings, passenger department   | \$ | 24,207.65 |
| <hr/>  |    |           |
| Earnings per train mile run (11 miles).....  | \$ | 2,200.69  |
| Subsidy account.....   | \$ | 4,425.00  |
| <hr/>  |    |           |
| NOTE.—Received city lots in West Cedar Rapids for extending the West Side city lots to J. C. Young's addition to Cedar Rapids. |    |           |
| Total earnings from all sources.....   | \$ | 28,632.65 |
| <hr/>  |    |           |
| Proportion of earnings for Iowa .....  | \$ | 28,632.65 |

## EXPENSES OF OPERATING THE ROAD FOR THE YEAR.

## CLASS 1.—MAINTENANCE OF WAY AND BUILDINGS (CHARGED TO OPERATING EXPENSES).

|  |    |          |
|--|----|----------|
| Repairs of road-bed and track .....                  | \$ | 4,240.48 |
| Repairs of buildings, stations, and water-tanks..... |    | 63.20    |
| <hr/>  |    |          |
| Total.....   | \$ | 4,303.68 |

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

|                                 |    |          |
|---------------------------------|----|----------|
| Repairs of cars and motors..... | \$ | 1,437.10 |
| <hr/>                           |    |          |
| Total.....                      | \$ | 1,437.10 |

## CLASS 3.—CONDUCTING TRANSPORTATION.

|   |    |           |
|---|----|-----------|
| Fuel for motors.....                                    | \$ | 2,171.16  |
| Water supply.....                                       |    | 142.02    |
| Oil and waste .....                                     |    | 881.79    |
| Car and motor service.....                              |    | 6,997.91  |
| Team expenses.....                                      |    | 2,248.54  |
| Damage to property and cattle.....                      |    | 89.50     |
| Old claims (claims of last year paid in this year)..... |    | 4.26      |
| <hr/>   |    |           |
| Total.....  | \$ | 12,030.18 |

## CLASS 4.—GENERAL EXPENSES.

|  |    |          |
|--|----|----------|
| Salaries of general officers and clerks..... | \$ | 1,335.80 |
| Legal expenses.....                          |    | 366.50   |
| Insurance .....                              |    | 205.00   |
| Stationery and printing.....                 |    | 73.60    |
| Extraordinary.....                           |    | 19.58    |
| Rents (balance).....                         |    | 50.50    |
| Taxes in Iowa, \$391.87; total taxes; .....  |    | 391.87   |
| General expenses.....                        |    | 163.55   |
| <hr/>  |    |          |
| Total.....                                   | \$ | 2,596.40 |

## RECAPITULATION OF EXPENSES.

|  |            |           |
|--|------------|-----------|
| Maintenance of way and buildings.....                                    | \$         | 4,303.66  |
| Maintenance of motive power and cars .....                               |            | 1,437.10  |
| Conducting transportation.....   |            | 12,030.18 |
| General expenses, including taxes .....                                  |            | 2,596.40  |
| <hr/>  |            |           |
| Total operating expenses and taxes.....                                  | \$         | 20,367.34 |
| Operating expenses and taxes per mile of road, operated, (11 miles)..... | \$1,851.57 |           |
| Proportion of operating expenses and taxes for Iowa.....                 |            | 20,367.34 |

## GENERAL EXHIBIT.

|   |    |           |
|---|----|-----------|
| Total earnings.....   | \$ | 28,632.65 |
| Total expenses, including taxes.....                              |    | 20,367.34 |
| Net earnings .....  |    | 8,265.31  |
| Interest accruing during the year.....                            |    | 3,063.96  |
| Interest paid during the year.....                                |    | 3,063.96  |
| Interest paid during the year on account of the road in Iowa..... |    | 3,063.96  |
| Interest on funded debt.....                                      |    | 2,415.00  |
| Interest paid on funded debt.....                                 |    | 2,415.00  |
| Interest on floating debt.....                                    |    | 648.96    |
| Interest paid on floating debt.....                               |    | 648.96    |
| Balance for the year .....  |    | 5,201.35  |
| Balance at commencement of the year .....                         |    | 2,646.56  |
| <hr/>   |    |           |
| Balance at the close of the year, June 30, 1885.....              | \$ | 7,847.91  |

## INCOME ACCOUNT.

|   |    |                  |
|---|----|------------------|
| Income from earnings.....                       | \$ | 24,207.65        |
| Income from other sources.....                  |    | 4,425.00         |
| Total income from all sources for the year..... | \$ | <u>28,632.65</u> |
| Proportion of income for Iowa.....              | \$ | 28,632.65        |

## GENERAL RECAPITULATION.

|  |            |                 |
|--|------------|-----------------|
| Total income.....  | \$         | 28,632.65       |
| Total operating expenses and taxes.....                              |            | 20,367.34       |
| Net income above operating expense and taxes.....                    |            | <u>8,265.31</u> |
| Net income above operating expenses, taxes, interest and rental..... | \$         | <u>5,201.35</u> |
| Gross income per train mile run, (11 miles).....                     | \$2,602.96 |                 |
| Net income per train mile run (11 miles).....                        | 472.85     |                 |
| Percentage of net income to stock and debt, 8.79.                    |            |                 |
| Percentage of net income to cost of road and equipment, 8.19.        |            |                 |

## SURPLUS.

|  |    |          |
|--|----|----------|
| Surplus at the commencement of the year.....           | \$ | 2,646.56 |
| Surplus at the close of the year.....                  |    | 7,947.91 |
| Amount absorbed in construction*.....                  |    |          |
| Amount in material and balances from other roads*..... |    |          |

GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS,  
JUNE 30, 1885.

## DEBIT.

|  |    |                   |
|--|----|-------------------|
| Real estate and buildings.....         | \$ | 11,387.53         |
| Improvements and equipment.....        |    | 19,836.34         |
| Main line (includes improvements)..... |    | 48,098.82         |
| Fair ground line.....                  | \$ | 1,300.38          |
| Adams street line.....                 |    | 5,683.55          |
| First street line.....                 |    | 1,613.95          |
| J. C. Young's extension.....           |    | 3,384.92          |
| West side line.....                    |    | 5,612.51          |
| Office furniture and fixtures.....     |    | 79.57             |
| Rubber checks (city lines).....        |    | 101.50            |
| Car furniture.....                     |    | 300.65            |
| Miscellaneous tools.....               |    | 365.75            |
| Horses, wagons and harnesses.....      |    | 3,152.88          |
| General supplies on hand.....          |    | 539.98            |
| Bills receivable.....                  |    | 100.00            |
| Dawson & Burns.....                    |    | 44.70             |
| Greene Bro's.....                      |    | 200.00            |
| Whiting Bro's Manufacturing Co.....    |    | 24.88             |
| Operating accounts.....                |    | 23,431.30         |
| Total.....                             | \$ | <u>125,258.66</u> |

\*The entire surplus has been absorbed in road and materials.

## CREDIT.

|                                |    |                   |
|--------------------------------|----|-------------------|
| Stock.....                     | \$ | 60,000.00         |
| Geo. Greene, treasurer.....    |    | 87.73             |
| Profit and loss.....           |    | 2,646.56          |
| Bonded debt.....               |    | 25,000.00         |
| Passenger earnings.....        |    | 23,356.13         |
| Pay rolls (balance due).....   |    | 970.75            |
| Express and mail earnings..... |    | 851.52            |
| Subsidy account.....           |    | 4,425.00          |
| Unpaid vouchers.....           |    | 920.97            |
| Bills payable.....             |    | 7,000.00          |
| Total.....                     | \$ | <u>125,258.66</u> |

## DESCRIPTION OF ROAD.

|   |    |
|---|----|
| Length main line of road from Cedar Rapids to Marion, miles.....                      | 6  |
| Branches owned by this company, city lines, miles.....                                | 4  |
| Total length of road belonging to this company, miles.....                            | 10 |
| Aggregate length of sidings and other tracks not above enumerated, miles.....         | 1  |
| Aggregate length of track, computed as single track, exclusive of sidings, miles..... | 10 |
| Total length of steel rails in track in Iowa, exclusive of sidings, miles.....        | 4  |
| Total length of iron rails in tracks in Iowa, miles.....                              | 6  |
| Weights per yard, steel, pounds, 35.  |    |
| Weights per yard, iron, pounds, 22, 28, 35.   |    |
| Gauge of track, 4 feet 8 $\frac{1}{2}$ inches.  |    |

## STATIONS.

|   |   |
|---|---|
| Number of stations on all roads owned by this company....     | 3 |
| Number of stations on all roads operated by this company..... | 3 |

## EMPLOYEES.

|   |    |
|---|----|
| Number of persons regularly employed on all roads operated by this company..... | 23 |
|---|----|

## BRIDGES IN IOWA.

|                              | No. | Aggregate Length. |
|------------------------------|-----|-------------------|
| Wooden trestle and pile..... | 1   | 306               |

## BOX CULVERTS IN IOWA.

|             |    |
|-------------|----|
| Timber..... | 13 |
|-------------|----|

## RENEWAL OF BRIDGES AND CULVERTS IN IOWA.

|   |    |        |
|---|----|--------|
| Amount of timber used in renewals of wooden bridges during the year (feet B. M.)..... |    | 67,844 |
| Timber culverts replaced with timber.....   | 13 |        |

## BRIDGES BUILT IN IOWA DURING THE YEAR.

| LOCATION.          | Kind.             | Material.  | When built. | Length in feet. |
|--------------------|-------------------|------------|-------------|-----------------|
| Indian Creek ..... | Pile and bent ... | Wood ..... | 1884.....   | 306             |

This bridge was commenced at our last year's showing and completed after June 30, 1884.

## ROAD-BED AND TRACK.

|  |       |
|--|-------|
| Number of track sections in Iowa.....                                      | 2     |
| Average length of sections, miles.....                                     | 5½    |
| Average number of men in each section gang.....                            | 3     |
| Number of new ties laid in track during the year in Iowa, main line.....   | 3,140 |
| Average number of new ties per mile of road.....                           | 628   |
| New rails laid in track during the year in Iowa—steel (85 tons) miles..... | 1½    |
| Total track laid with new rails during the year in Iowa, miles....         | 1½    |

## CROSSINGS IN IOWA.

What railroad crosses your road at grade, and at what locality?  
 Chicago, Milwaukee & St. Paul at one-half way between Cedar Rapids and Marion.  
 Burlington, Cedar Rapids & Northern at Cedar Rapids.  
 Chicago & Northwestern at Cedar Rapids.  
 Chicago, Milwaukee & St. Paul at Cedar Rapids.

## ROLLING STOCK.

|  |    |
|--|----|
| Number of motors.....                          | 8  |
| Number of passenger cars.....                  | 11 |
| Number of baggage, mail and express cars ..... | 1  |
| Total number of cars.....                      | 19 |

|   |    |
|---|----|
| Maximum weight of motors and tenders, tons..... | 8  |
| Average weight of motors and tenders, tons..... | 7  |
| Number of motors equipped with train brake..... | 3  |
| Kind of brake? Steam.                           |    |
| Maximum weight of passenger cars, tons.....     | 5  |
| Number of cars equipped with train brake.....   | 13 |
| Kind of brake? Common hand.                     |    |

## MILEAGE, TRAFFIC, ETC.

## TRAIN MILEAGE.

|  |        |
|--|--------|
| Miles run by passenger trains during the year..... | 94,170 |
| Total train mileage.....                           | 94,170 |

## CARS AND WEIGHT OF TRAINS.

|   |   |
|---|---|
| Average number of cars in passenger trains..... | 1 |
|---|---|

## PASSENGER TRAFFIC.

|   |    |
|---|----|
| Highest rate of fare per mile for any distance, cents.....    | 2½ |
| Lowest rate of fare per mile for any distance, cents.....     | 1  |
| Average rate of fare per mile for all passengers, cents ..... | 1½ |

## 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 depots, or at the office of such express company? Twin City Express Company (local company).

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

*President*—William Greene, Cedar Rapids, Iowa.  
*Vice-President*—O. T. Richmond, Marion, Iowa.  
*Secretary*—N. B. Consigny, Cedar Rapids, Iowa.  
*Treasurer*—Geo. Greene, Cedar Rapids, Iowa.  
*Superintendent*—William Elsom, Cedar Rapids, Iowa.  
*Auditor*—N. B. Consigny, Secretary, Cedar Rapids, Iowa.

## DIRECTORS, NAME AND POST OFFICE ADDRESS.

William Greene, Cedar Rapids, Iowa.  
 S. C. Bever, Cedar Rapids, Iowa.  
 N. C. Blake, Cedar Rapids, Iowa.  
 G. W. Bever, Cedar Rapids, Iowa.  
 C. G. Greene, Cedar Rapids, Iowa.  
 O. T. Richmond, Marion, Iowa.  
 A. J. McKean, Marion, Iowa.

Date of annual meeting of stockholders, second Monday in January.  
 Fiscal year of company ends December 31st.  
 General offices of the company are located at Cedar Rapids, Iowa.

STATE OF IOWA, }  
 COUNTY OF LINN, } ss.

William Greene, President, and William Elsom, Superintendent, of the Cedar Rapids & Marion Railway Company, being duly sworn, depose and say that they have caused the foregoing statement 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. 1885, to the best of their knowledge and belief.

(Signed)

WM. GREENE,  
 W. ELSOM.

Subscribed and sworn to before me, this 1st day of September, A. D. 1885.

[L. s.]

N. B. CONSIGNY,  
*Notary Public, in and for Linn County, Iowa.*

Received and filed in the office of the Commissioners of Railroads, this 7th day of September, A. D. 1885.

E. G. MORGAN,  
*Secretary.*

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## APPENDIX A.

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### ADJUSTMENT OF COMPLAINTS.

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## ADJUSTMENT OF COMPLAINTS.

W. T. KENDALL ET. AL., SPIRIT LAKE, IOWA,

VS.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

*Power of railway corporations to obstruct the navigation of the inland lakes of the State, and their natural connections.*

Filed October 8, 1884.

On October 8, 1884, the following petition was filed in this office:

*To the Honorable Board of Railroad Commissioners for the State of Iowa:*

We, the undersigned, steamboat men and citizens of the State of Iowa, would most respectfully petition your honorable body as follows: That there is a large amount of passenger travel upon the East and West Okoboji lakes, which is principally done by steamboats; that the Chicago, Milwaukee & St. Paul Railway Co. have a line of railroad crossing at the narrows between said lakes; that said company has erected and maintained a swing or draw-bridge to facilitate travel between said lakes; that they have failed to properly tend said bridge; that said company has not kept a man there for the purpose of turning said bridge when required to permit the several steamboats to pass and repass without delay; that there has been for the season of 1884 great and unnecessary delays at said bridge, caused by the failure to tend the same, to the great damage of all interested, and to the vexatious delay of passengers.

We, therefore, ask your honorable body to cause the C., M. & St. P. Ry Co. to keep a man upon said bridge for the purpose of attending to the same during the season of navigation.

(Signed.)

W. T. KENDALL, Captain, Steamer "Okoboji,"

WM. HALL, Captain, Steamer "Lella "

J. A. PALLISTER, Captain, "River Queen

[And thirty-four others, residents and business men of Spirit Lake,

At the request of the Commissioners, the facts were supported by the affidavits of Milton T. Peters, a retired lawyer, E. L. Begun, a resident of Spirit Lake, and Wm. T. Kendall, the captain and owner of the passenger steamer "Okoboji." A part of the correspondence explains the situation:

DES MOINES, IOWA, October 22, 1884.

ROSWELL MILLER, ESQ., *Assistant General Manager C., M. & St. P. Ry, Milwaukee, Wis.:*

DEAR SIR—Your attention is called to the enclosed petition signed by W. T. Kendall and many others. Please advise us whether you admit or

deny the statements contained therein, and if you deny, furnish us with evidence supporting your version of the facts.

By order of the Board.

E. G. MORGAN, *Secretary.*

MILWAUKEE, October 31st, 1884.

E. G. MORGAN, ESQ., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Replying to yours of the 23d inst., with complaint and petition for maintenance of draw-bridge between East and West Okoboji lakes: we have a draw there which was built simply as a matter of accommodation, to enable pleasure boats to go from one lake to the other, and our agent opened it whenever necessary.

As a matter of fact, those lakes are not navigable waters, and we cannot be compelled to maintain a draw. If what we have done as a matter of accommodation is used as a means to compel us to go to further expense, we shall remove the draw already there. I think the parties who make the complaint would show more decency if they appreciated what we have done for the benefit of the Okoboji lakes as a pleasure resort.

Yours truly,

ROSWELL MILLER, *Assistant General Manager.*

DES MOINES, IOWA, November 10, 1884.

ROSWELL MILLER, ESQ., *Assistant General Manager C., M. & St. P. Ry, Milwaukee, Wis.:*

DEAR SIR—Your attention is called to the enclosed affidavits of E. L. Begun, Milton T. Peters, and Wm. T. Kendall, with reference to the alleged failure on the part of your company to properly open the draw-bridge so as to accommodate the passage of steamboats between East and West Okoboji lakes. Please advise us whether you admit or deny the facts charged, and in support of which the affidavits have been offered by complainants, and if you deny to furnish evidence in support of your view of the facts.

By order of the Board.

E. G. MORGAN, *Secretary.*

MILWAUKEE, November 12, 1884.

E. G. MORGAN, ESQ., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Replying to your favor of the 10th inst.: Inasmuch as the question relative to the Okoboji lakes is purely a legal one, we cannot either admit or deny the affidavits enclosed with your letter, which I have filed.

Yours truly,

ROSWELL MILLER, *Asst. Gen. Man.*

DES MOINES, IOWA, November 18, 1884.

ROSWELL MILLER, ESQ., *Assistant General Manager C., M. & St. P. Ry, Milwaukee, Wis.:*

DEAR SIR—I have received your letter of the 12th inst., in which you say that "inasmuch as the question relative to the Okoboji lakes is purely a legal one, we cannot either admit or deny the affidavits enclosed with your letter, which I have filed."

If you do not choose to pay any attention to the complaint made, the Commissioners will at once proceed to examine the case of complainants and de-

cide the same. We have always thought it courteous and proper to hear the respondent's claim or defense, and shall treat your statement that the question is a legal one as intended as a demurrer, which admits the facts alleged, and denies any wrong done.

By order of the Board.

E. G. MORGAN *Secretary.*

DES MOINES, IOWA, December 11, 1884.

ROSWELL MILLER, ESQ., *Assistant General Manager C., M. & St. P. Ry, Milwaukee, Wis.:*

DEAR SIR—Regarding the complaint of Wm. T. Kendall, et al, Spirit Lake, Iowa, we respectfully call your attention to our letter of November 18th, 1884. We do this for the reason that early action is desired in this case. Please advise us if we correctly interpret your position. Our understanding is that you claim that you may open or shut the drawbridge at your pleasure; that the waters are not navigable, and that the steamboats used upon the waters of the lakes have no such right of passage as that you may not, at your pleasure, fully stop or hinder and delay as you choose. An early reply will greatly oblige us.

By order of the Board.

E. G. MORGAN, *Secretary.*

MILWAUKEE, December 13, 1884.

E. G. MORGAN, ESQ., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Replying to your favor of the 11th inst.: My position is that the Okoboji lakes are not navigable waters, and that we are not required to maintain a draw-bridge between the east and west lakes.

Yours truly,

ROSWELL MILLER, *Asst. Gen. Man.*

DES MOINES, IOWA, January 9, 1885.

ROSWELL MILLER, ESQ., *Assistant General Manager C., M. & St. P. Ry, Milwaukee, Wis.:*

DEAR SIR—Referring to the matter of complaint against your company about the draw-bridge between East and West Okoboji lakes, the Commissioners instruct me to say that they regard the legal question you raise as very important, and would be glad to examine any brief upon the subject furnished by your legal counsel. Prompt attention is requested, as the Commissioners desire soon to reach a conclusion in the case.

By order of the Board

E. G. MORGAN, *Secretary.*

DES MOINES, IOWA, January 15, 1885.

HON. FRANK D. JACKSON, *Secretary of State, and ex-officio Register State Land Office, Des Moines, Iowa:*

DEAR SIR—You are respectfully requested to furnish this office with an official certificate, showing whether or not in the original survey of Iowa by the United States Government, East and West Okoboji and Gar lakes were

meandered. Official information on this subject becomes necessary in the determination of a case now pending in this office.

By order of the Board.

E. G. MORGAN, *Secretary.*

DES MOINES, IOWA, January 15, 1885.

MESSRS. RICE & BEGUN, *Spirit Lake, Iowa:*

GENTLEMEN—Referring to the complaint of the citizens of Spirit Lake et al. vs. the Chicago, Milwaukee & St. Paul Railway Company for failing to open the draw-bridge over waters connecting East and West Okoboji lakes, the railway officials make the claim that the lakes are not navigable waters, and that they are under no obligation to maintain a draw-bridge. The importance of the question raised can be seen at a glance. We ask for evidence on the following points: The length of time the lakes and their connecting waters have been used by boats, including steamboats; whether at any time any artificial means have been used to make the waters passable; the extent of the use thereof by the public; the date when the C., M. & St. P. R'y was located, and condition of the waters and use of the same prior to that location; date when the C., M. & St. P. R'y first put in the draw-bridge. The Commissioners further instruct me to say that they would be glad to examine any brief upon the legal point involved—the navigability of the waters—which you may see fit to file in this office. Prompt attention is requested, as the Commissioners desire soon to reach a conclusion in the case.

By order of the Board.

E. G. MORGAN, *Secretary.*

DES MOINES, IOWA, January 31, 1885.

J. W. CARY, ESQ., *General Solicitor C., M. & St. P. R'y Co., Milwaukee, Wis.:*

DEAR SIR—Some time ago certain citizens of Spirit Lake and vicinity complained against the Chicago, Milwaukee & St. Paul Railway Company about neglect to promptly open the draw-bridge of the structure crossing between East and West Okoboji lakes. As is our custom, the papers relating to the case were referred to Mr. Miller, who replied, saying that your company denied the navigability of the waters, and their obligation to have a draw-bridge at the point in question.

Regarding this as in the nature of a demurrer raising all legal questions involved, and realizing the importance of the decision to all concerned, we asked Mr. Miller to refer the matter to his legal advisers, that we might examine any brief they might see fit to file with us. As some time has elapsed without hearing from counsel, we fear that in the hurry of other business our communication has been overlooked, and therefore we now address you. We would be pleased to examine any brief you may see fit to file. Early attention is requested.

By order of the Board.

E. G. MORGAN, *Secretary.*

SPIRIT LAKE, IOWA, February 2, 1885.

E. G. MORGAN, ESQ., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Your favor of the 15th January has not been answered. It was addressed to Rice & Begun, which firm has been dissolved and the business transferred to this one. The communication was in reference to the draw-bridge of the Chicago, Milwaukee & St. Paul Railway.

You say the railway officials raise the objection that the lakes are not navigable waters. The question as to these identical lakes has never been determined, except by the "nisi-prius" courts, which was affirmed by the Supreme Court, but not discussed by them. *Van Steenburg v. Milford Water Power Improvement Company*—a late case.

In the survey, the United States caused the lakes to be meandered. You ask for evidence upon several points. The question as to the length of time the lakes and their connections have been used by boats, including steamboats: There had been no use of the waters to speak of until the railroads opened up this country. They were used by steamboats, however, before the C., M. & St. P. R'y came in here. The question is, are these navigable waters now, and were they at the time said road came in here? The answer is, they were, and have ever been navigable. There has never been any artificial means used to make them navigable. We will send you some affidavits as to the facts.

Yours truly,

DOOLEY & BEGUN.

MILWAUKEE, February 27, 1885.

E. G. MORGAN, ESQ., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Your letter of the 25th to Mr. Cary has been called to my attention. Upon receipt of your letter of the 9th ult., I referred it to Mr. Cary, and requested him to make the brief desired; but since that time he has been absent much on account of sickness in his family, and is now on that account east. I shall therefore have to ask for your further indulgence in the matter.

Yours truly,

ROSWELL MILLER, *Assistant General Manager.*

DES MOINES, IOWA, April 22, 1885.

ROSWELL MILLER, ESQ., *Assistant General Manager C., M. & St. P. R'y Milwaukee, Wis.:*

DEAR SIR—On February 27th you wrote us that Mr. Cary was absent, but that on his return he would prepare a brief in the Spirit Lake case. The Commissioners would like to close this case at the earliest day possible, and as there are a number of very interesting cases decided by the Wisconsin court covering navigable streams and lakes, a brief from Mr. Cary would be of great value to them in reaching a conclusion. Please inform us when we can have it. As the season for using the lakes is approaching, the matter cannot be delayed much longer, particularly if it must go to the courts after we are through with it.

By order of the Board.

E. G. MORGAN, *Secretary.*

MILWAUKEE, April 27, 1885.

E. G. MORGAN, ESQ., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Referring to the Okoboji bridge matter, and your favor of the 22d inst. Mr. Cary is still absent, but as you desire to make a decision immediately, I would say, without regard to the legal question, that if you think the needs of the business require us to keep a watchman on the bridge between certain dates and certain hours, we will do so



during the coming season. We would suggest that in view of this determination you look carefully into the necessity of the case, and if you decide it to be necessary, that you limit the hours and the dates as closely as possible.

Yours truly,

ROSWELL MILLER, *Ass't Gen'l Manager.*

E. G. MORGAN, ESQ. :

TRAEER, IOWA, May 11, 1885.

DEAR SIR—Messrs. Dooley & Begun, of Spirit Lake, have requested me to write you in answer to your favor of April 30th, in regard to the opening of the season for boating on the Okoboji lakes. I will say that the season opens about June 1st and closes October 1st. There are no regular hours for running boats. They run sometimes early in the morning and on evening excursions they are out quite late at night. We have paid the station agent at Okoboji \$1.50 to get up in the night and open the draw to let us pass—as he would not do it without pay—after detaining the boat some time. I go to the lake to fit out my steamer this week. Hope we may not be annoyed with the bridge this season as we were last.

Truly yours,

W. T. KENDALL.

DES MOINES, IOWA, June 17, 1885.

ROSWELL MILLER, ESQ., *General Manager C., M. & St. P. R'y, Milwaukee, Wis.*

DEAR SIR—In reply to your statements in your letter of April 27th, 1885, with reference to the Spirit Lake case, that “if we think the needs of the business require us (you) to keep a watchman on our bridge between certain dates and certain hours, we (you) will do so during the coming season,” we have to say that in our opinion the season should run from June 1st to October 1st, and the hours from 7 A. M. to 10 P. M., during which dates and hours we suggest that you arrange for the passage of boats.

By order of the Board.

E. G. MORGAN, *Secretary.*

We have set out the correspondence in this complaint, that any one can follow the methods adopted by this Board to reach conclusions. The letters give a fuller history of the proceedings and at their dates the views of the parties than any summary we could make. While gratified at the amicable termination, we regret very much that the case could not have been fully argued, some conclusion reached, and the matter brought before some tribunal that could finally settle the rights of the parties, and become a precedent for future cases. The position taken by Mr. Miller in his letter of April 27th seems to concede at least that it is not policy to enforce his rights, even if he adheres to his first proposition that steamboats pass from one of these lakes to the other merely by the sufferance of the Chicago, Milwaukee & St. Paul Railway Company.

J. V. JOHNSON, RED OAK, IOWA,

VS.

CENTRAL IOWA RAILWAY COMPANY.

} *Overcharge.*

Filed July 2, 1884.

DECISION OF THE COMMISSIONERS.

This complaint was not brought to a determination in the year 1884, because of a failure to procure testimony needed for the proper ascertainment of the facts. On the 14th of March, 1884, complainant made a complaint against the Chicago, Rock Island & Pacific Railway Company, stating that in November, 1881, he shipped twelve car-loads of cattle from Ackley to Griswold, Iowa, over the Central Iowa and O., R. I. & P. Railways, upon which he was charged sixty dollars more than the agreed price, and that although he had applied to the officers of the C., R. I. & P. R'y for adjustment, he had never received the amount of overcharge.

Upon investigation it was found that the shipment in question was ten cars instead of twelve, and that the consignees were Messrs. Johnson and Taylor; that the C., R. I. & P. R'y Co. had, on the 25th of September, 1883, paid to Mr. Taylor the sum of thirty dollars, or three dollars per car, an admitted overcharge, and that Mr Taylor had executed a receipt therefor in the name of the firm of Johnson & Taylor.

It appeared that Mr. Johnson was not aware of these facts, not having examined the books of the partnership after the same was dissolved, and he thereupon withdrew his complaint. (See page 519, Report of 1884.)

On the first of July, 1884, Mr. Johnson filed the complaint now under consideration, alleging that the contract was made with the C. I. R'y Co. for shipment of the cattle from Ackley to Griswold, Iowa, at a fixed price; that upon delivery an overcharge was made of sixty dollars; that the C., R. I. & P. R'y Co. had refunded thirty dollars as its share of the overcharge, and claiming thirty dollars from the respondent. The matter being referred to the C. I. R'y Co., E. L. Dudley its Superintendent reported to this office July 15, 1884, that the records of that company, furnished no evidence that Messrs Johnson & Taylor were entitled to any other than the local rate, twenty-four dollars, which was the rate charged, and declaring a willingness to adjust any claim complainant might have for overcharge, if he would furnish proof of any arrangement for a rate below the local rate. Mr. Johnson was informed of Mr. Dudley's claim and offer, and on the 24th of September, 1884, he furnished the evidence of Mr. Taylor, of the firm of Johnson & Taylor, who states that he transacted the whole business through Mr. Given's station agent at Griswold, by telegraph with Mr. Clapp, stock agent of the C., R. I. & P. R'y at Des Moines, who telegraphed that the C. I. R'y would haul the cattle from Ackley to Grinnell for \$18 per car, and the C., R. I. & P. R'y would haul them from Grinnell to Griswold for \$18 per car; that he himself read the telegram, and that he had nothing to do with the C. I. R'y in securing the rates.

Realizing the importance of ascertaining the terms of the telegraphic dispatch referred to in Mr. Taylor's affidavit, the Commissioners required Mr. Clapp's testimony, who fully controverted all of Mr. Taylor's statements, and denied ever making or agreeing upon any rate from Ackley to Griswold, but alleged that he only agreed upon a rate of fifteen dollars from Grinnell to Griswold.

The Commissioners then required the C., R. I. & P. R'y officials to search for and furnish the original telegraphic dispatches. On the 3d of February, 1885, said company furnished the affidavit of G. H. Williams, who states that since and prior to 1881, he has been in charge of the telegraph office of said company at Des Moines, and of the offices and telegraph business of said company at the different stations on its line, including the station at Griswold; and that it is the custom of said company and its agents to keep and preserve for a period longer than that intervening between November 1, 1881, and the present date, all telegraphic messages sent over the line on the business of the company. It also furnished the affidavit of L. P. Mat-tatall, station agent at Griswold: that he is in charge of the books and papers at said place; that he has examined the papers and messages preserved in said office, and that he finds no message from E. R. Clapp to Mr. Given, the former agent at said station, during the months of November and December, 1881, relating to any shipment of cattle for Johnson & Taylor, or either of them, from Ackley, Iowa, to said station of Griswold; and that if any such message were now in that office, he would have found the same.

This evidence seems to establish the non-existence of any dispatch, and corroborates Mr. Clapp, who testifies that he never made or arranged any rate for the Central Iowa haul. Complainant has failed to establish any contract with the Central Iowa for a special rate, and the weight of evidence is against Mr. Taylor's statement that an arrangement with reference to the Central Iowa haul was made with Mr. Clapp. The evidence shows that Messrs. Johnson & Taylor were only charged from Ackley to Grinnell the ordinary published local rate for cattle; and in the absence of satisfactory evidence that some special agreement was made for a rate below the local rate, the Commissioners find that the complainant has failed to make out a cause of complaint against the C. I. R'y Co., the respondent, and that his complaint should be dismissed.

DES MOINES, IOWA, February 25, 1885.

CITIZENS OF ALLEN'S GROVE TOWNSHIP, SCOTT Co., IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,  
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY Co.

} *Petition for  
station  
house at  
crossing.*

Filed October 29, 1884.

DECISION OF THE COMMISSIONERS.

In the matter of the petition of C. A. Parsons and fifty others, for a station at the crossing of the Chicago, Milwaukee & St. Paul with the Burlington, Cedar Rapids & Northern Railway at Dixon, the Commissioners say: The date of the petition is September 28, 1884; since that time the B., C. R. & N. R'y Co. has completed the extension of its road from Clinton to a connection with its main line, and built a depot just south of and distant from Dixon about one-half a mile. The crossing where the petitioners ask for a station is from one-half to a mile east of Dixon, and also about the same distance east of the station on the B., C. R. & N. road. From all the testimony that has been presented to the Board it does not seem that the transfer of passengers from one road to the other at this crossing is of such a volume as to warrant the outlay of a station at this place. The design of the law (chapter 24, laws of the Twentieth General Assembly), was without doubt to accommodate such of the traveling public as might wish to change from one road to another where the roads cross each other, and where the Commissioners find the wants of the public demand these stations at such places, the law clearly confers on them the authority to order them to be built. As said above, the Board are not convinced after a personal examination of the ground that such a public necessity exists at this crossing. The local business northeast and also southeast of this crossing would doubtless be much accommodated by a shipping station at this point, but as there are two stations within a reasonable distance, one on each road, and not farther off nor more difficult of access than the average of stations to the people of the State, the Commissioners do not feel at liberty to apply the above named law to this case.

*Des Moines, Iowa, August 5, 1885.*

S. E. CHAMBERS, CORWITH, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co.

} *Overcharge.*

Filed November 17, 1884.

S. E. Chambers, of Corwith, Iowa, complained to the Board that he had been overcharged by the Chicago, Rock Island & Pacific Railway Company on a wagon shipped by him from Mitchellville to Corwith. Investigation

by the Commissioners disclosed that the consignment was delivered to the C., R. I. & P. R'y Co. at Mitchellville with instructions to forward it via the Des Moines & Ft. Dodge Railroad to destination, but by an error in billing it was carried over the Wisconsin, Iowa & Nebraska and Minneapolis & St. Louis Railways, thereby making an overcharge of \$5.75, which was refunded to complainant as soon as settlement could be made with the lines forwarding the shipment.

CITIZENS OF HARVEYVILLE, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,  
WABASH, ST. LOUIS & PACIFIC RAILWAY CO.

} Station house at  
crossing.

Filed November 19, 1884-

DECISION OF THE COMMISSIONERS.

In the matter of the petition for a joint station at the crossing of the Chicago, Rock Island & Pacific, and the Wabash, St. Louis & Pacific Railways, at Harveyville, Iowa, the Commissioners have rendered the following decision:

This petition is signed by A. A. Watts, who avers that at the crossing there is no station where passengers can transfer from one road to the other, and that every day there are from one to eight passengers to transfer from the C., R. I. & P. to the W., St. L. & P. R'y., and that they are obliged to stand out in the inclement weather without protection. He does not give the transfers from the latter to the former, as there is a station house belonging to the C., R. I. & P. Company within a reasonable distance from the crossing. He refers to Chapter 24, Laws of the Twentieth General Assembly, and expresses the opinion that this is a case that calls for the intervention of the Railroad Commissioners. In answer to inquiries of the Commissioners he gives the distance from the crossing to the station house of the C., R. I. & P. R'y as 1,083 feet; to the nearest station on the W., St. L. & P. R'y—Tracy—is three and one-half miles, on the one side, and to Howell four miles, on the other. The answer of the C., R. I. & P. R'y to the petition is that their station stands within 1,525 feet of the crossing (this, however, is an error, Mr. Watts' measurement being correct), and as there is little interchange of business, the facilities which they give the public are all that the business warrants, but they express a willingness to move their station building to the crossing whenever it should become necessary.

The answer of the W., St. L. & P. R'y Co. is that this point is nearly midway between two stations on their road about seven miles apart, and that a

station here, which is not needed as there is but little transfer and the trains do not connect, would have a tendency to draw business from their stations to a new one, where they must compete with a stronger road, and that the company is very poor—the road being at present in the hands of a receiver—and they have no money to expend in putting up station houses or any unnecessary work. The Commissioners visited this crossing on March 31, 1885, and they find that all parties are practically agreed upon the facts, except as to the number of passengers that daily transfer at this point. The receipts of the C., R. I. & P. R'y for the last six months at this station were furnished them by the agent, and were as follows:

|                             |           |
|-----------------------------|-----------|
| Passenger ticket sales..... | \$ 249.08 |
| From freight business.....  | 417.22    |
| Total.....                  | \$ 666.30 |

This would indicate that the amount of transfer is not very large. There is no highway from the public road to the crossing and no means of access except on the right-of-way of the companies. The Commissioners before making any order must require the owners of adjacent property or the parties interested to open and lay out for the use of the public a good and sufficient roadway on the south side of the tracks of both railways to the crossing, with ample room for the approach and the convenience of teams coming to the station, and put the same in good condition for use. When this is done, they direct that under the provisions of section one, chapter twenty-four above referred to, the station house of the C., R. I. & P. R'y Co. be removed to the crossing, and placed at a convenient position on the south side of the intersection of the roads, and that suitable platforms be laid along both lines for the accommodation of passengers, and for the delivery of freight from cars, and that the expense of the removal of the building be borne equally by both roads. That the expense of maintaining the joint station be borne by the roads in the following ratio: the C., R. I. & P. R'y seventy-five (75) per cent, and the W., St. L. & P. R'y twenty-five (25) per cent, and that the house be removed within thirty (30) days after the roadway to and egress from the crossing has been obtained, dedicated to the public and put in good condition for use.

*Des Moines, Iowa, April 9th, 1885.*

Having been informed that the conditions on the part of complainants had been fulfilled, namely, the opening and laying out on the south side of the tracks of both railways to the crossing of a good and sufficient roadway by the owners of adjacent property or the parties interested, for the use of the public, the Commissioners sent the following communication to the managing officer of each of the respondent roads:

DEAR SIR—On application of certain parties at Harveyville, Iowa, for a joint station at the crossing of the Chicago, Rock Island & Pacific and Wabash, St. Louis & Pacific Railways at that point under the provisions of chapter 24, of the laws of the Twentieth General Assembly, on the 9th of

April, 1885, the Railroad Commissioners held "that before making any order they must require the owners of adjacent property or the parties interested to open and lay out for the use of the public a good and sufficient roadway on the south side of the tracks of both railways to the crossing, with ample room for the approach and the convenience of teams coming to the station and put the same in good condition for use." When this is done they direct that under the provisions of section 1, chapter 24 above referred to, the station house of the C., R. I. & P. R'y be removed to the crossing, and placed in a convenient position on the south side of the intersection of the roads, and that suitable platforms be laid along both lines for the accommodation of passengers, and for the delivery of freight from cars, and the expense of the removal of the building be borne equally by both roads. That the expense of maintaining the joint station be borne by the roads in the following ratio: That the C., R. I. & P. R'y pay seventy-five per cent and the W., St. L. & P. R'y pay twenty-five per cent, and that the house be removed within thirty days after the roadway to and egress from the crossing has been obtained, dedicated to the public and put in good condition for use. The commissioners have been informed that the conditions have been complied with, and hereby notify you that you are expected to carry out the provisions of the decision within the time above specified. The Commissioners are not specially interested in the manner in which the law shall be complied with, and if the railway companies can agree upon any other method than the one proposed, which suits them better, they will interpose no objection. They simply indicated what they regard as the cheapest method, and what would be fair and just between them.

By order of the Board.

E. G. MORGAN, *Secretary.*

On September 29, 1885, complainants notified the Commissioners that the depot at Harveyville had been moved to the crossing, and put in good condition for use, with platforms along both lines of railroad.

SAMUEL ROW ET. AL., OSKALOOSA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY CO.,  
BURLINGTON & WESTERN RAILWAY CO.

*Petition for station at crossing.*

Filed December 1, 1884.

On December 1, 1884, Samuel Row and forty-one other citizens of Mahaska county, Iowa, petitioned the Commissioners to order the erection and maintenance of a station at the crossing of the Chicago & Northwestern and Burlington & Western Railways on section 3, township 74, range 15, in that county, petitioners asserting that a station at this point is necessary for the accommodation of persons desiring to change from one road to the other,

and to facilitate the shipment of their products by farmers living in the vicinity. Having taken the matter under advisement and made personal inspection of the location in question, the Commissioners found that the necessities of the people of this vicinity and of the public in general were amply provided for by stations already located within convenient distance from the crossing. On the C. & N. W. R'y, Gainford station is only 3.42 miles north of the crossing, and Muchaknock yard 3.50 miles south. On the B. & W. R'y, Cedar Chapel is 3.75 miles east, and Oskaloosa, five miles west of the crossing, making the transfer from one railway to the other only 2.75 miles by wagon road. This branch of the C. & N. W. R'y is practically a coal road and does but little passenger business, while the B. & W. is a narrow gauge road, making the transfer of cars from one road to the other impossible. In view of these facts and of the expense of maintaining an additional station, the Board were of the opinion that there existed no present necessity for a station at this crossing.

PETER ROY, TARA, IOWA,

vs.

DES MOINES & FORT DODGE RAILROAD COMPANY.

*Damages by fire.*

Filed December 6, 1884.

Complainant lives on a farm through which defendant's road runs for three-fourths of a mile. He cut and stacked five tons of prairie hay, valued at \$14, about two hundred feet from the center of the track. A prairie fire, starting some eighty rods north of the stack, ran down and burned the hay. Complainant charged the railroad company with negligence, claiming that the old grass had accumulated on the right of way for several years, and that the fire was started from an engine belonging to respondent. This the railroad company denied, and established the fact that the grass upon their right of way had been burned regularly every year, and that the stack of hay in question was burned a few minutes before the engine which was charged with setting out the fire came along; that said engine was equipped with proper and safe appliances for arresting sparks, etc., and denying any negligence whatever on the part of the company. One of the Commissioners visited the farm, and took the testimony of the witnesses who saw the fire after it was set out.

Before reaching a decision in the case, the Board were notified by complainant that the company had settled with him for his loss to his entire satisfaction.

GIANT COAL COMPANY, DES MOINES, IOWA,

vs.

CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY.

} *Overcharge.*

Filed December 30, 1884.

W. L. Brown, manager of the Giant Coal Company of Des Moines made complaint to the Commissioners that on a car-load of coal shipped by his company over the Chicago & Northwestern Railway to Whitten, Iowa, the consignees had been overcharged, the railway company having doubled the rate on an over-weight of 1,800 pounds as this amount had been loaded on the car in excess of the usual car-load limit of 28,000 pounds. Having examined the complaint, the Commissioners advised Mr. Brown that in their opinion the charge for the extra weight of coal loaded on this car was not unreasonable, it being a rule of long standing among railway companies that the loading of a car in excess of its maximum carrying capacity shall subject the shipper so loading to an extra charge for all such excess.

Experience has taught railway companies owning cars how much in weight they can safely carry. The consequences of overloading are, or may be very serious, and a mere prohibition without some penalty would not probably be effectual. The only other question presented in this case was one of fact, as to whether the car did actually overweigh. In the absence of any proof from complainants to the contrary, the Commissioners could not do otherwise than accept the actual result of weighing by the railway company. As no element of discrimination or injustice seemed to exist in the establishment and enforcement of this rule, the Commissioners could see no just cause of complaint against the company.

JOHN L. WILSON, WEST LIBERTY, IOWA,

vs.

CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY.

} *Discrimination.*

Filed December 30, 1884.

WEST LIBERTY, IOWA, December 18, 1884.

L. S. COFFIN, Chairman Railroad Commissioners, Fort Dodge, Iowa:

DEAR SIR—I have been laboring with W. M. Sage and other officials of the Rock Island road for the past three years to get my just dues on shipments of live stock from this point but they have stubbornly held out they could not give me any rebate from this point, as they had an understanding with the Burlington, Cedar Rapids & Northern folks to maintain rates at this point; but they have given rebates on each side of this point, making it very difficult to operate here and compete against shippers at Downey,  $5\frac{1}{2}$  miles on one side, and Atalissa, 5 miles on the other. I have repeatedly asked them to place me on equal terms, and no more, with shippers from these points. They did give me a thirty-five dollar

for a number of years and up to July 15, 1881, but since that time have compelled me to pay regular rates—forty-two dollars. I have since that time shipped about 300 cars, making my dues about \$2,100.00, which I propose to sue for under the law of common carriage if they do not settle soon. I wish to call the attention of your committee to this matter, as I believe this is one of your especial duties. Please let me know by return mail if I am not in the right of this matter, and also if you can't give me your assistance in procuring my just dues.

Yours truly,

JOHN L. WILSON.

DES MOINES, IOWA, December 29, 1884.

JOHN L. WILSON, Esq., *West Liberty, Iowa:*

DEAR SIR—Your letter of December 15th to Mr. Coffin has been by him referred to this Board. Will you please furnish this office with an affidavit setting forth the following facts: The number of years prior to July 15, 1881, that you had a \$35 rate on stock; the regular schedule rate during that period; the rate you have paid since that date (July 15, 1881); the regular rate scheduled since that date; distance and direction of Atalissa and Downey from West Liberty; rates at Atalissa and Downey prior to July 15, 1881; rates at Atalissa and Downey since that date. An affidavit embodying the foregoing facts and such other as you think material will be the basis of our investigation.

By order of the Board.

E. G. MORGAN, *Secretary.*

WEST LIBERTY, IOWA, January 5, 1885.

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

GENTLEMEN—Cannot give particulars and dates as I would like to, for want of time. Was not at home when your second letter of inquiry came. They gave a thirty-five dollar rate two years prior to July 15, 1881, at this point on live stock; regular rate at that period, fifty dollars. The rate I have paid since July 15, 1881, forty-two dollars, schedule rate. Atalissa is five miles east; schedule rate, forty-one dollars. Downey five miles west; schedule rate, forty-three; schedule rate has been just one dollar more for Downey and one dollar less for Atalissa than rate at this point, as long as I can remember. I was a partner with H. H. Ady in the fall and winter of 1879 and 1880, and we were shipping over the Burlington, Cedar Rapids & Northern, and Mr. E. R. Clapp came to see us and wanted us to give them our shipments, and agreed to give us a forty dollar rate. We felt satisfied he was doing better by the other shippers from this point, but he declared upon his honor that they were receiving the same rate. We afterward found out that he had made a false statement to us, and was giving and had been giving Gray and Evans a thirty-five dollar rate. We went for them for what they were owing us extra, five dollars per car, which amounted to \$305. W. M. Sage got terribly angry, and almost drove me out of his office, and said they would never pay it; but I put it in the hands of a lawyer and they then came to terms and paid half the claim, which we were foolish enough to accept. We should have had every dollar of it. Sage never has spoken to me since, and he is and has been, I think, trying to punish me by giving my opponents a benefit over me in a business way—I mean by giving them a special rate on each side of me. I ship the bulk of the fat stock from this point; shipped ten cars last week and have about the same number to go this week. I do not ask to be placed ahead of any shipper, but do insist on being placed on equal terms with them.

Yours truly,

JOHN L. WILSON.

Sworn to and subscribed before me by J. L. Wilson this fifth day of January, 1885.

GEORGE C. SHIPMAN,

*Notary Public in and for Muscatine county, Iowa.*

[SEAL.]

DES MOINES, IOWA, January 9, 1885.

JOHN L. WILSON, Esq., *West Liberty, Iowa* :

DEAR SIR—Your letter or affidavit, dated January 5, 1885, has been received. From it we find the following facts: That for two years prior to July 15, 1881, you paid a rate of \$35 per car-load on stock from West Liberty to Chicago. That since July 15, 1881, you have paid forty-two dollars per car, which is the regular schedule rate; that you made some claim formerly against the company for overcharges in 1879 and 1880, and that you have settled that claim with the company; that the schedule rate for stock from West Liberty is forty-two dollars, from Atalissa, five miles east, it is forty-one dollars, and from Downey, five miles west, it is forty-three dollars. You express a belief that shippers at Atalissa and Downey are furnished special rates which give them advantage over you. We do not understand you to complain of the regular rates, but of unjust discrimination against you in favor of shippers at Atalissa and Downey. Upon this question of fact your affidavit is silent. Please furnish us with an affidavit setting forth the facts upon which you rely as establishing this charge. Upon receipt of the same we will investigate the matter.

By order of the Board.

E. G. MORGAN, *Secretary*.

WEST LIBERTY, IOWA, January 15, 1885.

*Railroad Commissioners, Des Moines, Iowa:*

GENTLEMEN—I do express a belief and have to some extent certain knowledge that shippers at Atalissa, Downey, and other points, are given special rates which gives them advantage over me, and I certainly do think it a very unjust discrimination against me. The facts on which I rely in establishing my claim are by shippers from those points, as some of them have told me they had received a certain amount off on large shipments, and a greater amount on small ones. Shippers who made these assertions did not know there was any trouble between myself and the railroad officials, and when approached upon this question of late seemed determined to evade the question, and said they thought the C., R. I. & P. folks would settle with me without going to law. In order to get at the exact truth in this matter of discrimination, it will, I think, be necessary to put shippers from Atalissa, Downey, Iowa City, Wilton, and Walcott under oath. It is my belief that the schedule rate, as it now is—forty-two dollars from this point—is entirely too much.

J. L. WILSON.

Subscribed and sworn to before me by J. L. Wilson, this 16th day of January, 1885.

GEORGE C. SHIPMAN,

[L. S.]

*Notary Public in and for Muscatine county, Iowa.*

DES MOINES, IOWA, January 30, 1885.

J. L. WILSON, *West Liberty, Iowa* :

DEAR SIR—Your letter or affidavit of January 15th received. Please make an affidavit in which you will state the names and addresses of shippers at Atalissa and Downey and other points who stated to you that they were getting rebates and special rates on large and small cars, giving particularly the language of parties as you recollect it. We must have something specific and definite in order to investigate with any certainty. Your

affidavit only contains the statement that shippers have told you certain things, but does not give their names or addresses, nor the language of their statements? Please give this matter prompt attention.

By order of the Board.

E. G. MORGAN, *Secretary*.

WEST LIBERTY, IOWA, February 2, 1885.

*Railroad Commissioners, Des Moines, Iowa:*

GENTLEMEN—Your letter of January 30th at hand, asking me to give names of shippers who told me certain things in reference to rates, etc., under oath. I can't see why you wish me to prove up this whole matter and give names of shippers who said thus and so. I supposed if I gave you the points where they were discriminating, you would call on E. R. Clapp, Stock Agent, and W. M. Sage, Freight Agent, to contradict such statements, if they could, under oath. How long will the Board be in session, and would they wish me to appear in person before them? I will try and do so if they wish it any time after this week, as I will be absent from home for five or six days. Hoping to hear by return mail,

Yours in haste,

JOHN L. WILSON.

February 6, 1885.

JOHN L. WILSON, Esq., *West Liberty, Iowa:*

DEAR SIR—Your letter of February 2, 1885, has been received. The Board of Railroad Commissioners, no more than any other tribunal authorized by law to investigate complaints, can act without evidence. In our correspondence with you it was soon developed that you had no personal knowledge of the special rates complained of by you, but you wrote that certain persons had made statements to you that seemed to be admissions of special rates granted to themselves or other persons. When we call on you for an affidavit giving names of persons, statements made, etc., you say you "can't see why you (we) wish me to prove up the whole matter." The Commissioners say to you that the inability or unwillingness of the person complaining to aid in throwing any light whatever in the direction of the truth is a very discouraging circumstance. If, however, you think that on Wednesday, the 18th of February, 1885, you will be able to furnish us with any facts, we will meet you at Des Moines, at 2 P. M., for the purpose of a hearing. Please let us know if you wish to meet us at that time.

By order of the Board.

E. G. MORGAN, *Secretary*.

WEST LIBERTY, IOWA, February 16, 1885.

*Railroad Commissioners, Des Moines, Iowa:*

GENTLEMEN—I have concluded it would be useless for me to appear on the 18th. If it is necessary for me to prove up all they require, I might just as well drop the matter. As far as the assistance of the Board is concerned it amounts to nothing. It looks very much to me as if the Board were favoring the railroads. I certainly can't see why the railroad folks can't be called to testify in such complaints.

Yours truly,

J. L. WILSON.

DES MOINES, IOWA, February 18, 1885.

JOHN L. WILSON, Esq., *West Liberty, Iowa:*

DEAR SIR—Your letter of the 16th inst. received and contents noted. The Commissioners understand from it that you withdraw your complaint. The position seems to them to be this: You make charges of discrimination; the Commissioners call on you for proof, and you conclude that they are favoring the railways and can be of no service to you. They do not care to discuss your conclusions.

By order of the Board.

E. G. MORGAN, *Secretary.*

WM. E. WIEHE, LANSING, IOWA,

VS.

CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY. }

Filed December 31, 1884.

LANSING, IOWA, December 19, 1884.

*Judge James McDill, Afton, Iowa:*

DEAR SIR—I address myself to you as a Railroad Commissioner. I am disgusted with the many small dignitaries of railroads that have their being through private and public aid of the people. Disgusted because of the many manifestations showing the utter disregard to accommodate us. That is the reason that a passenger is forced to stay in North McGregor twenty-four hours, when there are chances on freight trains to go north that he is willing to ride on. Now, I propose: (1). That any railroad running but one passenger train on its line or any division thereof shall be forced to carry passengers on any and all of their freight trains. (2). That no company shall be allowed to depart from any station if at such place there is an arrival of another train on another road within one-half hour of such time of departure. It is deemed just as essential for these railroad managers to study accommodation as it now seems the study to avoid if possible. Please try and see what can be done, and much oblige,

Yours truly,

WM. E. WIEHE.

DES MOINES, IOWA, December 29, 1884.

WM. E. WIEHE, Esq., *Lansing, Iowa:*

DEAR SIR—Your letter has been forwarded by Judge McDill to this office. Please furnish us a statement of your detention at North McGregor twenty-four hours, while freight trains were passing on which you could have gone north. If we can do so upon investigation will take pleasure in endeavoring to add to the accommodation and comfort of the public with reference to trains from McGregor.

By order of the Board.

E. G. MORGAN, *Secretary.*

LANSING, IOWA, December 31, 1884.

MR. E. G. MORGAN, *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Mr. S. A. Wolcott, assistant to the Division Superintendent, River Division Chicago, Milwaukee & St. Paul Railway is the person by whom I desire to substantiate my complaint against the company, and with whom I have remonstrated concerning their new laws of exclusions as to persons riding on freight trains on this division, where there is but one passenger train a day. It is so much more unendurable as I have to pay \$5 more than other commercial travelers, and being forced to stay at McGregor over night must pay from \$1.50 to \$2 hotel bill every trip that might be saved. Mr. Wolcott fully sympathized with me but could do nothing. It is on the time table, a law. From the nature of the curves and their reverse positions freight trains cannot stop at the stations North and South McGregor, and passengers must go around the bends and freeze because the railroad officials are permitted to play fool with men and have no time to decently listen to complaints however well founded. I again reiterate that any railroad company running but one passenger train a day should be compelled to carry passengers and provide decent shelter at proper places where to board any of their freight trains. This matter can be very easily fixed by me if I have the making of the time table and the expending of a little money for a shelter at the elevators, and direct trains to stop there every time. This is between North and South McGregor. Not being permitted to ride after night, I must wait until the next days' passenger to get home if I come there with the passenger from the west.

Respectfully,

W. E. WIEHE.

DES MOINES, IOWA, January 9, 1885.

WM. E. WIEHE, Esq., *Lansing, Iowa:*

DEAR SIR—Your letter of December 31, 1884, has been received. You are understood to complain of the Chicago, Milwaukee & St. Paul Railway Company that it only runs one passenger train per day north from McGregor; that it runs several freight trains but does not carry passengers on them; that the passenger train is so scheduled as to time that it leaves McGregor about one half hour before trains on other roads arrive; that freight trains are not stopped at the station, but at some point near an elevator. We have gathered these facts with much difficulty from your letters, and may have mistaken your meaning. Please send us an affidavit setting forth clearly the facts and we will investigate the matter.

By order of the Board.

E. G. MORGAN, *Secretary.*

LANSING, IOWA, February 2, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Permit me to offer thanks for the trouble I have given you to gather such facts as you state with regard to my complaint against the Chicago, Milwaukee & St. Paul Railway. It is not worth while to trouble you any further about it. A road that runs but one passenger train in twenty-four hours north of McGregor of course ought not to be complained of if they exclude passengers from their freights. I will not make an affidavit.

Yours,

WM. E. WIEHE.

DES MOINES, IOWA, February 26, 1885.

ROSSELL MILLER, Esq., *General Manager C., M. & St. P. R'y, Milwaukee, Wis.:*

DEAR SIR—Some complaint has been made to the Commissioners with regard to your running arrangements at North McGregor. It is claimed

that you only run one passenger train per day north from McGregor, and there are several freight trains daily running north; that the passenger train is so scheduled as to time that it leaves McGregor about one half hour before trains on your other lines arrive; that your freight trains do not stop at the station, but at some rather inaccessible point near an elevator, and that by reason of your arrangements passengers are frequently compelled to remain in McGregor nearly twenty-four hours. Will you be so kind as to inform us of the nature of your running arrangements at McGregor, and give consideration to the question whether any change could conveniently be made which would inure to the accommodation of the traveling public. An early reply is requested.

By order of the Board.

E. G. MORGAN, *Secretary.*

MILWAUKEE, March 4, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Replying to your favor of the 26th ult.: As stated, we run only one passenger train per day north from McGregor, being No. 5, leaving North McGregor at 2:13 P. M. There are in addition three freight trains per day running north from North McGregor, only one of which, No. 17, leaving North McGregor at 12:15 midnight, does not carry passengers, for the reason that we do not carry passengers on any trains unless passengers can procure tickets, and there would be so little travel on that train it would not pay to keep ticket offices open. The other two freight trains run at seasonable hours, and ought to accommodate the travel.

Trains going north from North McGregor:

No. 17, freight, 12:15 A. M., does not carry passengers.

No. 13, freight, 10:10 A. M., does carry passengers.

No. 5, 2:13 P. M., passenger train.

No. 15, freight, 4:45 P. M., carries passengers.

Trains arriving from I. & M. Division at North McGregor:

No. 8, passenger, 6:00 A. M., from I. & D. and I. & M.

No. 18, freight, 1:00 P. M., from Calmar, carries passengers.

No. 22, freight, 4:30 P. M., mixed, carries passengers.

No. 16, freight, 5:00 P. M., way freight, carries passengers.

No. 2, passenger, 6:35 P. M., exclusively passenger train.

I do not understand what train or trains are referred to that are so scheduled that they arrive at North McGregor about one half hour after No. 5 departs, as No. 22, a freight train, is the next arriving train, at 4:30 P. M. It would not be practicable for us to change the arriving time of any of the freights on the I. & M. or of No. 2 to reach there before No. 5 left, unless we discommode the passenger and freight business on our entire lines west of the river. "The inaccessible point near an elevator," (there is no elevator there) which is referred to as where we start north bound freight trains, comes in this wise: At North McGregor we have a heavy grade going north, which commences at the railway crossing of the Transfer Company, and north bound freights stop for the crossing, cut off the cars for North McGregor, pass over the crossing, do their work and then back down onto their train, and do not pull up over the crossing and stop at the platform, for if they had much of a train they could not start from that point; but the conductor stands on the crossing himself and signals the train to come ahead, and as they pass over the crossing jumps on. There is no better or safer way for us to do than as above. As to the passengers who may wish to get into the caboose while standing where it does, there is not the least difficulty, as our main track is in the street, and they can walk from our depot down the street on level ground to the caboose. We do not think it would be prudent to attempt to carry passengers on No. 17, leaving McGregor at 12:15 A. M.

Yours truly,

ROSWELL MILLER, *Assistant General Manager.*

BALL & MINERT, BRISTOW, IOWA,

vs.

DUBUQUE & DAKOTA RAILROAD COMPANY.

} Discrimination.

Filed January 12, 1885.

On the 9th of January, 1885, Messrs. Ball & Minert, dealers in grain and livestock at Bristow, Iowa, complained that they had been charged by the Dubuque & Dakota Railroad Company sixty dollars per car on live hogs to Chicago; that the dealers at Allison, five miles further east were charged on a special rate but forty dollars per car. The Commissioners in a letter dated January 12th asked the complainants to furnish proof of their allegations. On January 15th Ball & Minert filed in the office of the Commissioners an affidavit stating that on the morning of January 9, 1885, they had applied to the Superintendent of the D. & D. R. R., in his office at Hampton, for the special rate given at Allison, and were refused this rate. On January 14th the following telegram was received at this office:

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

Disregard letter and contents of this date unless otherwise directed.

(Signed)

BALL & MINERT.

In a letter dated January 20th they asked that the affidavit be returned, and on the 28th they said: "Everything at present is satisfactory."

While pleased to know that the relations between the road and its patrons are satisfactory, the Commissioners dislike to be held up to the railroad officers as a club to bring them to order. It is probable that in future they will insist on a statement of the terms on which the matters complained of were adjusted.

S. C. ROSEGRANT, GALVA, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

} Overcharge.

Filed January 16, 1885.

OFFICE OF THE RAILROAD COMMISSIONERS,  
DES MOINES, IOWA, January 30, 1885. }

S. C. ROSEGRANT, Esq., *Galva, Iowa:*

DEAR SIR—Your letter with bills enclosed addressed to Mr. Coffin has been received and considered. You are understood to complain of the charge of 50 cents on one sack oil meal weighing 20 pounds, shipped from Boone to Galva, Iowa, distance 113 miles.



The Chicago & Northwestern freight tariff, dated August 25 and October 16, 1884, says: "No single shipment will be taken for less than 50 cents." The bills you send show that the C. & N. W. R'y carried for you by weight 250 pounds from Missouri Valley to Galva, for 36 and 43 cents, no greater charge than the Sioux City & Pacific Railroad makes for 80 miles, the C. & N. W. carrying 120 miles. It seems that for a single parcel shipment the S. C. & P. charge only 25 cents, while the C. & N. W. charge 50 cents. The Commissioners have always held that a charge of 50 cents for a single or parcel shipment, without reference to distance, was not unreasonable, and they do not see that you have any just cause of complaint.

By order of the Board.

E. G. MORGAN, *Secretary.*

JAMES PHELAN, MAITLAND, DAKOTA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

} *Violation of contract.*

Filed January 28, 1885.

The complainant in March, 1884, entered into a contract with the St. Louis, Des Moines & Northern and Chicago, Milwaukee & St. Paul Railway Companies for the transportation of his household effects from Boone, Iowa, to Scotland, Dakota, the agent of the former road at Boone having intimated to him that the contents of three cars of his road could be loaded into two of the C., M. & St. P. cars. When the transfer was made at Madrid it was found that the whole consignment could not be put into two cars, and a pile of some 240 fence-posts were left at that place. In entering complaint against the company, Mr. Phelan asked the assistance of the Commissioners in securing the fulfillment of the contract by the railway company. In their investigation of the case the Commissioners received a letter from Mr. Jas. Donahue, General Freight Agent of the St. L., D. M. & N. R'y, stating that the contract with Mr. Phelan was for but two cars of goods, but that three of the narrow-gauge cars of his road were supplied Mr. Phelan at Boone to save him the trouble of packing his goods closely, "as would have to be done if the cars were going through, instead of to Madrid, fifteen miles distant. When these cars were set out at the transfer at Madrid and the contents had been removed to the C., M. & St. P. cars there remained 240 posts, which were left at that place. As the complainant did not dispute the statements made by Mr. Donahue, the Board was unable to find that his contract had been violated.

J. W. KELLEY & SON, OSCEOLA, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

} *Delayed shipments.*

Filed January 26, 1885.

January 26, 1885, J. W. Kelly & Son, of Osceola, Iowa, made complaint to the Commissioners that several cars of coal loaded for them on January 22d at the Zero coal mines on the Chicago, Burlington & Quincy Railroad had been detained at said mines, the railroad company having apparently made no effort to move them toward their destination; that the city was destitute of fuel, and any further delay would entail much trouble and perhaps suffering upon the community. On receipt of this complaint the railway officials were promptly notified, and the coal was immediately brought in and delivered to consignees. Supt. Merrill of the Iowa division in explaining to the Commissioners the cause of the delay, stated that the engines sent out to bring in this coal had broken down at two different times, and that on the third day of delay the shipping directions had been taken away through mistake, making it impossible to remove the cars, as no one could be found at the mines that knew where the coal was to be sent.

H. DUSEY ET AL., CRESTON, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

} *Discrimination.*

Filed February 16, 1885.

CRESTON, IOWA, February 12, 1885.

HON. J. W. McDILL—Will you inform me whether or not the railroads in this State have the right to charge a mechanic for carrying his tool-box, when the tool-box does not weigh over one hundred and fifty pounds, and he has no other baggage? The railroads are in the habit of charging mechanics for their tool-boxes; but some one comes along with twice the number of pounds in a fine trunk and it goes without any fuss. What I think is that it should make no difference whether a man had his tools and clothes in a tool-box or a "Saratoga House," if it comes within the right number of pounds.

The mechanics of this State pay considerable money during the year, which I think they should not be compelled to pay. I ask you about this, because you are one of the Railroad Commissioners, and it should be in the line of your official duty. By answering this you will favor

H. DUSEY, and many others.

A copy of this complaint was sent to T. J. Potter, Vice-President Chicago, Burlington & Quincy Railroad Company, who in reply wrote the Commissioners as follows:

CHICAGO, March 11, 1885.

E. G. MORGAN, ESQ., Secretary Railroad Commissioners, Des Moines, Iowa.

DEAR SIR—Your favor of the 16th of February, in relation to the complaint of H. Dusey, a mechanic, of Creston, for himself and others, that while a trunk and a certain weight of baggage is allowed other passengers, a mechanic is charged extra for the whole weight received. In reply, I beg to recite to you the rules and regulations of our baggage department in reference to this matter:

"To Station Agents and Baggage-men:

"Paragraph 1. Baggage consists of the wearing apparel of passengers, or their personal effects necessary to the journey. Passengers will be allowed 150 pounds free on each full ticket, and 75 pounds on each half ticket; but, in case the baggage exceeds 150 pounds, the agent or baggage-man will collect excess baggage, as per tariff rate, for all over 150 pounds.

"Paragraph 2. You will receive and check as baggage any trunk or valise offered as baggage by a passenger. If such trunk or valise is known by you to contain articles other than baggage, do not receive it, but refer the passenger to the express company.

"Paragraph 3. Receive no article for transportation as baggage unless accompanied by a passenger. Jewelry, merchandise, or other valuable goods or perishable articles should not be received as baggage. When such things are offered, refer the owner to the express company. Charges on extra baggage will be made as per tariff, pages 58 and 59. Check no baggage with parcels or anything else tied thereto; request that they be removed before checking. Do not check two valises or other pieces of baggage fastened together; have them separated, and check each one."

The above is uniform on the Chicago, Burlington & Quincy, and will fully answer your inquiry in regard to this matter. Under the rules as above, mechanics' tools would not be accepted as proper baggage.

Yours truly,

T. J. POTTER.

OFFICE OF THE RAILROAD COMMISSIONERS, }  
DES MOINES, IOWA, April 3, 1885. }

T. J. POTTER, ESQ., Vice-President C., B. &amp; Q. R. R. Co., Chicago, Ill.

DEAR SIR—We are in receipt of your letter of March 11, 1885, replying to our letter of February 16th in relation to complaint of H. Dusey, a mechanic of Creston, that while a trunk and a certain weight of baggage is allowed other passengers, a mechanic is charged extra for the whole weight of tool-chest received, and have given its contents careful consideration. From the extract from your rules furnished us, it is evident that the mechanic precisely as other persons would be thereunder entitled to carry one hundred and fifty pounds of baggage free. You state that under the rules mechanics' tools would not be accepted as baggage. We are quite aware of the many difficulties which arise in considering the question, but the whole matter must turn on the definition of baggage. We therefore ask you to consider the following matters as bearing thereon. The question in the case is what constitutes baggage; this is a question of law.—*Hutchinson on Carriers, section 688.*

The facts and circumstances may be submitted to a jury, but the ultimate question is one of law for the court, and the jury must be guided by proper instructions from the court.—*Hutchinson on Carriers, Section 688.*

In *Macrow vs. The Railway Company*, L. R. 6, Q. B. 611, Cockburn C. J. said that "whatever the passenger takes with him for his personal use or convenience, according to the habits or wants of the particular class to which he belongs, either with reference to the immediate necessities or to the ultimate purpose of the journey, must be considered as personal luggage," and in giving instances of articles that would be considered baggage he mentions "the gun case or fishing apparatus of the sportsman," "the easel of the artist on a sketching tour," "the books of the student." Again he applies this test, "that the use of the article is *personal* to the traveler and its *taking arises from the fact of his journeying*." In the case of *Davis vs. the Cayuga & Susquehanna Railroad Company*, 10th Howard's Practice Reports, page 330, the contents of a trunk consisted of ordinary wearing apparel, a gun, a set of harness-maker's tools worth ten dollars. Plaintiff was a harness-maker by trade, and it was proved that it is usual for those of that trade in going from place to place to take their tools with them in their trunks. Shankland, Justice, said: "I am of the opinion the tools were under the circumstances of the case properly included under the term baggage, and recovered for as such." In this case *Porter vs. Hildebrand*, 2 Harris (14 Pennsylvania State), page 129, is recognized as authority and cited by the court.

In the case of *Porter vs. Hildebrand*, 14 Penn. State, page 129 cited above, it was proven that the trunk contained \$45.00 worth of clothing and \$55.00 worth of carpenter's tools, and that the plaintiff was a carpenter moving to Ohio, etc. The jury found that the tools were the reasonable tools of a carpenter. Bell, J., said (page 133): "I do not perceive why the plaintiff may not call upon the stage proprietors to make good the value of the tools lost, upon the special finding of the jury. \* \* \* It is, it is said, a common thing for journeymen mechanics to carry in their trunks with clothing a small and select portion of their tools. To this practice I see no such objection as ought to put this kind of property out of the protection afforded to the necessaries a traveler is compelled by legitimate consideration to transport with his person." *Hamilton Railroad vs. Swift*, 12th Wallace, page 262, was a case wherein Swift, a surgeon in the U. S. army recovered for baggage lost. Under army regulations a surgeon was entitled to 800 pounds of baggage. The baggage consisted of the wearing apparel of plaintiff and family, table furniture including silverware to the value of \$204.50, three buffalo robes, two deer robes, hair mattresses and pillows, writing desks, tables, engravings, pictures, statuary, numerous articles of household outfit, jewelry of the value of \$787.50, a set of surgical instruments to the value of \$350.00, and an unpublished manuscript on veterinary surgery. The property weighed 2,700 pounds. It was contended that the value of the surgical instruments should not be allowed as not properly baggage. On this subject Mr. Justice Field for the court said, page 274: "The value of the surgical instruments was properly included. Instruments of that character in the case of a surgeon in the army traveling with troops may properly be regarded as part of his baggage. He may be required to use these

instruments at any time, and must accordingly have them near his person where they can be had upon a moment's notice."

In the case of *Olga de Mulato Fraloff vs. The New York Central & Hudson River Railroad Company*, 10 Blatchford, page 16, laces of immense value were held to be reasonable apparel, reference being had to plaintiff's social position and wealth, the state of her health, and the object of her journey abroad.

The case of *Stinson and another vs. Connecticut River Railroad Company*, 98 Mass., page 83, was for a valise containing samples of merchandise only, and the court says: "The contract with Edwards was a strictly personal contract for his safe transportation over the railroads, to which the carriage of suitable personal baggage was merely incidental. Edwards had no right to transport merchandise under cover of his personal baggage."

It cannot be said that a mechanic's tools could be styled merchandise; on the other hand it may not be successfully contended that the articles are usual personal baggage. The baggage of a traveler may consist of rare articles, such as laces, surgical instruments, etc. They may be wholly useless articles for comfort and convenience on the journey, yet if they are appropriate or essential articles to the purposes of the journey, whether it be one of pleasure or business, they are to be regarded as baggage, as "the easel of an artist on a sketching tour, or the books of a student, and other articles of an analogous character, the use of which is personal to the traveler, and the taking of which has arisen from the fact of his journeying."—*Hutchinson on Carriers*, sec. 687.

Now it is the claim of Mr. Dusey "that it should make no difference whether a man has his tools in a tool-box or a 'Saratoga house,' if it comes within the right number of pounds." It seems to us when the known habit of carpenters to carry their tools in a chest is established, that the principles laid down in the cases cited herein, give them a right equally with other passengers to carry one hundred and fifty pounds of baggage free, whether in a tool chest or in a trunk, and that there can be no difficulty in applying the test by which the question of whether they are baggage or not may be determined. If the carpenter or mechanic takes them with him for his personal use or convenience according to the habits or wants of the particular craft to which he belongs, either for the immediate necessities or the ultimate purpose of his journey, or if the articles are personal to the traveler and their taking arises from the fact of his journeying, it seems to us they constitute baggage, and to hold otherwise leads in our judgment to what amounts to an invidious and unjust discrimination against a class. We therefore respectfully recommend such an execution of your rules on the part of baggagemen as will remove all such causes of complaint.

By order of the Board.

E. G. MORGAN, *Secretary*.

DES MOINES, IOWA, July 10, 1885.

T. J. POTTER, ESQ., *Vice President C., B. & Q. R. R. Co., Chicago, Ill.*

DEAR SIR—Having been informed by you in your letter of April 16th, 1885, that our decision in the complaint of H. Dusey, of Creston, Iowa, was deemed unsatisfactory and deeply affected your interests and the efficiency of your service, at your request, on a day fixed we heard Messrs. Blythe and Trimble, your counsel, in reference thereto. We have carefully examined all authorities cited, and endeavored to give full and complete consideration to all the reasoning offered. Mr. Dusey substantially set forth his complaint in the following words: "What I think is that it should make no difference whether a man had his tools and clothes in a tool-box or a 'Saratoga house,' if it comes within the right number of pounds." In the case of *Porter vs. Hildebrand*, 14th Pennsylvania Statutes, 129, the court uses the following language: "It is, it is said, a common thing for journeymen mechanics to carry in their trunks with their clothing a small and select portion of their tools. To this practice I see no such objection as ought to put this kind of property out of the protection afforded to necessaries a traveler is compelled by legitimate considerations to transport with his person."

In our decision we say: "It seems to us when the known habit of carpenters to carry their tools in a chest is established, that the principles laid down in the cases cited herein give them a right equally with other passengers to carry one hundred and fifty pounds of baggage free, whether in a tool chest or in a trunk, and that there can be no difficulty in applying the test by which the question whether they are baggage or not may be determined." \* \* \* \* \*

"We therefore recommend such an execution of your rules on the part of baggagemen as will remove all such causes of complaint."

The complaint was that tool chests were excluded, even though containing a mechanic's clothes and tools, and refused checking, while large and weighty trunks passed without question. The Commissioners believed that under the law and decisions of courts construing the same, a reasonable quantity of mechanic's tools in a trunk, box or chest with his clothes constituted personal baggage, and that to the weight of one hundred and fifty pounds, the limit fixed by your rules, the mechanic was entitled to the same baggage privileges as any other passenger. Upon hearing, Messrs. Blythe and Trimble, counsel for respondent were understood to contend that the company could, by rule or regulation, exclude all articles except strictly personal baggage, such as wearing apparel, and refuse to carry anything else; that the decisions such as *Porter vs. Hildebrand*, were made in cases where, without rule or regulation, or any attempt to exclude, carriers had received trunks, etc., containing the articles, and thus having received them to carry as baggage and failed to deliver, that they would be held liable. But that where a carrier had, by regulation or rule, given notice that it would alone carry as baggage, wearing apparel and personal effects neces-

sary to the journey, it might direct its baggagemen to refuse to check as baggage, trunks, etc., known to contain articles other than baggage as defined in the rule, without any reference to what the courts may have held in cases of loss of articles received as baggage under circumstances seeming to establish on the part of the carrier either acquiescence or a neglect to do something to limit his liability, which he might have done. The authorities cited by counsel may be grouped under two heads:

*First.* Those which hold that carriers may make reasonable rules and regulations with regard to their method of doing business. The cases cited were: *State vs. Overton*, 4 Zabriski, 441; *Commonwealth vs. Porter*, 7 Metc., 596; *Crocker vs. New London, Will & Palmer R. R. Co.*, 24 Con., 260; *Fraloff case*, 100 U. S., 24; *State vs. Choerte*, 7 Iowa, 204.

The Iowa and Connecticut cases maintain the power to charge by regulation an additional sum, where a passenger enters a car without purchasing a ticket. The laws of Iowa expressly recognize while limiting this power. The other cases recognize the power to make reasonable rules and regulations as one inherent, and necessary to the proper conduct of their business.

The Commissioners have never doubted the power of the carrier to make reasonable rules and regulations with reference to the conduct of its business. See *T. & C. Van Hooser, Cedar Falls vs. Ill. Cent. R. R. Co.*, Commissioners report, 1881, page 135. But they understand, as in the case of by-laws of a corporation that they must be in consonance with the charter and the laws of the land.

The question then is whether the courts, having held that certain articles are to be considered as personal baggage, by a rule of the carrier such articles may be excluded.

In a case cited by counsel (*Phelps vs. L. & N. W. Ry.*, 19 Common Bench, N. S., p. 321). Story on Bailments, Sec. 499, and a note thereto is cited.

In that note, after referring to articles which, in various cases have been held to be baggage, it is said: "So far as these rulings go, the doctrine may be considered as settled, and it must be considered as settled in all cases falling within the reason of these rulings." This conclusion commends itself to us as sound.

Applying it we believe it to be settled as a matter of law that the reasonable tools of a mechanic, constitute, with his clothing, articles of baggage, which properly go with him as baggage, and whether in tool-chests or trunks it seems to us, can make no difference, if the other requisites be found. A rule or regulation which would seek to exclude articles given by authoritative decisions of courts the character of baggage, would, in our opinion, be in derogation of law, and invalid.

The other group cited seems mainly to be a class of cases where the carrier has been relieved from liability because of some fraud or concealment of contents by the passenger. We most heartily endorse the correctness of such rulings, as, if a passenger, because he may carry a watch in his trunk, should surreptitiously attempt to have watches and jewelry go as baggage, or as if one, because reasonable tools may be carried in his trunk or chest, should, by fraud or concealment of the facts attempt to have tools not hav-

ing the character of baggage carried as such. It is evident that each case as it comes up must be determined on its own peculiar facts.

Hence the Commissioners in their former decision did not attempt any detail, but contented themselves with recommending such an execution of your rules by your baggagemen as shall not exclude articles declared to be proper articles of baggage, among which the Commissioners found were the reasonable tools of a mechanic as herein set forth. We are still satisfied with our former holding, and see no reason to change therefrom.

By order of the Board.

E. G. MORGAN, *Secretary.*

P. M. BARSLOW, BURT, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

} Damages.

Filed February 16, 1885.

On the 20th of October, 1884, a fire set out by employes of the Chicago & Northwestern Railway near complainant's farm, burned ten tons of hay and damaged a hay-stacker, the whole loss amounting to \$18.50. Mr. Barslow made claim for the amount of the damage, but payment was refused by the company, they offering him, however, \$6 in settlement. As section employes of the company had placed the amount of damages at the figure claimed by Mr. Barslow, the Commissioners recommended the payment of the full amount by them, which was done.

E. H. GIBBS, OSKALOOSA, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY,  
BURLINGTON & WESTERN RAILWAY COMPANY.

} Overcharge.

Filed February 20, 1885.

OSKALOOSA, IOWA, February 19, 1885.

To the Railroad Commissioners of Iowa:

GENTLEMEN—I wish to call the attention of your honorable Board to the inclosed correspondence which explains itself. The goods mentioned in the bill were sent me from the Haxtun Steam Heater Company of Kewanee, Ill., with freight charges attached of \$49.45, which I paid under protest. I corresponded with the Heater Company, and the conclusion was that I paid \$30 as freight, and they would ask for a rebate, which you will notice has been refused. I wish to call your attention to the Haxtun letter dated February 17, 1885, in

which they say that the rate on heating materials from Kewanee to Oskaloosa in 1884 was 21 cents by car-loads, 23½ cents for 12,000 pounds, and 35 cents for less amounts. At car-load rates the bill would be but \$41.00, and at actual weight on 35 cent rate would be but \$36.40. (See Haxton's letter of February 9, 1885). Again, the rate on this same material from Chicago to Oskaloosa by all our lines is but 35 cents per hundred pounds. I see no reason why the freight from Kewanee, Illinois, to this place on less than one-half car-load of goods (loaded and reloaded by owner) should be more than by car-load of 20,000 pounds, or why they should charge in excess of rates existing between the points, and also charge 1,040 pounds over-weight. I will furnish you anything you may require in regard to this matter. Their overcharges are getting to be a serious matter with me, and my experience has been that railroads never refund.

Yours very truly,

(Signed)

E. H. GIBBS.

OSKALOOSA, IOWA, September 6, 1884.

HAXTON STEAM HEATER COMPANY, Kewanee, Ill.:

GENTLEMEN—I inclose you freight bill on heater for your inspection. If you have any shipping arrangements with the Chicago, Burlington & Quincy Railroad, I wish you would have the bill rectified. The rate from here to Chicago is \$40 per car, and this certainly was not half a car-load. If this is the regular charge, there is no use of our people buying goods at Kewanee, as we can get goods from New York at the same or less price.

Yours very truly,

(Signed)

E. H. GIBBS.

KEWANEE, ILL., September 7, 1884.

E. P. RIPLEY, Esq., General Freight Agent C., B. & Q. R. R., Chicago, Ill.:

DEAR SIR—Inclosed find expense bill and letter. Please investigate and make as low rate as circumstances will allow, and oblige,

Yours truly,

HAXTON STEAM HEATER CO.

COPY—EXPENSE BILL.

OSKALOOSA, IOWA, September 3, 1884.

Oskaloosa Steam Fitting Company, to Burlington & Western Railway, Dr.

For transportation on the following described property billed from Kewanee, Illinois: 5 bdis iron pipe, 10 pcs iron pipe, 2 bdis castings, 2 boxes castings, 6 pcs castings, 8 radiators, 4 bdis cast tops, 1 boiler, 1 cast door, 1 cast front, 8 cast grate bars, 1 bdl rods, 1 bdl tools.

| Weight | Rate | Charge  |
|--------|------|---------|
| 2040   | 35   | \$ 7.15 |
| 9400   | 45   | 42.30   |
|        |      | \$49.45 |

Received payment,

R. W. PRICE, Agent.

CHICAGO, February 5, 1885.

HAXTON STEAM HEATER COMPANY, Kewanee, Ill.:

GENTLEMEN—We can make no reduction in this claim, and same is returned to you respectfully declined.

(Signed)

Yours truly,

E. P. RIPLEY.

KEWANEE, ILL., February 5, 1885.

E. H. GIBBS, Esq., Oskaloosa, Iowa:

DEAR SIR—We regret we are compelled to return you herewith yours of September 6, 1884, with claim for rebate on freight. You will notice what the railroad company say about the matter.

Yours truly,

HAXTON STEAM HEATER CO.

KEWANEE, ILL., February 9, 1885.

E. H. GIBBS, Esq., Oskaloosa, Iowa:

DEAR SIR—In answer to yours of the 6th Inst: The weights on our shipments to you September 3, 1884, were as follows, as near as we can estimate, and the estimate is a very close one:

|                 |               |
|-----------------|---------------|
| Radiators ..... | 5700 pounds.  |
| Boiler .....    | 3700 pounds.  |
| Pipe .....      | 1040 pounds.  |
| Total .....     | 10440 pounds. |

Our present rate to your place in car-loads is 21 cents less than car-loads 35 cents per hundred pounds.

Yours truly,

HAXTON STEAM HEATER CO.

KEWANEE, ILL., February 17, 1885.

E. H. GIBBS, Esq., Oskaloosa, Iowa:

DEAR SIR—We have your favor of the 14th Inst. with draft for \$20 to balance your account, for which please accept thanks. Our rates in 1884, from Kewanee to Oskaloosa, on steam heating material, were, in car-load lots, 21 cents; 12,000 pound lots, 23½ cents; smaller lots, 35 cents.

Yours truly,

HAXTON STEAM HEATER CO.

OFFICE OF THE RAILROAD COMMISSIONERS,  
DES MOINES, IOWA, February 26, 1885. }

E. P. RIPLEY, Esq., General Freight Agent, C., B. & Q. R. R., Chicago, Illinois:

DEAR SIR—We send you copy of a letter received by the Commissioners, dated February 10, 1885, concerning a shipment of castings, etc., from Kewanee, Illinois, to Oskaloosa, Iowa; also copy of the freight bill which runs in the name of the Burlington & Western Railway. We send this communication to you because we find the Kewanee consignors had laid the matter before you, and that on February 5, 1885, you addressed the Haxton Steam Heater Company, declining to make any reduction, but giving no reasons. (A copy of your letter is enclosed.) Will you be so kind as to give us your reasons for declining to rebate any portion of the charges.

If we correctly read the letters of the Haxton Steam Heater Company, of Kewanee, and of Gibbs Bros., of Oskaloosa, Iowa, the rate from Kewanee to Oskaloosa in 1884 on goods of this character would be 35 cents, and 9,400 pounds were charged 45 cents. Mr. Gibbs also seems to claim an over weight. We hope you will give us your reasons for refusal to consider the claim. We have not overlooked the character of this shipment, being from a point in Illinois to a point in Iowa, but would be glad, even in such cases,

to render a reason to a complainant for the action of the carrier. The bill being to the B. & W. R'y Co., we should have sent to that company but for the fact that the claim seemed to have already been sent to your office. An early reply is requested.

By order of the Board.

E. G. MORGAN, *Secretary.*

OFFICE OF THE RAILROAD COMMISSIONERS, }  
DES MOINES, IOWA, February 26, 1885. }

E. H. GIBBS, Esq., *Oskaloosa, Iowa:*

DEAR SIR—We are in receipt of your communication about a shipment of castings, etc., from Kewanee, Illinois, to Oskaloosa, Iowa. We have laid the matter before the proper officials, and when advised more fully will communicate with you. The shipment, being from Kewanee, Illinois, to Oskaloosa, Iowa, may be beyond the power and control of the Iowa Commissioners. There is a case now pending in the courts involving the power of the Commissioners to furnish a remedy in such cases, and, of course, we must abide by the decision of the courts. Meanwhile we will do what we can in the matter, and communicate with you further when progress is made in our investigation.

By order of the Board.

E. G. MORGAN, *Secretary.*

OSKALOOSA, IOWA, February 27, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners:*

[DEAR SIR—Is it not possible to get after the Burlington & Western Railway? They say they charge local rates from Burlington. My impression is that this is the road which has made the unreasonable charge, and they can do so for the reason that the Chicago, Burlington & Quincy will not deliver Oskaloosa freight to any road but the B. & W. R'y.

Yours very truly,

E. H. GIBBS.

CHICAGO, March 2, 1885.

E. G. MORGAN, Esq., *Sec'y Railroad Com's, Des Moines:*

DEAR SIR—Answering your favor of the 26th ult., wherein you enclose copy of correspondence between E. H. Gibbs of Oskaloosa and the Haxtun Steam Heater Co. of Kewanee: I think we made an error in declining the claim, as there was, even on the basis of actual tariff rates, a slight overcharge which was due Mr. Gibbs. Of course I did not personally see the papers at the time the overcharge was presented, and cannot see why the claim was declined. We have no record of any rate in favor of the Haxtun Steam Heater Co. or any one else, of 21 cents per 100 lbs, or any other rate less than the Chicago rate to Oskaloosa, but it is possible that they may have asked and received from us a special rate, of which no record was taken. However that may be, I am entirely willing to settle with Mr. Gibbs on the basis of 23½ cents per 100 lbs, which was the rate alleged by Haxtun Steam Heater Co. to have been given them on amounts of 12,000 lbs. or over, although this was somewhat less in amount. As to the alleged overcharge in weight, would say that the property was weighed on the scales in our freight house in Kewanee, and that we can make no reduction in weight, unless the consignee is prepared to show that the property on arrival was weighed on property scales and found to be less than we billed it. The estimated weights of the Haxtun Steam Heater Co. should not be taken as offsetting the actual weight

as shown by our scales. Upon receipt of the original papers, and especially the expense bill from Mr. Gibbs, we will make voucher for all charges in excess of 23½ cents per hundred pounds.

Yours truly,

E. P. RIPLEY, *Gen'l Freight Ag't.*

DES MOINES, IOWA, March 4, 1885.

E. H. GIBBS, Esq., *Oskaloosa, Iowa:*

DEAR SIR—I am in receipt of a letter from General Freight Agent Ripley, of the Chicago, Burlington & Quincy Railroad, copy of which is herewith enclosed. Will the settlement he offers to make be satisfactory to you, and shall I send him the original expense bill now on file with your papers here.

Yours truly,

E. G. MORGAN, *Secretary.*

OSKALOOSA, IOWA, March 5, 1885.

E. G. MORGAN, Esq., *Secretary:*

DEAR SIR—Your favor of the 4th received and contents noted. The terms as proposed are acceptable to me. Many thanks for your promptness. My reason for bringing this matter to your attention was that their overcharges are frequent. I then determined if possible that railroads should live up to their agreements the same as other people. Again thanking you for your promptness,

I am yours very truly,

E. H. GIBBS.

P. S. Should the rebate not be sufficient to cover expense, please send me bill for balance.

E. H. G.

March 7th, 1885.

E. P. RIPLEY, Esq., *General Freight Agent, C. B. & Q. R. R., Chicago, Illinois:*

DEAR SIR—I am in receipt of yours of the 2d inst. Enclosed herewith please find original expense bill paid by Mr. Gibbs, as you requested, that you may send him a voucher for the difference. When the matter is adjusted, please notify us that we may close the case.

By order of the Board.

E. G. MORGAN, *Secretary.*

March 7th, 1885.

E. H. GIBBS, Esq., *Oskaloosa, Iowa:*

DEAR SIR—Yours of the 5th at hand, and contents noted. I have sent Mr. Ripley, General Freight Agent, Chicago, Burlington & Quincy Railroad, the original expense bill, and he will forward you a voucher for the difference between the amount you paid and 23½ cents per 100 pounds.

There are no expenses attending this matter, and the Commissioners will be pleased to hear from you as soon as you have received the amount due, that the case may be closed on our books.

Very respectfully,

E. G. MORGAN, *Secretary.*

WASHINGTON, D. C., March 13, 1885.

E. G. MORGAN, Esq., *Secretary*:

DEAR SIR—I received my check from the Chicago, Burlington & Quincy Railroad on account of my claim for \$22.57, which is satisfactory. Again thanking you for your kindness, I am sir,

Very truly yours,

E. H. GIBBS.

SMITH &amp; BOYNTON, SPENCER, IOWA,

vs.

} *Discrimination.*

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

Filed March 3, 1885.

Complainants stated to the Commissioners that certain parties in Spencer were retailing soft coal for less money than they could lay it down at that point, and that in their belief some of the dealers were receiving a special rate or rebate from the company which enabled them to undersell complainants. In reply to a letter from the Commissioners the officers of the company stated that no rebates or special rates had been granted to any coal dealers in Spencer, and that the difficulty no doubt arose from the fact that most of the dealers bought Angus or Oskaloosa coal, either of which could be laid down in Spencer for \$3.65 per ton, while complainants' coal cost them \$4.15 at that point.

WM. LEWIS, MACEDONIA, IOWA,

vs.

} *Damages for failure to furnish cars.*

CHICAGO, BURLINGTON &amp; QUINCY RAILROAD CO.

Filed March 4, 1885.

The complainant had an order delivered to the agent of respondents' railroad at Macedonia, Iowa, on February 18, 1885, for two stock cars in which to make a shipment of live stock to Chicago, said cars to be furnished on the Friday following, February 20th. On that day he drove his stock to the yards, expecting to ship them immediately, but no cars were sent for him, in consequence of which he was obliged to wait until the following day before loading. The delay on the part of the company was alleged by complainant to have caused him a loss of \$140, as the market was on the decline when his stock arrived, and the assistance of the Commissioners was asked, to obtain for him some recompense. Complainant was advised by the Board that a money judgment could not be rendered by them, but that they could investigate his case and make recommendation to the company for its settlement, if he did not wish to take it into the courts. This being satisfactory

to him, proceedings were instituted to determine the liability of respondent in the matter. Pending the action of the Commissioners they were advised that damages to the amount of \$90 had been paid to Mr. Lewis, which was received in satisfaction of his claim, and the complaint was accordingly dismissed.

WALTER SCHENCK, BURLINGTON, IOWA,

vs.

} *Overcharge.*

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

Filed March 12, 1885.

Complainant stated to the Commissioners that he was charged four cents per mile for a ticket on the Iowa & Dakota Division of the Chicago, Milwaukee & St. Paul Railway, which he thought unlawful and exorbitant. Replying to a communication from the Board the officers of the company stated that they had never received notice of any change in the classification of their road from class C to B, and consequently had adhered to the lawful tariff for class C roads. The Commissioners advised complainant that the company had now received such notice and would be expected to change their rates at once to 8½ cents in compliance with the law. The Board was duly apprised that this change had been made.

A. H. McNALL, MAXWELL, IOWA,

vs.

} *Lost Goods.*CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,  
WISCONSIN, IOWA & NEBRASKA RAILWAY CO.

Filed March 16, 1885.

On March 16, 1885, Mr. McNall sent the Commissioners a claim against the Chicago, Milwaukee & St. Paul Railway Company for the loss of a box of cigars and a quantity of apples, the whole valued at \$2.25, and stated that the goods were lost while in transit from Marshalltown to Maxwell, via the Wisconsin, Iowa & Nebraska and C. M. & St. P. R'ys. On investigation the loss was located on the W., I. & N. R'y, and the amount of the claim promptly paid by that company.

THOMAS BURNS, BRED A, IOWA,

vs.

CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY,

} Fencing.

Filed March 18, 1885.

BRED A, IOWA, March 17, 1885.

*To the Honorable Board of Railroad Commissioners:*

To your honorable body do I appeal for justice in the time of need. I own two hundred and forty acres of land north of Breda, in Carroll county. The Maple River Railroad runs through my pasture, and they have no fence on that part of the road. It is dangerous to life and property. For the last three years I have had to keep my boys from school, which is doing them injustice. They agreed to fence at the time they got the right-of-way over seven years ago, and they have not done it yet. I do ask of your honorable body that you will intercede for me, and see that justice is done to me and my neighbors living in this vicinity; as soon as your honorable body can have it seen to will be the best for the farmers.

Yours truly,

THOMAS BURNS.

DES MOINES, IOWA, March 19, 1885.

THOMAS BURNS, Esq., *Breda, Iowa:*

DEAR SIR—Your letter of the 17th inst. in relation to fencing your farm along the line of the Maple River Railway by the company has been received, and the matter referred to the officers of the Chicago & Northwestern Railway Company. As soon as an answer is received from them you will be notified. Please advise us whether the agreement to fence the right of way was in writing, and if it was put into the deed you gave the company.

By order of the Board.

E. G. MORGAN, *Secretary.*

DES MOINES, IOWA, March 19, 1885.

MARVIN HUGHITT, Esq., *Vice President C. & N. W. R'y Co., Chicago, Ill.:*

DEAR SIR—I enclose you complaint of Thomas Burns, of Breda, Iowa, wherein he claims that when the right of way was obtained seven years ago, the company agreed to fence the road, and as yet has not done so. Please investigate, and report if the facts are as stated. The Commissioners may with propriety intimate, considering the present low rate of fencing material, that it seems to them it would be good policy, even if the contract mentioned is not one of the conditions of the deed, to give this party the protection he needs. It appears to the Commissioners from the statement made to be a case of manifest hardship to the complainant.

By order of the Board.

E. G. MORGAN, *Secretary.*

BRED A, IOWA, March 23, 1885.

*To the Railroad Commissioners:*

DEAR SIRS—Thanking you for the speedy action you have taken in my case; in regard to the railroad company fencing their line, we have no writing to refer to; it was only promised,

and they have not kept it. Over one year ago myself and two of my neighbors fenced along our line. It is entirely useless to us until they fence their part of the line. They have the posts at Maple River Junction, and promised last summer that they would fence for sure.

Yours truly,

THOMAS BURNS.

CHICAGO, March 24, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines:*

DEAR SIR—In reply to yours of the 19th to Mr. Hughitt I would say that the superintendent of the Iowa Division of this company's lines who has charge of the Maple River Branch has been instructed to fence the right of way referred to by you, and the fencing will be done as soon as the frost permits. I presume this will be satisfactory to Thomas Burns.

Yours truly,

W. H. STENNETT.

DES MOINES, IOWA, March 25, 1885.

THOMAS BURNS, Esq., *Breda, Iowa:*

DEAR SIR—We are in receipt of a letter from the general manager of the Chicago & Northwestern Railway, who says that orders have been given to the superintendent of the Maple River division to build the fence asked for in your letter of March 17, as soon as the frost will permit. When the work has been done to your satisfaction please notify this office, that the case may be closed on our books.

By order of the Board.

E. G. MORGAN, *Secretary.*

BRED A, IOWA, April 30, 1885.

*To the Railroad Commissioners:*

Your letter of March 25th was duly received, and I thank you for the favor done me by you. But again do we farmers have to appeal to you, as the Northwestern Railroad has done nothing towards putting in their fence; and as the herding time is now at hand, and we have to keep our children out of school, it is important for us to see that they fence their line, if you will help us compel them to do so. They were all summer and fall putting in four miles of fence last year. Now, if they are going to do the same thing this year, they can do as they please, and unless your honorable body will compel them to go to work right away we will be some time without our rights. If it be possible, please compel them to do this inside of ten days.

THOMAS E. BURNS.

DES MOINES, IOWA, May 1, 1885.

THOMAS BURNS, Esq., *Breda, Iowa:*

DEAR SIR—Your letter of the 30th ult. at hand and contents noted. We have written Supt. Burt of the Chicago & Northwestern Railway, calling his attention to the instructions of Vice President Hughitt, and asked him how soon the fence will be built. As soon as he is heard from we will write you.

By order of the Board.

E. G. MORGAN, *Secretary.*

DES MOINES, IOWA, May 1, 1885.

H. G. BURT, Esq., *Superintendent C. & N. W. R'y, Boone, Iowa:*

DEAR SIR—Under date of March 24, 1885, Mr. W. H. Stennett, assistant to the general manager wrote us in reply to a complaint of Thomas Burns,



of Breda, Iowa, that instructions had been sent you to fence the right of way of the Maple River Branch, and that the fencing would be done as soon as the frost would permit. We are to-day in receipt of a letter from Mr. Burns in which he says: "Nothing has been done toward putting in the fence, and as herding time is now at hand, and we have to keep our children out of school, it is important for us to see that the road is fenced."

What arrangements have you made in regard to fencing your line of road through Mr. Burns' farm, and when will it be done?

By order of the Board.

E. G. MORGAN, *Secretary.*

BOONE, IOWA, May 4, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Replying to yours relative to the matter of building a fence for Mr. Burns near Breda, Iowa, I would advise you that arrangements are being perfected now to fence this portion of our line, and in all probability the work will be done for Mr. Burns some time this month.

Very truly,

H. G. BURT, *Supt.*

BREDA, IOWA, May 28, 1885.

*Mr. Commissioners:*

DEAR SIRS—It is to your honorable body I do here state those facts as honest ones: I am a boy of thirteen years in the fall. The 28th day of April I was taken out of school and my brother of ten years to herd cattle to the number of twenty-nine. We have to herd the six days of the week and also on the Sabbath day, and all through those rain storms we have to be out under them. Our pasture is along the line of the railroad, and my pa has had his line fenced for two years, and there is no honor to those men as far we can see. They have let the contract, but did not sign it as we have been told. If your honorable body wont make them do it, they will do as they have done heretofore.

In your letter of May 6th to my pa they were to fence our line in this month of May. Your honorable body can see what their word is worth. It is through you, Mr. Commissioners, that we will get it done, if done, and we boys shall not forget your kind efforts in bringing those railroad men to do their duty to us.

M. T. BURNS.

DES MOINES, IOWA, June 10, 1885.

H. G. BURT, Esq., *Supt. C. & N. W. R'y, Boone, Iowa:*

DEAR SIR—I am instructed by the Commissioners to forward you the enclosed letter, and ask if you, by neglecting to build the fence, are not depriving this boy of his birth-right, viz.: the opportunity of acquiring an education?

By order of the Board.

E. G. MORGAN, *Secretary.*

BOONE, IOWA, June 15, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—I am in receipt of your esteemed favor, enclosing copy of a letter from the son of Thomas Burns, on our Maple River Branch, relative to the matter of fencing his pasture where it adjoins our track. I have to advise you that contracts for fencing have been let, and the contractors are at work. This is not an isolated case. The fact is there are fifty people on the Maple River road who are just as anxious to have their land adjoining our

track fenced, but we cannot get around to it this year, neither can we show any partiality in the matter, but must take up the fencing at certain points and carry it along systematically. It will not be long before we have the land belonging to Mr. Burns properly fenced.

Yours truly,

H. G. BURT.

DES MOINES, IOWA, September 16, 1885.

THOMAS BURNS, Esq., *Breda, Iowa:*

DEAR SIR—Has the Chicago & Northwestern Railway Co. built the fence you asked for last March? Please let us know, that the case may be closed on our records.

By order of the Board.

E. G. MORGAN *Secretary.*

BREDA, IOWA, September 20, 1885.

*To the Railroad Commissioners:*

GENTLEMEN—Yours of the 16th came to hand, also the one dated the 4th. In regard to the fence Mr. Burt agreed to put down as soon as the frost would leave the ground, we must say it isn't finished yet, as they have left their crossing open, and have given us only a twelve foot crossing. I wrote to Mr. Burt before the fence was put down for a sixteen foot crossing, as it requires that to get through with a binder, and he has not replied.

Some of the farmers have chopped down their fences to get through with their binders, but I did not resort to that, as I expect to get justice done me through you. I have had to keep my boys out of school, and under rain and cold expose them, to herd my cattle, when Mr. Burt could do as he agreed to in the month of May as well as when he did do it, and then leave it unfinished. And gentlemen, since the fence was put down, it is to be seen that outside the fence on my land where they have dug up the dirt and carried it to make the railroad. No, gentlemen, if you will assist me, and make them come to time and pay for the damage done me, if not as soon as I have means I will see whether there is law to make them. But I would rather not go to law, if you will bring them to do what is right with me. Please let me hear from you again.

THOMAS BURNS.

DES MOINES, IOWA, September 23, 1885.

H. G. BURT, Esq., *Supt. C. & N. W. R'y, Boone, Iowa:*

DEAR SIR—Your attention is called to a copy of Mr. Burns' letter, dated September 20, herewith enclosed. You will see that he thinks you should make the plank crossing sixteen instead of twelve feet wide, and in this we agree with him. The latter width, twelve feet, is not sufficient we think for a crossing, among other reasons for the one given in Mr. Burns' letter, namely, that common farm machinery cannot be taken through a twelve foot opening. Please advise us what has been done in the matter.

By order of the Board.

E. G. MORGAN, *Secretary.*

BOONE, IOWA, September 24, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—I have yours of the 23d inst., enclosing copy of a letter from Thomas Burns. I have to say in reply that 12 feet is the usual width of gates for farm crossings, but as some complaint was made in regard to the matter, I have ordered 14 foot gates, which has delayed the finishing up of the work to some extent. I do not see any need of putting in any longer

plank than 12 feet, but before putting them down it will be necessary to look into this particular case, and see if any real necessity exists for planking the track with 16 foot plank instead of 12. I do not understand from Mr. Burns' letter that he wants the plank crossing 16 feet wide.

Yours truly,

H. G. BURT, *Superintendent.*

E. T. PRICE, WINFIELD, IOWA,

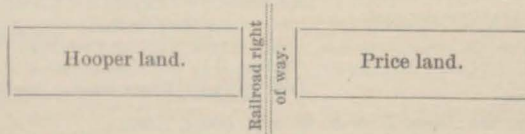
vs.

BURLINGTON & WESTERN RAILWAY COMPANY.

} *Fencing.*

Filed March 18, 1885.

On the 18th of March, 1885, the above named complainant asked for relief requiring the respondent to put in a cattle-guard and build a fence for the protection of complainant's crop. The evidence established the following facts: Prior to the location of the railroad, Mr. Price and others owned the land in question. The tract just north of the Price land was owned by one Hooper; a division fence was maintained between the Price and Hooper lands. Mr. Hooper granted the right of way wholly over his land to the railroad company, reserving the fence, being his part of the division fence between his own and the Price land. After the completion of the road Mr. Hooper withdrew or removed his portion of the division fence. The following diagram will show the relative situation of the two pieces of land and the right of way:



The withdrawal of the partition fence by Hooper left a portion of the north line unfenced, and exposed to stock entering upon the exposed right of way. Complainant wished a cattle-guard and fence across the right of way on Hooper's land for his protection.

Held: that whatever may have been the relative rights and duties of the partition fence builders, the Commissioners had no power to order the cattle-guard, the law only requiring cattle-guards when one owns land on both sides of the railway, and also providing (Section 1289, Code) "That no law of this State, nor any local or police regulations of any county, township, city or town, regulating the restraint of domestic animals, or in relation to fences of farmers or land owners shall be applicable to railway tracks, unless so specifically stated in the law or regulation," and a railroad company is not compelled when assuming the ownership of lands on section lines for right of way purposes to fulfill the obligations of law imposed upon an individual owner.

THOS. CHANTLAND, BADGER, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

} *Damages.*

Filed March 20, 1884.

DECISION OF THE COMMISSIONERS.

Thomas Chantland complained on the 19th of March, 1885, that he shipped three cars of hogs to Chicago from Badger, Iowa, going from West Liberty, Iowa, on respondents' line, the time of starting from Badger being December 16, 1884. The stock reached Peru, Illinois, at one o'clock A. M., December 18th. Up to this point no complaint is made. At Morris, Illinois, the train was laid off for one hour. A train behind which had orders to pass everything it could overtake was disabled by blowing out a cylinder head, and this train containing the cars of hogs belonging to complainant was overloaded by being required to carry one-half the cars of the disabled train, and moving very slowly, the now overloaded train reached Joliet at 5 A. M., December 18th. They laid at Joliet from 5 to 7 A. M., several freight trains passing them on the way to Chicago. It was bitter cold and very windy. At Joliet none of the stock was dead. At Joliet they were put on the track of the out-bound trains from Chicago, which materially slowed the movements of the train, and being due at Chicago at 7 A. M., they did not reach that point till 10 A. M., too late for that days market. Damages are claimed for

|  |    |        |
|--|----|--------|
| Five hogs lost between Joliet and the time of unloading..... | \$ | 86.70  |
| Market lower on 19th than 18th.....                          |    | 69.21  |
| Corn and bedding on the night of the 18th.....               |    | 11.00  |
| Total.....   | \$ | 166.91 |

Respondent answering raises a question as to the right of the Board to inquire concerning the operation of its trains on that portion of its line in the State of Illinois; admits a delay of two hours and thirty-five minutes occasioned by the accident at Morris and the severity of the weather; denies that the stock could not have been sold on the 18th, as the market does not close before 1 P. M., and the record shows the arrival of the stock at the yards at 9:35 A. M.; that the stock was not shipped on guaranteed time, and was brought in on schedule time as near as possible.

Evidence offered by the parties shows a conflict in the following particulars: The railroad evidence is that the train left Joliet at 5:40 A. M.; complainant fixes the time of leaving Joliet at 7 A. M. The railroad evidence is that the train reached the stock-yards at 9:35 A. M., complainant's evidence fixes that time at 11 A. M. Complainant's evidence is to the effect that the market broke about the middle of the forenoon of the 18th, and opened on the 19th at the reduced price.

The Commissioners do not choose to discuss the question of their right to

investigate the movement of trains on respondents line in Illinois, the shipment having been made from a point in Iowa. It is not necessary to reach a conclusion of the case. It is nowhere claimed that the stock was shipped on guaranteed time. "The carrier is bound in all cases to make a proper delivery with reasonable expedition, if no particular time be fixed upon; for the duty to deliver within a reasonable time is a term ingrafted by legal implication upon a promise or duty to carry generally."—Angell on Carriers, section 283.

"Unless the carrier contracts to deliver the goods in a particular time, he is not liable for a delay not caused by his own fault."—*Conger v. Hudson River Railroad*, 6 Duer, 375.

If the above rule be correct, and we have not found any authority which disputes it, if respondent is liable, it must be on account of its fault which resulted in delay. When the cylinder head blew out of the engine hauling the train just behind the one upon which complainant and his stock were traveling, it would seem to have been right to attach the cars containing live-stock to some other train, and thus expedite their transportation to market. To determine to what train they should be attached required the exercise of reasonable discretion. We cannot say that the choice of the train upon which complainant and his stock were traveling was an unwise choice. We cannot reason otherwise with reference to the choice of a track upon which to run the train. It seems some delay was unavoidable, and in our view of the case we do not think complainant has furnished satisfactory evidence that respondent should pay the damages. While fully satisfied that the proper forum for determining the rights of the parties in this case is a court of justice, the Commissioners have not shrunk from endeavoring at the request of complainant to ascertain the right of the matter, and have reached the conclusion herein set forth. The complainant seems to think it hard that the train upon which he was traveling with his stock was selected to haul the cars of the disabled train, but upon reflection he must see that if some train should have been selected for that purpose, it is probable that his train was selected not out of any wish to injure him, but probably because it was the immediately preceding train.

DES MOINES, IOWA, September 23, 1885.

W. D. F. LUMMIS, PERRY, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

} Overcharge.

Filed March 20, 1885.

PERRY, IOWA, March 18, 1885.

L. S. COFFIN, Esq.:

SIR—I have a case that is plain and uncomplicated, and I hope you gentlemen of the Commission will give it proper attention, and let me hear your decision in the case. It is certainly a little outrage, but if much money was involved in it, would be a big one. A safe had been sold to a party in Ogden from the company at Cincinnati, Ohio, but it was not delivered, and was afterward sold to me. The Cincinnati folks ordered the Chicago & Northwestern Railway Company to send it to me, supposing that as they (the Cincinnati folks) are not in the railroad business, the C. & N. W. would send it by the most direct route. Instead of sending it via the Minneapolis & St. Louis Railway, which would be some sixteen miles, they send it up their road to Grand Junction, twelve miles, and charge me \$2.93; and then it must be transferred, just as it would have been at Ogden, and they (the Fort Dodge road) bring it to me and charge but \$1.37 for fifteen miles. This is what makes the people so generally angry at these corporations. I enclose the letter from Cincinnati, and also a diagram of the situation.

Yours truly,

W. D. F. LUMMIS.

P. S.—I hope you will look into the fact of the N. W. charge of \$2.93 for twelve miles, while the D. M. & Ft. D. charges but \$1.37 for fifteen miles. I make two charges against the C. & N. W.: first, fraud, by mis-sending the goods; and, second, overcharge. Find diagram enclosed. I also send duplicate bill from D. M. & Ft. D. R. R.

[Copy.]

PERRY, IOWA, January 31, 1885.

W. D. F. LUMMIS, to Des Moines & Ft. Dodge Railroad Co., Dr.:

|   |               |
|---|---------------|
| For freight charges from Grand Junction on one iron safe, 1050..... | \$ 1.37       |
| Back charges .....  | 2.93          |
|   | <hr/> \$ 4.30 |

Received payment.

W. S. JENNINGS, Agent.

CINCINNATI, February 7, 1885.

W. D. F. LUMMIS, Perry, Iowa:

DEAR SIR—Yours of the 2d inst. at hand and contents noted. In reply will say that the Chicago & Northwestern Railway Company sent a bunch of papers here asking what to do with the safe at Ogden. We sent them check to pay their freight and charges on it, and instructed them to forward it to you at Perry. We supposed, of course, they would send it to you over the Minneapolis & St. Louis Railway, instead of sending it the round-about-way they did. We are holding your letter until their soliciting agent comes in, and will then lay the matter before him.

Very respectfully,

MOSLER, BAHMANN & CO

DES MOINES, IOWA, March 20, 1885.

MARVIN HUGHITT, Esq., *Vice President C. & N.-W. R'y Co., Chicago, Ill.*:

DEAR SIR—Please find with this complaint of W. D. F. Lummis. By diagram attached it is alleged that the distance is only thirteen miles by the shorter route, and twenty-seven by the one over which the safe was sent. If proper to send by the longer way, is there not an overcharge on your road?

By order of the Board.

E. G. MORGAN, *Secretary.*

CHICAGO, April 4, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Referring to your favor of March 20, 1885, to Mr. Hughtitt, General Manager of this company, in regard to an asserted overcharge for transporting one iron safe from Ogden to Grand Junction, consigned to W. D. F. Lummis, of Perry, I would say: We have investigated the matter, and find that the safe was transported by us from Chicago to Ogden, consigned to E. Billings, and that for some reason unknown to us the safe was not taken by the consignee, whereupon the consignors, Mosler & Bahmann, of Cincinnati, O., wrote to our agent and asked him to forward the safe to Mr. Lummis, at Perry. While the distance from Ogden to Perry via the Minneapolis & St. Louis Railway is less than the distance from Ogden via Grand Junction, yet, owing to the fact that it would cost \$1.50 to transfer the safe from our depot to the depot of the M. & St. L. at Ogden, and nearly, if not quite, as much from the depot of the M. & St. L. R'y at Angus to the depot of the Des Moines & Fort Dodge at that point; our agent, acting as the agent of Mosler & Bahmann, and desiring to get the safe to Perry as cheaply as possible, sent it via Grand Junction, as by that route he supposed there would be no transfer charges. The Chicago & Northwestern Railway Company received only one dollar and twenty-six cents for carrying the safe from Ogden to Grand Junction; the balance of the charge paid by Mr. Lummis did not accrue to this company. I believe you will find that our charges (\$1.26) were not unreasonable or extortionate. Full investigation shows that we paid \$1.15 advanced charges at Ogden, and that they consisted of twenty-five cents paid for exchange and ninety cents paid for loading and unloading, paid to J. W. McCullum. I also find that the D. M. & Ft. D. R'y charged fifty-two cents as advanced charges for transfer at Grand Junction, so that Mr. Lummis' \$2.93 charges were made up as follows:

|  |         |
|--|---------|
| C. & N. W. charges, Ogden to Grand Junction..... | \$ 1.26 |
| Advanced charges paid J. W. McCullum.....        | 1.15    |
| Transfer at Grand Junction.....                  | .52     |
| Total.....                                       | \$ 2.93 |

As there is a question in my mind as to the equity in the \$1.15 advanced charges paid by our agent to J. W. McCullum, I have instructed him to send that amount to Mr. Lummis. I trust this explanation will be satisfactory to you and also to Mr. Lummis.

Respectfully yours,

W. H. STENNETT.

On April 24th, 1885, the Commissioners wrote Mr. Lummis, asking him if had received the voucher from the Chicago & Northwestern Railway Company, as stated by Mr. Stennett, for the amount claimed as an overcharge, and if the settlement was satisfactory. Mr. Lummis never replied to this letter, and his case was regarded as closed.

E. H. MASON, CARNFORTH, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY,  
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY  
COMPANY.} *Station at crossing.*

Filed March 23, 1885.

## DECISION OF THE COMMISSIONERS.

On January 7, 1885, the Commissioners visited the crossing of the Chicago & Northwestern and Chicago, Rock Island & Pacific Railways at Carnforth, in company with Messrs. Royce and Burt, superintendents of the railways, and met a delegation of the citizens in the vicinity. From the representations made at the time and from what they could learn of the transfers, they concluded that at the present time there does not seem to be a necessity for such station in view of the expenditure required to establish the same. A careful observation during a period of six months of the transfers from one road to the other at this point has convinced the Commissioners that the time has arrived when some conveniences should be supplied. With this view of the situation, they, in accordance with the provisions of chapter twenty-four, laws of the Twentieth General Assembly, order that platforms suitable for getting on the trains be placed along the tracks of each road, and at the intersection a building be put up containing a waiting room, which shall be kept warmed and lighted during the hours that trains take passengers from this station, and that the building be built and kept in suitable condition at the joint and equal cost to each road, and that this be completed before October 1, 1885.

DES MOINES, IOWA, June 18, 1885.

IOWA JOBBERS' & MANUFACTURERS' ASSOCIATION,  
DES MOINES, IOWA,

vs.

} *Restoration of rates to  
Jobbers and Manu-  
facturers.*

IOWA TRUNK LINES.

Filed March 23, 1885.

On the 23d of March, 1885, the following letter was received from W. W. Ainsworth, Secretary of the Iowa Jobbers' and Manufacturers' Association, with the resolutions of that body:

DES MOINES, IOWA, March 21, 1885.

To the Honorable Board of Railroad Commissioners, Des Moines, Iowa:

GENTLEMEN—I have the honor to transmit herewith a copy of a resolution adopted at a meeting of the executive committee of the Iowa State Manufacturers' and Jobbers' Associ-

ation, held in this city March 20, 1885. The resolution embodies the unanimous sentiment of the meeting, and we trust it will have that immediate attention and careful consideration the importance of the subject demands.

Respectfully yours,  
W. W. AINSWORTH, *Secretary.*

(Signed)

"WHEREAS, The managers of the various railroads doing business in the State have heretofore recognized this universal principle of commerce—less price for larger quantity—thus fostering and encouraging the manufacturing and distributing interests of natural commercial centers; and

"WHEREAS, The unreasonable and selfish demand of the special jobbing interests of Chicago—and not a sound, established principle or defensible expediency of transportation management—suddenly deprived some of the most important of these distributing towns of the conditions necessary to the full prosperity of the various enterprises in which capital has been induced to engage; therefore,

"Resolved, That the Honorable Board of Railroad Commissioners be urgently requested to recommend to the chief managers of the railroads interested, the prompt restoration of just and equitable rates to manufacturers and jobbers that have been deprived of the same, enabling them to prosecute their various business enterprises on a legitimate and fair basis with all competitors."

On March 31st the Commissioners addressed the following letter to managers of the railroads that are operated in Iowa:

"DES MOINES, IOWA, March 31, 1885.

"SIR—Your attention is respectfully called to a resolution adopted by the Iowa Manufacturers' and Jobbers' Association and forwarded to this office, copy of which is herewith enclosed. If, as stated in the resolution, rates heretofore granted to Iowa jobbers and manufacturers have been withdrawn at the demand and in the interest of outside jobbers, it must be apparent that great injury will necessarily result therefrom to Iowa interests. Her people are clearly entitled to the same facilities and opportunities that are granted to others, and will be satisfied with nothing less. The Commissioners have at various times, from the first organization of the Board down to the period of their most recent utterances, maintained that the best interests of Iowa railroads were advanced by furnishing to Iowa jobbers and manufacturers such rates as would enable them to remain in the field and successfully compete with jobbers and wholesale dealers located east of and outside the State.

"Sound business principles, uniform railway management heretofore, and every legitimate consideration, seem to them to point to the encouragement and protection of home interests in this matter as the only proper course. Iowa, encouraged by the policy heretofore adopted with regard to jobbers and manufacturers, has readily embraced the thought that the agricultural and pastoral is not the only proper direction of her industrial development. To this it seems to us the managers of Iowa railways must render a hearty assent. They must realize that they have with Iowa people a community of interest, and that whatever hurts her industries will in the end injure railway investments in her borders. Millions of capital in such enterprises, flourishing cities and centers, and thousands of employes now

prosperous, and made so by the policy of encouragement, each seem to us a reason for the continuance of such a policy. We therefore heartily second the thought of the resolution, and express a most earnest hope that if any backward step has been taken by your management, it will at once be carefully reconsidered, and that you will see upon such consideration the absolute necessity of the return to a policy sanctioned by sound discretion, by results so favorable in the past, and by the dictates of a common interest.

"By order of the Board.

"E. G. MORGAN, *Secretary.*"

For a better understanding of the cause of complaint, we here give an extract from a paper sent the office:

"A retail dealer in State Center desires to obtain merchandise which must be originally forwarded from the initial points of commerce at the seaboard. It is intercepted at Chicago, and pays first freight charges to that point of seventy-five cents per hundred pounds, then seventy-five cents more to his place of business, a total of one dollar and a half. The same goods selected at Cedar Rapids must pay the first charge of seventy-five cents per hundred to Chicago, a car-load rate of sixty cents to Cedar Rapids, and a local rate of thirty-eight cents to State Center, or a total of one dollar and seventy-three cents per hundred pounds. The Cedar Rapids jobber competes with the Chicago jobber under the car-load rate, with a discrimination in freight against him of twenty-three cents per hundred pounds."

We publish in full the replies of H. C. Wicker, Freight Traffic Manager C. & N. W. R'y; James Smith, General Traffic Manager, W., St. L. & P. R'y; C. J. Ives, President, B., C. R. & N. R'y Co.; Roswell Miller, General Manager, C. M. & St. P. R'y, and E. T. Jeffery, General Superintendent, Ill. Cen. R. R.:

CHICAGO, APRIL 21, 1885.

E. G. MORGAN, ESQ., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—Your communication under date of March 31st, addressed to Marvin Hughitt, Second Vice President and General Manager, receipt of which is hereby respectfully acknowledged, has been referred to me for reply.

Referring to the resolution adopted by the Iowa Jobbers' and Manufacturers' Association, forwarded to the Board of Commissioners, we would respectfully submit: That the principle of "a less price for a larger quantity" has always been recognized by this company in common with all other Iowa railroads, as just and equitable. We believe, for instance, that a grocer who ships a car load of sugar, soap, coffee, or molasses; or a hardware merchant who receives his purchases of nails, spikes, iron, etc., in full car loads, is entitled on such shipments to a lower rate than a retailer who ships in smaller quantities; and if your honorable Board will refer to the Joint Western Classification, which governs on the local traffic of Iowa as well as on that interchanged with other States, you will see that this idea has not been lost sight of, but has on the contrary been a ruling motive in fixing the classification which should apply on the coarser articles of commerce, that are usually shipped in large quantities. By the system of classification adopted by the railroads, rates are provided for articles shipped in quantities aggregating a car load, ranging from ten to twenty-three per cent less than the rates on the same commodities in quantities less than a car load.

The joint action of all the roads interested in the transportation of freight from Chicago and the east, in withdrawing special rates last summer which had been granted prior to that time on all classes of freight in large or small quantities to the jobbers at several points in Iowa, was taken, not, as is charged in the resolution referred to, on the demand of the spe-

cial jobbing interests of Chicago, but because of the unanimous sentiment of the representatives of all the roads interested, that the system of giving special rates to individuals was pernicious, and in the interest of the few against the many, and in favor of certain towns and localities to the detriment of others. This opinion, I am free to say, was originally held by a few only of the roads interested in Iowa traffic, when the practice of giving special rates to individual jobbers was inaugurated, but the abuses which had grown up under the system became so gross, that when the matter was taken up and discussed from every point of view in the meetings of last summer, there was not a dissenting voice against the proposition, which emanated from no one road in particular, for the entire withdrawal of all special rates to individuals. It was felt by the roads assembled that any concession of rates to the jobbing trade should be made on commodities and not to individuals; that the roads could not attempt to decide who were jobbers and who were not; that by making concession to one firm who classed themselves as jobbers because they employed one or more traveling salesmen to sell their goods, and refusing them to another firm doing a retail business, and receiving an equal and in many cases a greater quantity of freight of one kind, we would be making an invidious distinction between individual merchants or firms, and lay ourselves liable to the charge of discrimination in its worst form.

As your Honorable Board is no doubt aware, these concessions to the jobbing interests—the withdrawal of which is complained of—were not granted to the wholesale trade at Missouri river points, including Council Bluffs, Omaha and Sioux City; no other special distinction being made between jobbers and retailers at these points than was afforded by the classification, which, as stated above, fully recognizes the principle of "a lower rate for a larger quantity." No concession whatever in the way of special rates, apart from the distinction established by the classification, are made to the jobbers of Illinois, Wisconsin, Minnesota or Dakota, and one of the leading motives on the part of the roads having lines in other States than Iowa for the withdrawal of the special rates from Iowa jobbers, was the conviction that they could not consistently continue them, and refuse to make similar concessions to the jobbing interests of other States.

Another point to which we would call your attention is that the rates heretofore granted to the manufacturers of Iowa have not been withdrawn, and if you will cause an inquiry to be made of manufacturers, we are confident you will find that as a class they do not join in the action of the jobbers as indicated in the resolution referred to. We have always recognized the fact that in order to compete with eastern factories, the manufacturers of Iowa must have low rates on their raw material, and reasonable rates on their manufactured goods, and no action has been taken by this company looking toward the withdrawal of special rates made them on such freight, except that it has been thought best, wherever possible, to make the special on the commodity itself instead of to individual manufacturers, and this we understand is substantially the position taken by all lines from Chicago to Iowa points. We cannot but think that the association of manufacturers with jobbers in the resolution referred to was made either under a misapprehension of the actual facts, or in order to strengthen the jobbers in their struggle for a continuation of the extraordinary privileges which had heretofore been granted them. We are fully cognizant of the fact that the best interests of Iowa railroads are subserved by fostering the manufacturing and other industries of the State, and our efforts in the future, as they have been in the past, will be directed toward that end.

[Signed]

Very truly,

H. C. WICKER, *Traffic Manager.*

WABASH, ST. LOUIS & PACIFIC RAILWAY,  
OFFICE OF GENERAL TRAFFIC MANAGER,  
St. Louis, Mo., April 10, 1885.

E. G. MORGAN, Esq., *Sec'y Board Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—The communication of your honorable Board under date of the 31st ult. to Mr. Jas. F. How, general agent for the receivers, has been referred to this office. Absence from the city is my apology for delay in making answer thereto.

You invite our attention to a resolution adopted by the Iowa Manufacturers' and Jobbers'

Association, and further recite that "if as stated in the resolution herewith enclosed, rates heretofore granted to Iowa jobbers and manufacturers have been withdrawn at the demand and in the interest of outside jobbers, it must be apparent that great injury will necessarily result therefrom to Iowa interests. Her people are clearly entitled to the same facilities and opportunities that are granted to others, and will be satisfied with nothing less."

We heartily endorse and reciprocate the sentiment expressed by you, that if rates heretofore granted to Iowa jobbers and manufacturers have been withdrawn at the demand and in the interest of outside jobbers, then Iowa merchants and manufacturers certainly have good ground for complaint. Such discrimination on the part of railway managers would not admit of defense, nor would any defense be offered. The people of Iowa are as you say "clearly entitled to the same facilities and opportunities that are granted to others"—no more; no less. It is a sound principle of common law, and one by which we are governed in all our dealings with merchants and manufacturers on all parts of our extended system, not to discriminate in favor of or against any locality or individual, but giving to all like rates and facilities under like circumstances. If the merchants and manufacturers at other towns or cities with which Des Moines competes have more favorable rates, then the rates at Des Moines should be so modified as to meet such competition. But I do not think that it will be found that such is the case—it certainly is not so far as this company is concerned. The same rule that governs in making rates at Des Moines applies at Council Bluffs, Omaha, St. Joseph, Atchison, Leavenworth, Kansas City and other points. We will be glad to do anything we can consistently to remove all cause for friction, harmonize any existing differences and advance our mutual interests.

Yours truly,

JAMES SMITH, *Gen'l Traffic Manager.*

[Signed]

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY,  
OFFICE OF THE PRESIDENT AND GENERAL SUPERINTENDENT,  
CEDAR RAPIDS, IOWA, April 4, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—In reply to yours of March 31st regarding rates for manufacturers and jobbers in Iowa, I would say that in my opinion the manufacturers of Iowa are well taken care of. As low rates are made to them on the material used by them as can be made, and leave any margin for profit, and so far as the manufacturers on our line are concerned, very low rates are made on their goods to local points. I do not hear of any complaints from them in regard to their rates of freight, either in or out. As the manufacturers are the parties named in the petition who give employment to labor, it would seem that these interests are fully protected. As to the jobbers, the present rates give the legitimate jobbers the advantages which they claim they should have, in the fact that the rates on car loads, as on iron, nails, sugar, coffee, canned goods, soap, woodenware, etc., etc., are lower than on the same articles in less than car loads, which would seem to be the legitimate advantage to which the jobber is entitled. Trusting the above explanation is satisfactory, I am,

Very truly yours,

C. J. IVES, *President and General Superintendent.*

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,  
GENERAL MANAGER'S OFFICE,  
MILWAUKEE, April 7, 1885.

E. G. MORGAN, Esq., *Secretary Board of Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—I am in receipt of your favor of the 31st ult., embodying resolution of the Iowa Jobbers' & Manufacturers' Association, and the views of the Commissioners thereupon. In reply I beg to say that I am not aware that there have ever been any efforts, either direct or indirect, on the part of the Chicago jobbers, to secure the withdrawal of special rates made to the Iowa jobbers. The action was taken in consequence of the numerous complications growing out of the number of special rates to jobbers. It seemed impossible to limit the points at which such rates should be given, or to define the conditions as between individuals

which should govern the issue of such special rates. Dissatisfaction was created as between communities and as between individuals, and it seemed an impossibility for the railway companies to so adjust the matter as to avoid complaints of discrimination. Under the system of special rates, the rates which prevailed at points between Chicago and Des Moines were higher than between Chicago and Des Moines proper. This same difficulty presented itself at other important local stations, and it seemed to be necessary either to withdraw the specials or to reduce the rates to intermediate local points, which the companies could not afford to do. These various reasons seemed to be legitimate grounds for the withdrawal of the specials.

Yours truly,

ROSWELL MILLER, *General Manager.*

ILLINOIS CENTRAL RAILROAD COMPANY,  
OFFICE OF THE GENERAL SUPERINTENDENT,  
CHICAGO, April 9, 1885.

E. G. MORGAN, Esq., *Secretary Railroad Commissioners, Des Moines, Iowa:*

MY DEAR SIR—Your communication of March 31st to the President has been referred to me. In reply I will state that the resolution adopted by the Iowa Jobbers' and Manufacturers' Association does not apply to the Illinois Central Railroad. We have made no change in our dealings with merchants on the lines of our road (Dubuque & Sioux City), but have pursued the same course with them as obtained in former years. We have had no complaints from Dubuque, the principal point on our line in Iowa, nor have we given cause for complaint by restricting the jobbing trade of that city.

Yours truly,

E. T. JEFFERY, *General Superintendent.*

The views of Major Anderson in the "Merrill & Keeney case," had been very fully indorsed by the agricultural journals of the State, and had been formulated into almost a political platform by a large and respectable body of our citizens. The railway companies, in view of this fact, decided, as will be seen by the foregoing letters, that they would add to their freight earnings the amount of the concessions hitherto made to jobbers. No compensating reduction, we understand, was ever made to the car-load or the hundred pound rate. In view of the divided public sentiment upon this subject, the Commissioners believed it to be unwise to press this matter further, and jobbers' rates may for the future be eliminated from the discussion of railway questions.

#### CHANGE OF CLASSIFICATION ON GOODS IN TRANSIT.

A case was brought before the Commissioners, not in the nature of a complaint, but for the purpose of getting their views upon the rights of the shipper and the duties of the carrier.

S. H. Worcester & Son had shipped them to Des Moines from Newark, N. J., by the Union Line a consignment of plate glass. The bill of lading stated that the Pennsylvania Company had received this glass and agreed to deliver it in Des Moines for, we think, eighty cents per hundred pounds (we have not the bill). In the conditions, after the through rate was

named, there was a clause stating that the rates west of Chicago were subject to the classifications of their western connections. On reaching Chicago, the glass, which was rated on the Pennsylvania road as fourth class, was changed to second class, and the cost of transportation from Chicago to Des Moines was increased to an amount making the entire freight some twenty-five cents per hundred pounds more than that specified in the contract. Upon examination of the case, the Commissioners reached the conclusion that the Pennsylvania Company made the contract on the basis of fourth class goods, and expressly stipulated for change of classification on western roads, and that there is no relief.

They are of the opinion, however, that the agent of the Union Line had the means of knowing when he received the goods what the change of classification at Chicago would be, and could have readily named the true rate, and this should have been done. It seems to them that one great reform is needed in inter-state commerce which will require uniformity of classification on all connecting carrier lines.

T. ANDERSON, ROCKFORD, ILLINOIS,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

} *Discrimination.*

Filed April 7, 1885.

#### DECISION OF THE COMMISSIONERS.

Mr. T. Anderson, of Rockford, Illinois, on March 30th, writes the Commissioners from Sheldon, Iowa, that "the railroad corporations of the State have issued a notice to their baggage masters to refuse transportation for any sample baggage belonging to jewelry travelers; and where they have reasonable suspicion that any trunk contained jewelry, they were still to refuse transportation until the owner had subjected it to a search by the railroad officials.

"Believing that the notice and action of these corporations is an unjust discrimination, and contrary to the laws of this State relating to common carriers, etc., and not caring to be a party to the iron-clad contract by which some have obtained permits to enable them to carry on their business without molestation or inconvenience," he sent two trunks with the proper mileage ticket and excess baggage book, to pay the transportation for himself and his trunk over the Chicago, Milwaukee & St. Paul Railway from Sheldon, Iowa, to Canton, Dakota, and the baggage master refused to give up the duplicate checks until he allowed him to inspect the trunks or identify himself as not being in the jewelry trade. The letter further states that the baggage master tore from his extra baggage book the usual charge for car-

riage of extra baggage that distance. As this particular feature of the case, whether they should not have been returned on refusal to check, does not figure specially, we shall confine the discussion to the main question, can a railroad company, under the law of common carriers, discriminate between the wares of the jeweler and any other merchandise?

Mr. Roswell Miller, General Manager of the C., M. & St. P. R'y says: "We are bound as common carriers to carry passengers with a reasonable amount of baggage. 2d. Sample trunks containing merchandise are not baggage, and we are not bound to receive them as such, or to check them for carriage on our tra.n.s. 3d. It has become the custom to carry sample trunks containing general merchandise, and we would not probably be justified in refusing to receive and check them under the custom now prevailing on the road without first issuing a general order or something equivalent to it prohibiting the practice in future. It is perfectly competent for us to do that at any time we may see fit to take that course. 4th. A railway company that allows sample trunks to be checked as baggage when they contain ordinary merchandise is not thereby bound to receive sample trunks containing jewelry, precious stones, or other like valuable commodities. They are not bound by law to carry jewelry, either as baggage or freight. 5th. Upon request a railway company may agree to carry such sample trunks containing jewelry as baggage upon condition that the party making application for such extraordinary accommodation shall relieve the railway company from any responsibility for the same. 6th. A railway company has the right to use any reasonable means to ascertain whether the contents of the trunk presented for checking are proper baggage."

In a case recently decided (*Dusey vs. C., B. & Q. R. R.*) the Commissioners give the law of carriers with reference to baggage defined upon well settled principles to be "whatever the passenger takes with him for his personal use or convenience, according to the habits or wants of the particular class to which he belongs, either with reference to the immediate necessities or the ultimate purpose of the journey must be considered as personal baggage."

The authorities from which they quote specially say that articles of merchandise and samples intended for sale, money and jewelry in a trunk intended for any other purposes than personal use are not baggage. The railway companies have, however, modified the rule of the common law with reference to the samples of the traveling salesman, and have agreed to carry them as baggage, and for all excess to charge a certain rate per hundred pounds; to this rate an exception is made, and if we understand the parties correctly the only one is wares of the jewelry merchant. The question for the Commissioners to determine is, can the carrier discriminate between the wares of the jeweler and those of any other merchants. The railway company contends that they are not bound by law to carry jewelry, either as baggage or freight; the reason for this is its value and the cost of insuring its safety during its carriage. Railway companies are common carriers, made so by statute and the common law. Being liable as carriers, the rule of the common law attaches to them. They are the insurers of the

safe carriage and delivery of the property at destination, subject only to the acts of God and the public enemy. The Commissioners are of the opinion that the amount paid for a railway ticket, and the usual rates on extra baggage are no compensation for the risks assumed for carrying valuable packages, and that the railways are justified in declining them.

The jewelry merchant has his remedy: he may either relieve the company from its liability for loss by special stipulation, or may insure his property by paying the express company for carrying it. The railway company has a right to refuse any trunk that they may have reason to believe contains property of great value, if the owner refuses to allow them to examine it, or to relieve them from liability. The insurance in these cases is much more than the value of the service to be rendered.

*Des Moines, Iowa, May 8, 1885.*

GEORGE E. BABCOCK, FORT DODGE, IOWA,

vs.

DES MOINES & FORT DODGE RAILROAD COMPANY.

} Damages for right-of-way.

Filed April 7, 1885.

In this case on the 30th of March, 1885, George E. Babcock complained that his land was being occupied for right of way purposes without compensation. The respondent replied that it had a contract for a deed for right of way, and that the same was lost. Complainant admitted signing some kind of contract about right of way, but did not recollect its contents as the respondent stated them. After much correspondence and many attempts to procure the original contract, however, without success, Mr. Babcock becoming satisfied that his claim could only be adjusted in court, abandoned further prosecution of his complaint.

TRUSTEES OF INDEPENDENCE TOWNSHIP, JASPER  
COUNTY, IOWA,

vs.

WISCONSIN, IOWA & NEBRASKA RAILWAY CO.

} Highway Crossing.

Filed April 11, 1885.

DECISION OF THE COMMISSIONERS.

On April 11, 1885, the aforementioned trustees filed a paper with the Commissioners complaining of a failure on the part of the respondents to fix a highway crossing near the southwest corner of section one (1), township 81



north, range 20 west of 5th P. M., and a short distance north of the station called Baxter. On the 15th of May, 1885, the Commissioners visited the locality and there met the complainants and George C. McMichael, Superintendent of the respondent road. They found the crossing to be a dangerous one. The railroad track passes diagonally through the wagon road on the top of a hill, and follows the original line of the highway for some distance. At the point where the wagon track touches the right of way, approaching from the south there is a cut of about 12 feet. The wagon road comes up a steep hill, and the grade of the railroad is quite steep coming toward the crossing from the north. Neither the engineer nor the driver of horses on the roadway from the south could by looking out guard well from danger. It is understood that the highway is older than the railway. Under the provisions of section 1262 of the Code, a railroad company "may raise or lower any turnpike, plank road or other highway for the purpose of having its railway cross over or under the same, and in such cases said corporation shall put the highway, as soon as may be, in as good repair and condition as before such alteration." By section 1288 of the Code, railroad companies are required to construct "at all points where such railway crosses any public highway, good, sufficient and safe crossings and cattle-guards, etc." In this case, as the line of the railway and highway is for quite a distance identical, it is manifestly impossible to restore the highway to its original condition.

The method adopted by the railway is, from the point where the highway intersects the railway cut, to turn the travel northward from the highway line along the railroad right-of-way and down to the foot of the hill, at which point directly opposite the line of highway on the east side of the railroad track a crossing and cattle-guards are made. This seems to be almost the only thing that could have been done. The cut is not deep enough for an overhead crossing, and if it were so, the eastern edge of the bridge would not touch or be near the highway on the eastern side of the railway. Mr. McMichael, the Superintendent, expressed his willingness to heartily co-operate in any feasible plan for a safe crossing at that point. The Commissioners agree in the belief that it would be advisable to change the line of the highway east of the railway so that it should cross the railroad under the track on the southern slope of the bridge bank just north of the present highway crossing, upon a bench prepared therefor. Of course the expense of preparing said road across the right-of-way and track should be borne by the railway company. After crossing the railroad the track of the highway could run south up the hill until it intersects the present highway track on top of the hill. The foregoing suggestion is made as probably the best method of disposing of the case, but the Commissioners do not feel that they have power to make an order in the case. Another tribunal, (the board of supervisors), have authority upon petition to change or alter the direction of highways. If the highway should not be changed, the Commissioners do not see what more could be done to make the crossing safe, and yet they recognize the fact that it is a very dangerous crossing.

*Des Moines, Iowa, May 20, 1885.*

ELIAS JESSUP ET AL, NEW PROVIDENCE, IOWA,

vs.

CENTRAL IOWA RAILWAY COMPANY,  
TOLEDO & NORTHWESTERN RAILWAY COMPANY.

} *Station at crossing.*

Filed April 16, 1885.

On April 14, 1885, Elias Jessup, Aaron Roberts, C. J. Cook, H. P. Cutler, E. Andrews and Wm. F. Andrews, in a communication dated from New Providence, Iowa, represent that the public are put to great inconvenience on account of the failure of the Central Iowa and Toledo & Northwestern Railways to make suitable arrangements for the transfer of passengers and their baggage from one road to the other at the crossing of the roads in the town of Gifford, Hardin county, Iowa. The C. I. R'y Co. under date of April 20, reply to a communication from the Board that "both companies have depots at Gifford which are not very far apart, and there is no good cause of complaint." The T. & N. W. R'y Co. replies by sending a map of the location of the two roads at the point of crossing, showing their depot in the angle made by the intersection of the roads, and their platform reaching to within fourteen feet of the C. I. track. They claim they have furnished all the means of transfer that the public could have, and if any additional facilities are required the C. I. Co. should furnish them. On May 16 the Board visited the crossing after giving Mr. Jessup due notice, and were accompanied by Mr. Dudley, superintendent of the C. I. R'y. They suggested that a platform of fifty feet in length be laid from the platform of the T. & N. W. R'y south along the track of the C. I., and that trains carrying passengers stop at this platform when there are passengers and their baggage to go on the train. Mr. Dudley promised to put in the platform as suggested, which he subsequently did, and made arrangements with the Chicago & Northwestern Railway Company so that their depot and freight house is now used by both companies jointly.

J. H. YUNGCLAS, DUNCOMBE, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD CO.

} *Drainage.*

Filed April 20, 1885.

The complainant stated to the Commissioners that the public highway along the Illinois Central Railroad between Duncombe and Webster City was in a very bad condition, by reason of the water which was backed up

by the railroad embankment, there being no culvert under this for its passage. He thought the matter could be remedied if a culvert with an opening of about six feet was put in at a point near the crossing on section 1, township 88, range 27 west, and section 32, township 89, range 27, and citizens living on the south side of the track had promised if this could be done to dig a ditch to convey the water into a natural channel. A visit was made by one of the Commissioners to the locality and arrangements made with the company for the construction of a culvert at the proper place.

TASKER BROS., ONSLOW, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY CO.

Filed May 5, 1885.

} Damages.

ONSLow, IOWA, May 4, 1885.

MR. E. G. MORGAN, *Secretary Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—The Chicago & Northwestern Railway Company has refused to pay for a steer killed by a train on an open private crossing of the Midland Railroad running through our farm. A permanent pasture field located on both sides of the railway has water only on one side, and a crossing was put in by the company and left open, that the stock might go back and forth, but for our own convenience we put on some gates so that the crossing might be closed to prevent the killing of stock. But this was only done with the consent of the company, and the gates were usually left open. Please inform us whether or not the company is liable for damage done to stock on this crossing, and how we shall proceed to recover the value of the steer killed, which was estimated at \$55. The steer was killed on September 3, 1884, on the crossing of the Midland Railroad through the nw qr of section 8, township 84, range 1, in Jones county.

Yours respectfully,

[Signed]

TASKER BROS.

DES MOINES, IOWA, May 8, 1885.

TASKER BROS., *Onslow, Iowa:*

GENTLEMEN—We are in receipt of your letter of May 4th, with reference to the killing of a steer by a train on the Chicago & Northwestern Railway. It is extremely difficult to give an opinion upon the question of liability for damage to cattle by trains without a full knowledge of the facts, but if you are satisfied that the liability exists suit should be brought either before a justice of the peace or in one of the courts of record of your county, as where the company resists payment it will be necessary to have a money judgment upon which execution can issue. This can only be obtained in one of the courts mentioned. From the case as stated our impression is that there is no liability on the part of the company, as we are unable to find

any element of negligence or want of care on its part. The only safe rule for you to adopt is to submit your case with a full statement of the facts to a competent attorney before bringing an action.

By order of the Board.

E. G. MORGAN,  
*Secretary.*

N. P. MAYHEW, VILLISCA, IOWA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

} Damages for stock killed in transit.

Filed May 7, 1885.

Mr. Mayhew made affidavit that on the 24th day of March, 1884, he loaded from the yards of the Chicago, Burlington & Quincy Railroad at Villisca, Iowa, two cars of fat cattle, and shipped them over this road to Chicago. There were in the two cars forty-two head, twenty-three in one car, and nineteen in the other, and they were in good shipping condition. The car containing the twenty-three head was B. & O. No. 6369, and complainant objected to it at the time of loading, on account of its condition, which was considered unfit for shipping. There were no cattle-bars across the side entrances or doors, thus rendering it very dangerous, but the agent informed him that no better cars could be furnished him, and he was compelled to accept them. Before the shipment arrived at Chicago, two of the animals in one car had been killed by being crowded against the side door, which sprung out at the bottom, allowing the animals legs to drop down into the opening. Mr. Mayhew claimed damages for his loss in the sum of \$120.80. The matter was presented to the respondent by the Commissioners, and proceedings instituted to determine their liability. Pending this action the case was settled by the payment of the claim by the railroad company.

KNOWLTON MANUFACTURING CO., ROCKFORD, ILL.,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

} Overcharge.

Filed May 7, 1885.

Complainant shipped a consignment of farm implements weighing 5,000 pounds from Mason City to Clear Lake, Iowa, over the Chicago, Milwaukee & St. Paul Railway and were charged 19 cents per hundred pounds, the

shipment being only part of a car load. They asked the Commissioners if this was the regular tariff rate, and whether it was not exorbitant. The Board was advised by the company that this was their regular tariff rate for the distance named, and that it was not by them considered excessive, nor was it illegal. Complainants were asked to designate the parts of the bill of lading which they thought should have a lower classification, but no reply was ever received from them, and the case was dismissed.

H. C. McCoy, M. D., ALGONA, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY,  
CHICAGO & NORTHWESTERN RAILWAY COMPANIES.

} "Y" at crossing.

Filed May 7, 1885.

ALGONA, IOWA, May 6, 1885.

HON. PETER A. DEY:

DEAR SIR—The Chicago, Milwaukee & St. Paul and Chicago & Northwestern Railways have no means of communication by track at this point, having no "Y" or other track. Our citizens would like to know if there is any plan they can pursue to have the companies adopt some method of connecting their tracks. We think the present condition of things retards our growth as a manufacturing point. Will you please inform us if the Railroad Commissioners have any authority in the premises.

Yours respectfully,

H. C. McCoy, M. D.

DES MOINES, IOWA, May 8, 1885.

H. C. McCoy, M. D., Algona, Iowa:

DEAR SIR—Replying to your letter of the 6th inst. addressed to Mr. Dey, we have to say, that under the requirements of section 1292, of the Code, it becomes the duty of the two roads named in your letter to connect by means of a "Y" or other suitable and proper means, and if upon request they refuse to do so, either the circuit or district court would have power to compel the performance of the duty.

By order of the Board.

E. G. MORGAN, *Secretary.*

C. TEAL, OCHEYDAN, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO.

} Overcharge.

Filed May 9, 1885.

Mr. Teale in a communication to the Commissioners stated that the rate on first-class freight from Sioux City to Ocheydan via Sibley was sixty cents per hundred, or twelve cents more than he had formerly paid to Ruthven on the Chicago, Milwaukee & St. Paul Railway, although the distance was greater to the latter place. This advance in rates was a serious difficulty in his business, and complainant wished to know if these rates were lawful. He was informed that the trouble arose from the fact that at Ocheydan he must pay the local rate on shipments from Sioux City over two different lines of road, viz: from Sioux City to Sibley over the Chicago, St. Paul, Minneapolis & Omaha Railway, and from Sibley to Ocheydan via the Burlington, Cedar Rapids & Northern Railway, while from Sioux City to Ruthven the goods were carried over but one line of road and paid but one local rate.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,

vs.

THOS. COUGLAN, SR. ET. AL., DES MOINES, IOWA.

} Condemnation of land  
for additional depot  
grounds.

Filed May 11, 1885.

This was a proceeding under chapter 190, acts of the Twentieth General Assembly, to procure the certificate of the Commissioners for condemnation of lands for additional depot grounds. After various continuances by the parties, on October 2, 1885, they filed a written agreement for settlement, and the case was dismissed.

MORAN &amp; MCMANUS, ADAIR, IOWA,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Overcharge.*

Filed May 18, 1885.

ADAIR, IOWA, May 16, 1885.

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

GENTLEMEN—We wish to call your attention to the following facts, and see if you can afford us some means of redress upon the Rock Island Railroad. The 2d day of this month we shipped 2,100 pounds of dry goods from Chicago to Des Moines, *via* the Chicago, Milwaukee & St. Paul Railway, and upon its arrival at Des Moines we paid the freight thereon and delivered the same goods at the Rock Island depot for shipment to this place, which is sixty miles west of Des Moines on the C., R. I. & P. R'y, and the rate from there here is 31 cents on first-class freight.

Now then, the Rock Island company knew of course that we were trying to take advantage of the cheap ten cent rate to Des Moines, and thought they would give us to understand that we could not play that sort of a game on the Rock Island company, so they charged us double first-class rates, or sixty-two cents per hundred weight from Des Moines here, and they also charged us for 390 pounds more freight than the C., M. & St. P. Co. did. Now we submit this case to you, to say whether the C., R. I. & P. Co. have a right to charge us as much again for hauling the same class of freight from Des Moines here as they do the rest of the public. Please advise us, and greatly oblige.

Very respectfully,

MORAN &amp; MCMANUS.

DES MOINES, IOWA, May 19, 1885.

R. R. CABLE, ESQ., *President C., R. I. & P. R'y Co., Chicago, Ill.:*

DEAR SIR—Enclosed herewith please find copy of complaint of Moran & McManus, of Adair, Iowa, which is sent you for such answer as you may desire to make to the Commissioners.

Very respectfully,

E. G. MORGAN, *Secretary.*

CHICAGO, May 22, 1885.

E. G. MORGAN, ESQ., *Secretary Board of Railroad Commissioners, Des Moines, Iowa:*

DEAR SIR—I have yours of May 19th, enclosing complaint from Messrs. Moran & McManus, of Adair, Iowa. I am advised by our freight department that the overcharge on these goods was a clerical error, which has been adjusted, as I understand, to the satisfaction of all parties.

Yours truly,

R. R. CABLE, *President*

ADAIR, IOWA, May 28, 1885.

E. G. MORGAN, ESQ., *Des Moines, Iowa:*

DEAR SIR—In reply to your letter of the 26th, informing us that the Chicago, Rock Island & Pacific Railway Company have stated to you that they have adjusted our claims satisfactorily. We would say that they have adjusted one claim, and their agent at this place states that undoubtedly the other one will be righted in a few days. As for the railway company claiming that it was a clerical error, that is all bosh. They know very well that it was done to whip us into the ranks.

Respectfully,

MORAN &amp; MCMANUS.

DAVID FORTNEY, OTHO, IOWA,

vs.

MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY. } *Drainage.*

Filed May 19, 1885.

David Fortney, of Otho, Webster county, complained that by the refusal of the Minneapolis & St. Louis Railway Company to lower a culvert under their road bed where this line crosses his farm he was unable to drain his land. He had a drain already dug on the lower and east side of the track, and also one on the west side sufficiently deep to lower the water at least two feet, if the company would lower their culvert to the level of the bottom of his ditch already dug. One of the Commissioners by personal examination of the premises found the facts as stated in the complaint to be true, and at his suggestion the company's road master ordered the necessary changes to be made, and they were completed to the entire satisfaction of the complainant.

JAY D. MILLER ET AL, IDA COUNTY, IOWA,

vs.

CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY. }

Filed May 20, 1885.

This was a complaint made by Jay D. Miller, May 19, 1885, asking the Commissioners to notify the Attorney General that the Chicago & Northwestern Railway Company had failed to comply with an order made by the Railroad Commissioners November 19, 1884, "in relation to establishing and operating a station at a point between Ida Grove and Odebolt." On June

6th Mr. W. H. Stennett, Assistant-General Manager, wrote the Commissioners that the company had purchased the land, and as soon as the title was perfected they would erect a depot. A similar letter was received from Mr. Hughitt, General Manager, who, however, does not recognize the authority of the Board in the matter. As he agreed to do what the order required, the Commissioners did not feel under any obligations to test their powers under the law. No further complaint having reached this office, the presumption is that the station has been built and put in operation, and the case is closed.

SHIPLEY BROTHERS, HERNDON, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

} *Station facilities.*

Filed May 21, 1885.

Complainants notified the Commissioners that the side-tracks of the Chicago, Milwaukee & St. Paul Railway at Herndon, Iowa, were almost unapproachable because of ditches along them which prevented wagons from driving up to the cars, and rendering the loading or unloading of the latter extremely difficult if not impossible. Having inspected the station grounds of this road at the place designated, the following letter, recommending necessary improvements, was sent the company:

DES MOINES, IOWA, July 23, 1885.

ROSWELL MILLER, ESQ., *General Manager C. M. & St. P. R'y, Milwaukee, Wis.:*

DEAR SIR—One of the members of the Board of Railroad Commissioners has visited Herndon to look into the matter of the complaint made by Shipley Bros. and other citizens of that place, and the facts seem to be these: Owing to a ditch along side of your switch, it is impossible to load or unload a car from or to wagons. There have been several occasions this spring and summer when parties wished to load cars with drain tile, but could not do so for the reason stated above. There have been several other occasions when parties would have loaded cars there, could they have done so. Another cause of complaint is that the depot at the junction at Herndon is not kept open for passengers on the arrival and departure of trains. This last complaint is well made, for one of the Commissioners was at Herndon on the morning of the 23d of July, and saw the west bound train coming in between four and five o'clock leave four passengers, among whom was a lady and a little girl. There was no one at the depot, and these passengers had to find their way as best they could to a hotel, and rouse the keeper to get a

place to stop. Had this been in the winter time or in stormy weather, it would have been very unpleasant and severe.

Again, some of your trains advertised to stop at Herndon to leave and take passengers stop sixty or eighty rods east or west of the crossing or platform as the case may be, and put off passengers. In regard to the first complaint the Commissioners would suggest that a few car-loads of dirt and gravel would make a dump of about a car length near the west end of your switch, and then a few planks across the ditch at each end of the dump would enable teams to drive along side of a car to load or unload it. This could be done with so little expense that the Commissioners feel that they can do no less than recommend that this much at least be done to enable the would-be patrons of your road to handle their goods. The other matters complained of are so obviously out of place, that the Commissioners feel that all that is necessary is to call your attention to them.

By order of the Board.

E. G. MORGAN, *Secretary.*

The Commissioners were subsequently informed by the company that their recommendations had been complied with.

J. PAULGER, MAYOR, ET AL, NEW HARTFORD, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

} *Station accommodations.*

Filed May 25, 1885.

Mr. J. Paulger, mayor, and twenty citizens of New Hartford, Iowa, made complaint to the Board that the depot of the Illinois Central Railroad at that place was not kept open during the night for the accommodation of passengers, but that persons desiring to take trains at night must stand on the platforms exposed to the weather, which was extremely inconvenient and unpleasant for the traveling public and the citizens of the town. The matter was at once referred to the managing officers by the Commissioners, and arrangements made by them for the opening of the waiting room in the depot before the arrival and until after the departure of all night passenger trains.

PALMER McDOWELL AND JOHN SIMPSON, ANGUS, IOWA,

vs.

MINNEAPOLIS &amp; ST. LOUIS RAILWAY COMPANY.

} Fencing.

Filed May 25, 1885.

This was a complaint with reference to building a fence on respondent's right of way. Complainant's attorney was called upon to show the power of the Commissioners under the law to compel the building of the fence, he having claimed that they had such power. After much delay, on the 20th of October, 1885, he filed the following dismissal paper:

BOONE, IOWA, October 20, 1885.

MR. E. G. MORGAN, *Secretary Railroad Commissioners, Des Moines, Iowa:*

The plaintiffs think they cannot stand the expense of following this case through, to settle the law question involved, and could build the fence with less cost; so we therefore dismiss the proceeding without prejudice, to begin again if the parties wish to.

Your obedient servant,

JOHN A. HULL.

W. F. JOHNSTON, TOLEDO, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO.,  
CHICAGO & NORTHWESTERN RAILWAY CO.} Damages for  
delay in  
forwarding  
shipment of  
grain.

Filed May 25, 1885.

## DECISION OF THE COMMISSIONERS.

The conceded facts in the above case are that the complainant on the 31st of October, 1884, shipped a car of corn containing 480 bushels for Chicago, the number of the car being 4586; it was loaded at Traer, Iowa, and forwarded thence to Cedar Rapids over the Burlington, Cedar Rapids & Northern railway, where it was delivered to the Chicago & Northwestern Railway Company, November 1, but was returned to the B., C. R. & N. company November 3d, as in bad order and unfit for transportation; that for some reason it was not forwarded over the C. & N. W. R'y until November 17, and was delivered to consignee November 19th, 1884, and sold at 31 cents per bushel.

Car 604 loaded with corn started the same day and on the same train with car 4,586, reached its consignee in Chicago November 6th, and was sold at

38½ cents, the corn being of the same grade and quality in each car. For the detention complainant claims \$36, being the difference in price realized for the two lots of corn at 7½ cents per bushel. The contention is between the two companies as to which should pay the damage resulting from an admitted delay. It seems very clear from the testimony that the car reached Cedar Rapids and was delivered on the transfer track for the C. & N. W. R'y Co. November 1st. The car inspector of the latter road marked it "in bad order." November 2 being Sunday, on Monday, November 3, it was returned to the B., C. R. & N. R'y Co. After being sent back, an agreement was reached between McCune and Sinott, car inspectors respectively of the two roads, that it would be received by the C. & N. W. R'y for forwarding, with a "release card" attached. There is a dispute as to the exact time of re-delivery to the C. & N. W. R'y, the B., C. R. & N. R'y Co. claiming that when the car was marked with the release card it should have immediately gone forward, and the C. & N. W. holding on the other hand that it was not received again until November 17, when it was promptly forwarded. It seems to be admitted that from the 3d to the 17th of November the way bill was held by the C. & N. W. R'y Co., and evidence is offered showing that it was the custom to retain the way bill in such cases, and not to send it with the rejected car, but to hold the bill until the repaired car is re-delivered. The question in our mind turns upon the time of the re-delivery of the rejected car. An examination of the testimony shows a great conflict as to facts, and a very marked difference of statement and claim between the employes of the two respondent roads, as to the custom and usage in the matter of the delivery of cars, especially as to whether the delivery of the way bill is deemed essential for the delivery of the car. The question is an interesting one, and seems to the Commissioners to be of great practical importance. Upon inquiry from the managers and superintendents of a number of railway lines, very diverse views have been elicited, some of them holding that the placing of the cars on the receiving track of the connecting road without the way-bill should constitute a delivery, while others are equally confident that no delivery can be made without a delivery of the way-bill. The Commissioners are of the opinion that the question of delivery as presented in this case, being between the shipper and the first carrier—the B., C. R. & N. R'y Co.—the rule governing would be quite different from that which might prevail on account of custom and usage between the connecting carriers in the case, viz.: the C. & N. W. R'y Co. and B., C. R. & N. R'y Co. Hutchinson on Carriers, Sec. 103-107 inclusive

The testimony raising a doubt as to whether the car was all the time in the possession of the C. & N.-W. R'y Co., the shipper is not, as we think, under the law bound to risk his claim upon the uncertain solution of this question. He has a clear right to look to the first carrier, the B., C. R. & N. R'y Co., for compensation.

We therefore recommend to the said Burlington, Cedar Rapids & Northern Railway Company that it pay to the complainant, W. F. Johnston, the sum of thirty-six dollars (\$36), the amount lost on the sale of the grain by reason of the delay. This sum should draw interest from November 6, 1884.

We recommend further to the two roads in question and to all other roads in the State, the adoption of a rule or regulation which shall imperatively require that the way-bill shall accompany the car, and that the responsibility for the care and forwarding of the freight shall rest with the company that holds the bill. The facts of this case seem to emphasize the necessity of such a rule. It does not seem possible that this car could have been overlooked on the receiving track of the B., C. R. & N. R'y Co. for two weeks, if the bill had been sent back with the car. If it had been sent back and the car had been neglected, as in fact it was for fourteen days, it would seem to the Commissioners that there would then be no doubt whatever of the gross negligence of the company holding the way-bill in its offices and the car on the tracks for so long a time. The question of liability between the two companies should be settled by themselves, according to the law governing in such cases, upon which the Commissioners do not pass.

*Des Moines, Iowa, December 4, 1885.*

W. B. McCall et al., Ogden, Iowa,

vs.

Minneapolis & St. Louis Railway Company.

} Cattle guards.

Filed June 1, 1885.

The complainants, W. B. McCall and Scott Tidrick, own and occupy farms in sections 26 and 27, township 83, range 28, near Ogden, Iowa, both of which are crossed by the Minneapolis & St. Louis Railway. They stated to the Commissioners that no cattle-guards had ever been constructed at the points where the track intersects their line fences, and asked their authority to compel the construction of the same, together with the connecting fences as required by law. Having referred the matter to the proper officer of the company, the Commissioners were advised on August 13th that a cattle-guard had been constructed on the line dividing complainants' farms, and that material for the connecting fence was being procured, with the intention of finishing the work as soon as possible.

J. T. Noel, Noel, Iowa,

vs.

Chicago, Milwaukee & St. Paul Railway Company,  
Burlington, Cedar Rapids & Northern Railway Co.

} Station house  
at crossing.

Filed June 3, 1885.

The complainant made application to the Commissioners for the location of a joint station at the crossing of the Chicago, Milwaukee & St. Paul and Burlington, Cedar Rapids & Northern Railways at Noel Junction, Iowa, and stated in support of his claim that the transfers of passengers and freight from one road to the other was already large, and rapidly increasing. Having made inspection of the premises and taken the testimony of the parties, the Commissioners made the following order:

Upon consideration of this case it has been determined by the Commissioners that the safety, convenience and accommodation of the public will have been sufficiently guarded, if at the crossing of the two roads at Noel there be built suitable platforms and a house for the section foreman, provided with one room for the accommodation of passengers transferring from one road to the other; said room to be properly warmed and lighted for their accommodation within a reasonable time from the arrival and departure of all trains carrying passengers.

Suel Foster, Muscatine, Iowa,

vs.

Burlington, Cedar Rapids & Northern Railway Co.

} Freight rates.

Filed June 3, 1885.

DECISION OF THE COMMISSIONERS.

Mr. Suel Foster, of Muscatine, a shipper of trees and nursery stock, complains that there is too great a difference in the rate between small and large shipments, and between short and long hauls. He writes under date of June 1, 1885: "I have freighted several lots of trees to Cedar Rapids, between sixty and seventy miles; the last lot was five bundles, weight about 100 pounds each. I put one on my scales and it weighed 95 pounds. The Burlington, Cedar Rapids & Northern rule is 35 cents per 100 pounds for 500 pounds or over; less than 500 pounds, 70 cents per 100. So 500 is less than 400. I thought I would put in mud enough among the roots to bring the weight to 500 pounds or near, but their honest scales at Muscatine

tipped at 430, and I lost just \$1.28 by not having in 70 pounds more of mud. My intention was good, but I came short of duty." "Again I loaded 5,000 pounds of trees to take to Conesville, 22 miles; the freight was \$31.00, but the car-load was \$17.00."

In making these quotations from Mr. Foster's letter, the inconsistencies of some of the rules by which local agents are to be governed become apparent. It is, however, understood by the Commissioners that it is the general rule among railroads, that whenever the quantity is less than a car-load, and at rates that would make the amount for freight come to more than by car-load rate, the car-load rate is charged, which rule we think all local agents should be instructed to comply with. That there should be a distinction between car-load and less than car-load rates, this Board is firmly of the opinion. While this distinction may be in some cases onerous on some shippers of small lots, still we are of the opinion that the public good and prosperity of our State at large are conserved by maintaining this distinction.

*Des Moines, Iowa, November 14, 1885.*

J. L. ONNEREM AND O. W. WILLIKSEN, THOR, IOWA, }

vs.

} Cattle guard.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

Filed June 6, 1885.

On June 5, 1885, O. W. Williksen and J. L. Onnerem complained that the station grounds of the Chicago & Northwestern Railway at Thor were taken from the town plot, but that the company had placed a switch within Onnerem's farm fourteen rods, and a cattle guard twenty-one rods inside of his farm. We understand that Mr. Williksen suffers in the same way, and this thirty-five rods of road inside of their cultivated lands is entirely unprotected by fences.

This matter not seeming entirely clear, Mr. Coffin, a member of the Board, visited the locality and reported the facts as above stated. After a careful examination of the complaints of O. W. Williksen and J. L. Onnerem as to the depot grounds at Thor, the Commissioners cannot resist the conclusion that the law imperatively requires cattle guards at all points where a railroad line enters and leaves enclosed or cultivated lands, and while they recognize the force of all that has been said about the danger and inconvenience of the location of cattle-guards at such points as Thor, they find no exception in the law in favor of depot or station grounds, and they see no way of escape from the plain requirements of the law. They therefore recommend that cattle-guards be put in on the lines of these cultivated lands.

J. M. HAMILTON, WELDA, KANSAS,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD CO. }

} Overcharge.

Filed June 17, 1885.

Mr. Hamilton applied to the agent of the Chicago, Burlington & Quincy Railroad at Albia, Iowa, for rates on a bull which he desired to ship to Welda, Kansas, via Kansas City, and was given a rate from Albia to Kansas City of seventy cents per hundred pounds, providing the valuation of the animal should be limited to \$100, and was told that the shipment would be made on the basis of an estimated weight of 1,000 pounds, making the cost of transportation to Kansas City \$7.00. On its arrival at Kansas City consignee was obliged to pay \$28.00, or seventy cents per hundred on 4,000 instead of 1,000 pounds as agreed. As the purchase of the animal had been made with the understanding that \$7 would be the total cost of its transportation to Kansas City, Mr. Hamilton filed a claim with the company for overcharge, but payment of this was refused on the ground that no contract had been made with him by the company, and that their agent in giving him rates to Kansas City had made an error. Having taken up the case and reviewed the evidence, the Commissioners in the following letter, recommended the payment of the amount overcharged, seventy cents per hundred on all weight in excess of 1,000 pounds:

DES MOINES, IOWA, July 7, 1885.

T. J. POTTER, Esq., *Vice-President C., B. & Q. R. R. Co., Chicago, Ill.:*

DEAR SIR—We are in receipt of your letter of June 24th, in relation to J. M. Hamilton's claim for an overcharge on a bull from Albia to Kansas City. The statement which you give as made by your station agent admits that he gave the rate claimed as the rate to Kansas City, and that after the shipment was gone the error was discovered and the shipper notified. But it is evident that at that point of time the shipper was unable to retrace his steps, and place himself in the position he occupied before your agent misled him. Mr. Watson specifically testifies in his affidavit that the inquiry was made of your agent for the express purpose of ascertaining whether it would be profitable to purchase a bull at the sale then going on at Albia, and that the purchase was made and the shipment also because of the information given by your agent as to rates. You say you "claim no contract was made with Mr. Hamilton; the question was merely asked what the rates were, and the agent gave them a wrong reply." We think upon consideration you will not yourself be satisfied with this position. A shipper asks your agent what the price of a transportation will be. He receives an answer. Relying upon the answer he is induced to make a purchase and a shipment of the thing purchased, and the mistake made by your agent is



not communicated to him until the animal is shipped and on its way to destination. Is it not then too late to correct your agent's mistake? We think a contract was made. An agreement to do something for a valuable consideration and an acceptance of the agreement by the other party we think makes a contract. Conceding a mistake on the part of your agent, it is a familiar rule of law that where one of the two innocent parties must suffer, he must suffer who was first in the wrong. Applying this rule we respectfully recommend that you refund to Mr. Hamilton the amount overcharged, being in this case the amount paid over seventy cents per hundred.

By order of the Board.

E. G. MORGAN, *Secretary.*

The Commissioners were notified by complainant on August 12, 1885, that their order had been complied with by respondent, and that he had received for the full amount of his claim.

H. V. MILLAR, PATTERSONVILLE, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

} *Fencing.*

Filed June 17, 1885.

Mr. Millar in a letter to the Commissioners stated that he was the owner of a tract of land in section 29, 97, 45, immediately adjoining the track of the Chicago, Milwaukee & St. Paul Railway near the village of Pattersonville, and that he had built fences up to the track of this road on both sides of his farm, with the assurance of the company that their right of way would at once be fenced to complete the enclosure of his farm and protect his stock from their trains. At the time of sending the communication Mr. Millar had waited several weeks for the fulfillment of this agreement on the part of the company, but was growing impatient at their delay, and asked the assistance of the Commissioners to hasten the work.

In reply to a letter from the Board, Superintendent Sanborn advised them that the work had been retarded by an unavoidable delay in the shipment of the material for this fence, but that the work was now satisfactorily completed.

FRED A. KEEP, BELOIT, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

} *Insecure highway.*

Filed June 26, 1885.

On July 19th Fred A. Keep, of Beloit, Lyon county, writes Mr. Coffin with reference to a highway that was changed at the time of the construction of the Chicago, Milwaukee & St. Paul Railway and makes complaint that the road is dangerous and almost impassable, and the traveling public are seriously disadvantaged by the condition of the road and that he in particular suffers greatly, being obliged to pass this point daily. The attention of the railway company was called to the condition of the highway and the suggestion of the Commissioners as to the method of fixing it was adopted. Mr. Keep, on the 22d of November, writes the Board that it has been satisfactorily repaired and the case is closed.

J. Q. ADAMS, ESQ., SPENCER, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

} *Fencing.*

Filed June 30, 1885.

June 26, 1885, complainant asked if the Commissioners could aid him in inducing the respondent to fence its right of way constituting the west line of his pasture, he, (complainant,) having fenced the north, east and south sides. July 3, 1885, the Commissioners replied that in their opinion under the law, railroad companies could not be compelled to fence their right of way, but that they would soon examine an argument to be presented to them by John A. Hull, Esq., of Boone, contending that the law properly construed requires railway companies to fence their right of way when abutting pasture lands, and if convinced that their former view of the law was erroneous, they would then consider complainant's case. After waiting sometime for the argument referred to without securing the same, the majority of the Commissioners wrote as follows:

DES MOINES, IOWA, November 13, 1885.

J. Q. ADAMS, *Spencer, Iowa:*

DEAR SIR—We respectfully return herewith letters sent us in the matter of your claim for value of fence built on the line of right of way of the

Chicago, Milwaukee & St. Paul Railway. It is evident that the railway company intends to contest your legal right to recover from them the value of the fence built along their right of way. As this can only be settled by a court or tribunal having power to render judgment, and make orders conferring rights and enforcing duties, and as we as a Board have no such powers, we must refer you to the courts for any relief that you conclude you are entitled to under the advice of counsel. Thinking you might want to use the letters, we return the same.

By order of the Board.

E. G. MORGAN, *Secretary.*

Commissioner Coffin dissenting, wrote as follows :

DES MOINES, IOWA, November 13, 1885.

J. Q. ADAMS, ESQ., *Spencer, Iowa:*

DEAR SIR—Referring to your correspondence with Mr. Woodward, Division Superintendent of the Chicago, Milwaukee & St. Paul Railway, allow me to say: I cannot think that section 1289, chapter 5, of the Code applies in your case. The railroad company has the option to fence against stock running "at large," or to pay for the same when killed or injured by their trains. In this case there is no question as to stock running at large. The stock, if any, is upon a man's own private land, around which he has built a fence on three sides, the fourth side of which is bounded by the right of way of this railroad company. The neglect of the railroad company to fence this fourth side virtually throws open this man's field or pasture to commons, and section 1288 of the same chapter requires that when a railroad company builds its track through fenced or improved land, it shall construct cattle-guards where it enters and leaves such land, the plain intent and meaning of the law being to protect the land from being thrown open to commons by the removal of the fence necessary to the construction and operation of the road. While the statute does not in so many words say that railroad companies must keep intact all inclosed fields and pastures that about its right of way, by fencing that much of its right of way joining such land, still I think the intent of the law is to protect all parties who would have their farms thrown open, if railroad companies did not thus fence as well as put in cattle-guards so specifically required in section 1288. This position is fortified by the fact of the admission of Mr. Underwood, who, in speaking for the company as its Division Superintendent, says: "We are prepared to fence our right of way at any time when parties owning abutting property have built their line fences." While I realize that the tardiness of the railroad company in fencing this particular part of their right of way has been a great inconvenience and expense to you, still I admit the force of Mr. Underwood's position as to requiring uniformity of fence, and I know of no remedy for you only in the courts. If I should give any recommendations in the matter, it would be to remove the fence you have built, and let the company put up the fence in the style and manner they are fencing other parts of the road.

Yours,

L. S. COFFIN, *Railroad Commissioner.*

H. E. FULLER, KALO, IOWA,

vs.

MINNEAPOLIS & ST. LOUIS RAILWAY COMPANY.

} *Farm crossing.*

Filed July 2, 1885.

Mr. Fuller owns and occupies a farm near the station of Kalo, on defendant's line of road, his land lying on both sides of the track. He applied to the Commissioners for assistance in procuring the construction of a crossing over said track for the use of his teams, the matter having for some time been neglected by the company. At the request of the Commissioners the matter was taken up and the work satisfactorily completed.

R. H. WEIR, WINTHROP, DAKOTA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO.

} *Overcharge.*

Filed July 3, 1885.

The complainant was given a rate of \$38 on a car-load of household goods (including also two horses and one cow), to be shipped from Estherville, Iowa, to Cavour, Dakota, over the Burlington, Cedar Rapids & Northern Railway and connecting lines. On arrival of the consignment at destination, he was charged \$67 instead of the contract price, in view of which fact he asked of the company a refund of the amount of overcharge. On receipt of the papers in the case, they were referred by the Commissioners to the general freight agent of the company, who stated that the terms of the contract were understood by complainant at the time of making the shipment, and that the same was carried out in good faith by his company; that he would, however, take the matter up with the connecting lines and endeavor to have a part of the charges refunded. Mr. Weir subsequently informed the Commissioners that a draft for \$29, the amount claimed, had been sent him by respondent, and the case was closed.

CITIZENS OF MORNING SUN, IOWA,

vs.

CENTRAL IOWA RAILWAY COMPANY,  
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO.

} Station facilities.

Petition for re-hearing. Filed July 8, 1885.

## DECISION OF THE COMMISSIONERS.

On the fourth day of December, 1884, the Commissioners, on the report of J. W. McDill, a member of the Board who had previously gone to Morning Sun, examined the ground and taken the testimony of a number of citizens, decided that the convenience and accommodation of the public required the erection by the Central Iowa Railway Company of a station house at Morning Sun, and that it should be built on a piece of ground already purchased by that company, at a point south of the business portion of the town, and on which they had already erected stock-yards. On July 30, 1885, an affidavit was filed in the office of the Railroad Commissioners dated July 29, and signed by Milton Gilmore, J. F. Holliday and W. E. Smith, stating that the daily transfer in less than car-load lots from one railway to the other averaged about 4,000 pounds, and from five to six persons transferred every day. That what took place at the meeting with Judge McDill was with an interested few, and was wholly unknown to the majority of the citizens until a few weeks ago, long after the meeting, and since the action and determination has become known, has created universal dissatisfaction, and that the union depot was indispensable to the prosperity of the town. This was preceded by a petition signed by J. K. Faris, M. Gilmore, Chas. W. Orr, W. E. Smith and sixty-three others, asking for a union depot at such place as may seem proper and best.

On October 8, 1885, the three Commissioners visited Morning Sun and looked over the grounds. They find that the Burlington, Cedar Rapids & Northern Railway was finished to Morning Sun in 1869; that at that time a depot for passengers and freight was erected by the company at the nearest practical point to the town, and has been in use ever since, and that there were warehouses, grain houses and cattle yards sufficient for the business. That the Central Iowa Railway was finished to Morning Sun nearly three years ago, and in compliance with the order of this Board December 4, 1884, had erected a passenger and freight depot, and that two grain houses and a cattle yard had been built on this ground, and suitable side-tracks put in. They find that the stations are nearer the business portion of the town than they could be brought by any change, and that trains make no close connections, and there seems to be no such transfer as to require any outlay beyond the accommodations now afforded. The Commissioners gave full notice of

their visit, and at a public room in the town they took the testimony of twenty-one prominent citizens.

Three of these thought there should be a joint station for the accommodation of the traveling public; one, the owner of the land, declined to express an opinion; seventeen thought no arrangement could be as advantageous to the town as the present. Every person that had an opinion was invited to express it, and the Commissioners are sure that their presence and the object of their visit was generally known. They affirm the order made December 4, 1884.

*Des Moines, Iowa. October 27, 1885.*

A. G. RUNYON, WEBSTER CITY, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS &amp; NORTHERN RAILWAY COMPANY.

} Damages.

Filed July 8th, 1885.

## DECISION OF THE COMMISSIONERS.

On July 3, 1885, Mr. Runyon purchased an excursion ticket at the office of the Chicago & Northwestern Railway in Webster City, to Cedar Rapids and return. The limit of time was July 6th, and by its terms was void after that date. Reaching Cedar Rapids, Mr. Runyon went to Solon and remained there until 4:35 P. M. of the afternoon of July 6th, when he bought a ticket and took a freight train on the Burlington, Cedar Rapids & Northern Railway, expecting to reach Cedar Rapids in time to go west on the 6:05 P. M. train of the C. & N. W. R'y. The freight train was delayed at Ely about thirty minutes by a construction train, and he failed to make the connection so as to avail himself of his return ticket farther than Ames.

He asks the Commissioners to award him against the B., C. R. & N. R'y his hotel bill, \$1.00, his railway fare from Ames to Webster City, \$1.11, and one half day that he would have worked had he been at home, \$1.25—total, \$3.36. The answer is that the railway company does not advertise to carry passengers on freight trains, does not wish to do so, and merely allows it as an accommodation to the public. They run plenty of trains for their passenger business, and if a party wishes to ride on their freight trains, he must take the chances of their delays.

It is probably true that the agent told him that the freight train would reach Cedar Rapids in time to make the connection, but he had no other way to get there, and did not suffer from the information he received. The

Commissioners are of the opinion that the end of his excursion was Cedar Rapids, and if he went beyond that point and delayed return, it was either his misfortune or his fault; his ticket from Solon to Cedar Rapids was entirely outside of this contract. They hold that a railway company should not be required to guaranty time to passengers on its freight trains, and that Mr. Runyon has no just grounds of complaint.

*Des Moines, Iowa, July 24, 1885.*

C. S. LAURENCE, MANNING, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY,  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. }

"Y" at crossing.

Filed July 8, 1885.

MANNING, IOWA, July 7, 1885.

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

GENTLEMEN—I have been requested by a number of shippers and business men to ascertain from you whether it would be possible to get a "Y" or transfer track put in at this point where the Chicago & Northwestern and Chicago, Milwaukee & St. Paul Railways cross. The crossing is not at grade, but the two roads run parallel to each other directly after crossing, and it would cost but a trifle to put the transfer in, and would greatly accommodate shippers on both roads. I will meet you at any time and place you may suggest, and explain what the citizens of this place want, if you will advise me. An early answer will be deemed a great favor.

Yours truly,

C. S. LAURENCE.

DES MOINES, IOWA, July 24, 1885.

C. S. LAURENCE, Esq., *Manning, Iowa:*

DEAR SIR—In the matter of the petition of citizens of Manning for a connecting track or Y at the crossing of the Chicago & Northwestern and Chicago, Milwaukee & St. Paul Railways in your city, presented by you, it is the opinion of the Commissioners that sections 1292 and 1293 of the Code of Iowa apply to transfer facilities at railroad crossings, and it is the province of the courts to enforce compliance with the law.

By order of the Board.

E. G. MORGAN, *Secretary.*

R. B. BEESON, PATTERSONVILLE, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. }

*Fencing.*

Filed July 10, 1885.

Mr. Beeson built a fence on three sides of his land for a pasture, and desired the Chicago, Milwaukee & St. Paul Railway Company to fence along their track as a safeguard for his stock. He asked the aid of the Commissioners to secure the construction of this fence, if in their power to assist him. Replying to a letter from the Board, General Manager Miller advised them that material for this fence had been ordered, and its delivery was daily expected. Notice was subsequently received of the satisfactory completion of the work.

A. H. McNALL, MAXWELL, IOWA.

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. }

*Lost goods.*

Filed July 16, 1885.

In a letter to the Commissioners dated July 14, 1885, Mr. McNall complained of the loss of a barrel of sugar shipped to him from Marshalltown, Iowa, over the defendant's road on July 2, 1885, alleging that he was advised of the shipment of the goods, but that they had never been received. On investigation by the company it was ascertained that the consignment in question had been forwarded by them from Marshalltown on July 2d, and delivered to complainant and the certificate of his duly authorized drayman obtained to this effect. The Commissioners notified Mr. McNall that he had no just cause of complaint.

N. PRITCHARD, WARREN, LYON COUNTY, IOWA,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Station facilities.*

Filed July 21, 1885.

## DECISION OF THE COMMISSIONERS.

On receipt of a communication from Mr. Pritchard, asking for better station facilities at Warren, Iowa, a copy was forwarded to Mr. Roswell Miller, General Manager of the Chicago, Milwaukee & St. Paul Railway, together with a notice that the Commissioners would be at Warren on the 28th of July to investigate the matter of the necessity for station facilities as asked for in the complaint. On the day appointed one of the Commissioners met the citizens of Warren, at the place designated, and the railway company was represented by Mr. C. H. Prior, of Minneapolis, Minnesota, Assistant Superintendent of the road. From evidence offered on the ground it appears that almost every train brings or takes away more or less passengers. That during the last twelve months not less than three hundred full car-loads have been received and sent away from this point in car-load lots. That the parts of car-loads sent away and received in the same time would amount to nearly one half, if not quite as much more. That from the present appearance and promise of the crops for this year, this amount of shipment will be increased at least fifty per cent over that of last year. This is also a mail station, and the man who receives and delivers the mail must be and is necessarily much exposed in the discharge of his duties. Passengers are put off at all times of the day and night, and have only a small uncovered platform for their accommodation. It was also shown and conceded that the citizens had fulfilled their part of a proposition for a station house and agent, but after waiting for nearly two years and failing to see anything done by the railway company, they felt compelled to call upon the Railroad Commissioners for whatever of aid it was in their power to grant. The Commissioners have no hesitancy under the state of facts presented, and which were in nowise contradicted or denied by the railway company, in deciding that the amount of business, and the wants of the traveling public very justly demand from the railway company station and agent facilities at Warren, and in accordance with the provisions of the act of the Seventeenth General Assembly, chapter 77, section 3, it is hereby recommended that for the "security, convenience and accommodation of the public" the said C., M. & St. P. R'y Co. furnish such facilities at Pennington (or Warren).

*Des Moines, Iowa, August 6, 1885.*

GEORGE H. MERRITT, GLIDDEN, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY CO. } *Highway Crossing.*

Filed August 1, 1885.

July 31, 1885, George H. Merritt, road supervisor, complained that the respondent would not open their fence and fix a crossing for a new highway across their track in the north half of the south-west quarter of section 27, township 84, range 33; he also enclosed a letter from Superintendent Burt, of the Chicago & Northwestern Railway, who stated that if the authorities would have the crossing put in at their own expense, and pay the cost of maintaining it, the company would offer no objection to the opening of the road across their track. Upon inquiry it was ascertained that the highway had been legally established. Afterward both complainant and respondent were advised that the law of the State seemed to be silent upon the questions involved in this case. That in the opinion of the Commissioners the road supervisor had a right to enter upon the right of way and construct the approaches to the track, but that this should be done in such a way as not to endanger the life and property of the traveling public, and that it seemed to them the railroad company should put in the plank crossing between the rails. August 29, 1885, Mr. Burt answered that he would aid and counsel the road supervisor in the matter of opening the public highway across the track, and would plank the crossing between the rails, but added that he thought he had a right to require of the proper county authorities a written acceptance of certain written conditions, or in other words a contract, clearly defining the matter of necessary repairs and maintenance of crossing, and the necessary cattle-guards incident thereto for the future. Upon this latter proposition the Commissioners express no opinion. A consideration of this case has led the Commissioners to make the remarks in their report found under the head of highway crossings.

GREAT WESTERN FUEL CO., GILMORE, IOWA,

vs.

CHICAGO &amp; NORTHWESTERN RAILWAY CO.

} *Refusal to forward cars.*

Filed August 17, 1885.

Mr. George A. Pease, manager of the Great Western Fuel Company, at Gilmore, Iowa, complained to the Commissioners that several cars of coal had been refused by the Chicago & Northwestern Railway Company at Rolfe, although the cars were placed on the transfer track and tendered to them. Complainants thought the refusal was made on account of the cars being those of other roads. Replying to a letter from the Board, Superintendent Hopkins said that the detention of the cars in question was caused by delay in the settlement of mileage of cars with connecting lines, which, however, had now been settled, and the shipment forwarded to destination.

R. B. TAYLOR, WEST SIDE, IOWA,

vs.

CHICAGO &amp; NORTHWESTERN RAILWAY CO.

} *Lost baggage.*

Filed August 25, 1885.

Mr. Taylor complained to the Commissioners that his wife went from West Side to Ames via the Chicago & Northwestern Railway on the 21st of April, 1885; that she checked her satchel in the usual way, and on arriving at her destination had the same taken from the depot; that on opening the satchel she discovered that a traveling bag, or dressing case, which was put into it before starting, had been taken out, and was not to be found; that he had made out a list of the articles contained in the bag, together with their value, and presented a sworn statement of them to the company, but the claim was not noticed by them at all. Replying to a letter from the Commissioners, the officers of the railway company stated that the satchel in question was delivered to a person at the depot in Ames to whom Mrs. Taylor had handed the check, the same being locked as it was when put into the baggage car, and in good order; also that the loss was not discovered by her until some time had elapsed after her arrival at Ames, and that she said nothing about her apparent loss, as she concluded she had left the case at home in West Side; that on arriving home, and failing to find it, she concluded that it had been taken from her satchel; that the company's agent at West Side and Ames, and its train and station baggage agents would swear

that the satchel was not opened or tampered with while in their custody, and they were forced to believe that the case was not in the satchel at all, but was stolen from Mrs. Taylor's house during her absence.

The Commissioners without reaching a conclusion in the case advised complainant that a money judgment would have to be rendered if the question was decided in his favor, and that under the law they could not make such ruling. His case was one for the courts.

SILAS ADSIT, COLFAX, IOWA,

vs.

CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY.

} *Discrimination.*

Filed September 1, 1885.

Silas Adsit, proprietor of the Grand Hotel at Colfax, Iowa, made complaint that the agents of the Chicago, Rock Island & Pacific Railway Company at that point had refused to stamp excursion tickets for return passage which were purchased at stations on the above mentioned road to Colfax and return (this being required by the company before such tickets would be accepted for the return passage) unless the parties holding them were guests at the "Hotel Colfax" at Colfax Springs, at which place there was an agent to conduct the business of the company. Replying to a letter from the Commissioners the officers of the company stated that the agent at the depot in Colfax had been given instructions to stamp all tickets presented to him, as had also the proprietor of the "Hotel Colfax," and if the latter had refused to do so, his action was entirely unwarranted, although his services for the railway company were unremunerated, being entirely in the interest of his hotel. With the reply of respondent was enclosed a circular to conductors in regard to special tickets to and from the point in question, which contained the following order: "The form requires that tickets shall be stamped at Hotel Colfax, Colfax Springs. However, if this endorsement is made by the agent at Colfax it may be accepted, but not if at any other station."

George M. Christian, one of the proprietors of the Hotel Colfax, being sworn, deposed that he had not refused to stamp excursion tickets to Colfax, except in two or three instances, when he asked the parties presenting to hold them until they wished to return, in order to prevent tickets from being sold to ticket brokers.

The complainant having failed to establish the discrimination alleged, his case was dismissed. The Commissioners were assured by respondent that no discrimination would be permitted by them in the issuance of the excursion tickets above referred to.

W. F. KNOWLES, JAMES, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.  
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA R'Y Co.} *Passenger  
train ac-  
commoda-  
tions.*

Filed September 8, 1885.

W. F. Knowles, of James, Iowa, made complaint to the Commissioners that great inconvenience and unnecessary expense was caused himself and others by the refusal on the part of the Chicago, St. Paul, Minneapolis & Omaha Railway Company to carry local passengers on their trains between Le Mars and Sioux City; that the passenger trains on the Illinois Central Railroad were not run at seasonable hours to accommodate all the local travel between these points, their west bound train being very often late, and persons were frequently obliged to remain in Sioux City all night on this account.

Replying to a letter from the Board on this subject, President Clarke of the I. C. R. R. stated that his company were running two trains per day (morning and evening) each way between Le Mars and Sioux City; that they had been late but four times within the month ending September 10, 1885, and then only under unavoidable circumstances; that the lease of the Illinois Central line by the C., St. P., M. & O. R'y Co. permitted the carrying of local passengers and freight by the latter road between the points mentioned.

Assistant President Winter of the C., St. P., M. & O. R'y informed the Commissioners under date of October 30, 1885, that it had not been customary for his company's trains to stop at stations between Le Mars and Sioux City except to discharge passengers, the local business being conceded to the I. C. R. R. It was, however, the present intention of his company to arrange without delay for the transaction of local business between these two points and intermediate stations, by which the requirements of the complainants and others similarly situated would be fully accommodated.

Complainant has since written the Board "that the purpose for which this complaint was made has been accomplished."

W. H. GOLLY, ZEARING, IOWA,

vs.

CENTRAL IOWA RAILWAY COMPANY.

} *Discrimination.*

Filed September 9, 1885.

In a letter to the Commissioners, complainant stated that he had been refused cars by the Central Iowa Railway Company for the shipment of grain, for the reason that he wished to load the same from wagons, this being in his opinion a discrimination in favor of parties shipping through elevators. Having referred the matter to the officers of the respondent road, the Commissioners addressed the following to complainant, with reply of the company:

DES MOINES, IOWA, September 23, 1885.

W. H. GOLLY, Esq., *Zearing, Iowa:*

DEAR SIR—Your complaint, dated September 8th, against the Central Iowa Railway was promptly referred to its superintendent, and his attention called to the rulings of this Board heretofore made, that railroad companies must receive grain from wagons as well as elevators, but might charge by way of demurrage a reasonable sum for the detention of cars and use of the same for warehouse purposes. On the 14th of September, Mr. Dudley sends us a letter, agreeing to observe the rule laid down by the Commissioners in such cases. For your information, we enclose a copy of this letter. Please advise us if there is a failure to comply with the rule.

By order of the Board.

E. G. MORGAN, *Secretary.*

" MARSHALSTOWN, IOWA, September 14, 1885.

" MR. E. G. MORGAN, *Secretary:*

" DEAR SIR—To your letter of the 11th, will say that I have looked over the cases referred to, and am perfectly willing to conform to the decision of the Commissioners. The delay to cars caused by loading direct from wagons is a very serious matter, but we can partly overcome it by charging demurrage.

Yours truly,

E. L. DUDLEY, *Superintendent.*

Having received no reply to this letter, the Commissioners regard the case as closed.

CITIZENS OF McCALLSBURG, IOWA,  
 VS.  
 CENTRAL IOWA RAILWAY COMPANY.

*Discrimination; refusal of proper  
 shipping facilities.*

Filed September 23, 1885.

McCALLSBURG, IOWA, September 23, 1885.

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

GENTLEMEN—At the request of a number of our leading citizens I beg leave to call your attention to the following statement of facts, to-wit: In the year 1881 the Central Iowa Railway Company built a branch from Marshalltown to Story City in this State, known as the Story City Branch of the Central Iowa Railway, and said company received to aid in the construction of said branch a subsidy from our township (Warren) in Story county, raised by a public tax, which was levied in accordance with the laws of Iowa, and in consideration of said subsidy said railroad company entered into a contract with the trustees of this township, binding itself to construct said railroad, erect and maintain a depot, and provide all necessary accommodations for the transaction of business at the station since known as McCallsburg.

On or about the first day of August, 1885, one John Peck, a grain, lumber and stock dealer of McCallsburg, who has been identified with business in McCallsburg since it was a station, and who has probably shipped as much value of grain and stock from this place as all other buyers together, having a lease from said company to a certain number of lots to be used for lumber, coal, etc., commenced building an elevator for grain on said lots. He was afterward stopped by a mandatory order from the superintendent of said railway requiring him to stop building; the reasons given being that he, the superintendent, considered one elevator sufficient to do the business, and did not expect to have any more; that said lots were not leased for an elevator; and that he (John Peck) had not conducted the grain business in the interests of the railroad company and town; all of which reasons, except the first, are mere excuses, the last one having no foundation in fact.

There is no other lot adjacent to the sidetrack obtainable, hence the orders were prohibitory respecting a second elevator.

The citizens of our and adjoining townships almost unanimously petitioned said superintendent in mild terms to reverse his decision and allow the building to proceed. They particularly and hopefully awaited the result for weeks, only to hear a letter from said superintendent stating that he "had already decided that matter and let that be the end to it." Said railroad company has since refused to furnish cars to parties desiring to ship grain, unless they load through one certain elevator that is owned and operated by a certain company in Marshalltown, thus leaving one firm, and that foreign to our town and interests, to monopolize the prices of our grain. The community consider those acts intolerable under the circumstances and the laws of our State, and hereby appeal to your honorable Board for a quick hearing of their cause, and a decision in keeping with the spirit of the laws of our commonwealth.

We would further add that the patience of our people has already been taxed but too much—their grain must be marketed; bad roads render it almost impossible to haul elsewhere, and prices here are held down by a monopoly, seemingly fostered by said railroad officials, to grind the last penny from the poorly required tillers of the soil, who are the source of prosperity in our State. The peace and good name of our community require your prompt action, least excitement prompt other means of redress unknown to our laws.

Hoping for an early response, or to see you here soon, we are sincerely,

Your humble petitioners,

MANY CITIZENS,  
 Per J. S. SMITH

This petition having been referred to Superintendent Dudley, of the respondent road, reply was received from him as follows:

MARSHALLTOWN, IOWA, September 24, 1885.

E. G. MORGAN, Sec'y Railroad Com's, Des Moines:

DEAR SIR—To yours of the 23d inst enclosing complaint of citizens of McCallsburg, I have to say that until last winter Mr. John Peck was the only grain buyer at McCallsburg, from the time the station was opened, and he was employed by Mr. Sleight. During this time our general freight office was flooded with complaints of Mr. Peck's mode of doing business, claiming that grain was being driven away from the station by failure on his part to pay current prices, and to settle promptly for grain bought. Many of these complaints were made by parties who have signed a petition in favor of Mr. Peck. Last winter Mr. E. G. Sleight sold his elevator to another firm, who did not employ Mr. Peck as their buyer, and as he had been in the lumber and coal business at the station, desired to lease two lots on which to continue said business. The lease was made for the purpose mentioned. (Copy attached.) In August Mr. Peck put in a foundation for a grain elevator on these lots without permission, and when notified to stop work, asked for the reasons, which were given in my letter of August 8th, copy of which I enclose. The good people of McCallsburg are being misled by Mr. Peck, who is simply trying to make trouble. They have all the facilities they have ever had, with more responsible buyers that pay more on the market for grain than they have ever before been able to get. The shipments from that station this season up to this time will bear me out in this statement. Mr. Peck or any other citizen can load into cars direct at McCallsburg by complying with our regulations, namely: Load within 24 hours or pay demurrage after that time. I object to Mr. Peck leasing land belonging to the company for a certain purpose, and using it for another, in violation of the terms of the lease, and think the Board will agree that my position is well taken.

Yours truly,

E. L. DUDLEY, Superintendent.

DES MOINES, IOWA, October 27, 1885.

J. S. SMITH, Esq., McCallsburg, Iowa:

DEAR SIR—Referring to your complaint against the Central Iowa Railway Company, Mr. Dudley has answered, furnishing a copy of the lease to Mr. Peck, showing that the premises were leased to Mr. Peck "for a lumber yard, and for no other and different purpose whatever." Mr. Dudley states that "Mr. Peck or any other citizen can load into cars direct at McCallsburg by complying with our regulations, namely, load within twenty-four hours or pay demurrage after that time." This rule as to loading out of wagons we think to be reasonable, and have often so held. Where premises are leased for a special purpose and none other, we do not know of any power that can change the contract which the parties themselves made.

If the facts are otherwise than claimed by Mr. Dudley, you will please furnish us with evidence thereof, as in case he states the facts truly, we do not find any just cause of complaint.

By order of the Board.

E. G. MORGAN, Secretary.

On December, 3d, 1885, no reply having been received from complainants to their letter of October 27th, the Commissioners ordered the case dismissed, as it had apparently been abandoned by complainants.



TRUSTEES WARREN TWP., KEOKUK COUNTY, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY,  
CHICAGO, ROCK ISLAND & PACIFIC, RAILWAY COMPANY.} *Petition for  
station at  
crossing.*

Filed September 28, 1885.

Under date of September 24, 1885, J. O. Newkirk and J. O. Tresslar, trustees of Warren township, Keokuk county, Iowa, petitioned the Board in behalf of citizens of Warren and adjacent townships to order the location and erection of a joint station at the crossing of the Chicago & Northwestern, and Chicago, Rock Island & Pacific Railways in the above named township and county, in accordance with the provisions of chapter 24, acts of the Twentieth General Assembly.

Having referred the matter to the officers of the railway companies, the Commissioners were advised that it was their intention to erect a suitable station house at the intersection of the two roads, agreeable to the demands of petitioners above mentioned.

G. J. BOYD, HERNDON, IOWA,

vs.

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

} *Neglect of passenger  
accommodations.*

Filed September 29, 1885.

Mr. Boyd complained that on the morning of September 10, 1885, passenger train No. 1, on the Chicago, Milwaukee & St. Paul Railway, arriving at 4:30 A. M. at Herndon, brought to that station a lady and child, who were compelled to wait outside in a drenching rain, as the waiting-room in the depot was not open; also that on the evening of September 24th, Wm. Banks, applied at the ticket office at this station for a ticket, desiring to go west on freight train No. 9, which is advertised to carry passengers, and found no agent there. He consequently boarded the train without a ticket, and was compelled to get off.

These complaints having been referred to General Manager Miller, the latter informed the Commissioners on October 9th that in the case first mentioned, the agent at Herndon had barred the freight-room door on account of a broken fastening, in order to protect some goods which would have been damaged by the water; that the instructions of the company were to keep the waiting room open all night, and that these would in future be car-

ried out. Regarding the second complaint, the agent stated that on the night in question he was in the ticket office at the depot, and that his impression was that Mr. Banks was at a saloon near by playing pool or billiards until the train whistled, and therefore did not have time to get a ticket.

The complainant was given an opportunity by the Commissioners to refute the above statements, which he failed to do, and the case was closed.

CITIZENS OF ALTA, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY,

} *Additional sidetrack to mill.*

Filed October 5, 1885.

## DECISION OF THE COMMISSIONERS.

On the 5th of October, 1885, complainant alleged that the town of Alta, was not sufficiently supplied with side-track for its business, that near the railroad track is a fine flouring mill, whose owners have been repeatedly promised a side-track, and now the respondent refuses to put in a side-track to the mill, unless the owners will do some 2,200 yards of grading at their own expense; that this will cost some \$400 or \$500; they ask the Commissioners to order a sufficient side-track laid for the accommodation of the town and the general public.

On the 8th of October the railroad officials responded, saying that the flouring mill was built at Alta some ten years ago, and when it was built the owners asked the railroad company to put in a side-track to the mill, which it refused to do, because the business did not warrant it; that the mill has changed owners several times, and that for five years prior to July 1, 1885, no request for a side-track to the mill has been made. That in July, 1885, the present owners requested the company to put in a side-track to the mill to accommodate the mill and an elevator they proposed building.

That the company declined to consider the request, unless the owners would agree to do the grading, in which case their request would be considered, but that no promise would be made as to the granting of said request in any event. That no promise has ever been made to build a side-track to the mill. That there is abundant side-track at Alta to accommodate at least twice the business done there, and that the company offered the mill-owners to give them ground for elevator purposes on the present side-track, but this was not satisfactory, as they wished to build an elevator adjoining the mill, which is not on railroad grounds. It seems to be agreed that the mill and the proposed site of the elevator is not on railroad ground. It is stated that land for elevator purposes can be obtained on railroad grounds. It therefore seems to the Commissioners that the request of the complainant

is not reasonable, or one which they could grant. One may not select a site removed from the line of a railroad, and demand that it be extended to him.

If power were given to do this for a short distance, it might also be exercised for much longer distances, and would lead to great injustice and wrong.

*Des Moines, Iowa, October 27, 1885.*

J. F. GRAHAM, KEOTA, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO. }

*Fencing track.*

Filed October 9, 1885.

The complainant asked the Commissioners to order the Burlington, Cedar Rapids & Northern Railway Company to build a fence along their track to complete the enclosure of the northeast quarter of section 30, township 77, range 9, in Washington county, Iowa.

President Ives for the company informed the Commissioners in reply to a letter regarding this matter, that it was not probable that they would be able to fence Mr. Graham's land the present year, but would assume the risk of indemnifying the owner for stock killed by reason of the lack of fence. Complainant was advised to the above effect, and informed that the law gave to the Commissioners no power to order the building of fences by railway companies.

TRUSTEES OF CENTER TOWNSHIP, MILLS COUNTY, IA,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. }

*Highway Crossings.*

Filed October 14, 1885.

October 5, 1885, the trustees above named complained that the railroad company had left highway crossings at two points in Center township, Mills county, Iowa, in a bad and dangerous condition, both of said crossings being between Hillsdale and Glenwood, and that though often requested to repair them, they were still neglected. Vice-President Potter was immediately advised of the case, and on October 30th W. F. Merrill, Superintendent of the Iowa Division, informed the Board that ever since the receipt of their communication he had been trying to arrange a conference between the township trustees and the Superintendent of the Western

Division of their road with reference to such crossings, and expressing a willingness and purpose to keep all highway crossings in a satisfactory and safe condition; he further stated that if such township officers would communicate their requests direct to the proper officers of the road, the matter could be speedily adjusted without the aid of the Commissioners. The township trustees were advised of the contents of this letter, and their attention called to the propriety of addressing Mr. Merrill direct in regard to the matter. On November 19th Mr. Potter advised the Commissioners that on November 14th the Superintendent met the county commissioners, and adjusted the matters to their full satisfaction.

A. M. JENKS, SHELDAHL, IOWA,

vs.

CHICAGO & NORTHWESTERN RAILWAY COMPANY. }

*Drainage.*

Filed November 4, 1885.

On October 23, 1885, A. M. Jenks, of Sheldahl, Iowa, made the following complaint to the Board: That at the crossing of the Chicago & Northwestern and Chicago, Milwaukee & St. Paul Railways, one and a half miles north of Sheldahl, there was a pond of water made by the failure of the C. & N. W. Co. to provide a culvert or other passage for the water that accumulates at this point; that his land is overflowed, and thereby rendered unfit for cultivation. After calling the attention of the company to this, Mr. Wheeler, General Superintendent, notified the Commissioners on December 9th that he had instructed Mr. Burt, Division Superintendent of the Iowa lines, to look over the ground carefully, and have a culvert built as soon as practicable, where it would best accomplish the end desired. This, if done within a reasonable time, closes the case.

A. SPRINGER, PRAIRIE CITY, IOWA,

vs.

CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY CO.

} *Violation of contract.*

Filed November 7, 1885.

## DECISION OF THE COMMISSIONERS.

On June 17, 1885, Mr. Springer gave George M. Woods, station agent of the Chicago, Rock Island & Pacific Railway at Prairie City, thirty-one dollars to send to the general ticket office at Chicago to buy a ticket entitling him to twenty-five rides between Prairie City and Ottumwa. This amount reduced the rate of fare to two cents per mile; the fare on a ticket regularly purchased at the office was three cents per mile. On the face of the ticket, to which his attention was specially called, was a condition to the effect that the time would expire on the first of September. The ticket was a special contract between himself and the company, by which they agreed to carry him at the rate of two cents per mile, provided he should ride twenty-five times between the dates specified. When he received the ticket he said that the time was too short to use it up for the purposes he wished, and that the agent promised that when it expired he would send it back and have it extended, so as to make the unused part available. The statement of Mr. Wood, the agent, is that he informed complainant that "he would send the ticket back and ask for an extension." Either statement coupled with the fact that the money was sent to Chicago to buy the ticket, and that it was not issued at the local office, is conclusive of the fact that this kind of contract was beyond the reach of authority of the station agent and was one of the contracts that must be made at the general office; that no power or authority was given to a station agent to make, alter or amend, and of this fact Mr. Springer had notice, from his own statement. On the first of September fourteen of the twenty-five rides had been used; Mr. Woods sends the ticket to the general office, and asks an extension of the time in which the remaining eleven rides may be used. This the company decline. They figure up his fourteen rides at the regular rate of fare, three cents per mile, and send him a voucher for the balance, \$4.98. Mr. Springer received the ticket with the full knowledge of the conditions which were upon it; he could have refused it, and received back his money. He knew that the station agent had no authority to modify the contract, and if he failed to realize the advantage he expected, it was because he did not comply with the requirements. The company proposed, provided he rode twenty-five times within a limited period, to sell him his rides at 66½ per cent of the usual fare; he did not do so, and they properly charge him the full rate. The only object in selling this kind of a ticket at reduced rates is to increase

and stimulate travel; if it does not do this, there is no reason for the discount. It is true the ticket was for less than three months, and they were in the habit of selling these tickets running over a period of three months, but it was competent for the company to fix the periods when these special tickets should expire, and the complainant knew that they had done so when he took the ticket. We are of the opinion that Mr. Springer has under the circumstances no cause for complaint.

*Des Moines, Iowa, November 19, 1885.*

W. D. CLOW, TRAEER, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS &amp; NORTHERN RAILWAY CO.

} *Diversion of freight from route named by shipper.*

Filed November 7, 1885.

Mr. Clow complained November 6, 1885, that he shipped goods from Traer, Iowa, via Cedar Rapids and the Chicago & Northwestern Railway to Chicago, and that respondent's agent at Cedar Rapids diverted the shipments over the Chicago, Rock Island & Pacific and Chicago, Burlington & Quincy routes. This complaint was communicated to the respondent, who through Mr. Ives, its president, replied that the respondent had very favorable traffic arrangements with the C., R. I. & P. R'y Co. via West Liberty, and desired as far as possible to move freight by that route, but that if shippers desired to pay local rates, say from Traer to Cedar Rapids, and ordered shipments via the C. & N. W. R'y, they would deliver the goods as ordered.

On November 13, 1885, Mr. Clow was advised by the Commissioners that in their opinion a shipper could not accept a through rate by certain lines, and then demand shipment by other lines, but that if a through rate was given without condition as to lines or routes the shipper could then order his consignment forwarded by any route he might choose, and his order should be obeyed; that there could be and was no dispute about the right of the complainant to ship to Cedar Rapids at local rates, and choose his own route to Chicago. Respondent was also advised of this decision in the case.

JAMES MCFARLANE AND BROTHER, BLENCOE, IOWA,  
 vs.  
 SIOUX CITY & PACIFIC RAILROAD COMPANY. } *Lost goods.*

Filed November 11, 1885.

DECISION OF THE COMMISSIONERS.

On the 10th of November, 1885, James McFarlane & Brother, of Blencoe, Iowa, made the following complaint to the Commissioners:

That in April, 1884, they ordered two cases of smoking tobacco from E. C. Palmer & Co., of Sioux City, and gave directions for its shipment to Blencoe by way of the Sioux City & Pacific Railroad; that they met the freight train on which the goods were shipped on its arrival at Blencoe, on purpose to receive them; that they never did receive these two cases of tobacco, and were obliged to re-order. The value of the tobacco was sixteen dollars. At that time there was no regular station-house at Blencoe—simply a platform on which freight could be landed. McFarlane & Brother were acting as agents of the company, took charge of the freight on the platform, and had it delivered to the proper parties. It is not so stated in the complaint, but the Commissioners understand that the company required prepayment of freight charges on goods destined for this point. On October 31st, Mr. K. C. Morehouse, general freight agent of respondent's road, declined to pay the loss, on the ground that the goods in question were unloaded on the platform at Blencoe, and as complainants were agents of the company at that point, it was their neglect if they failed to take care of them. The conductor of the train on which this consignment was forwarded has made affidavit that he unloaded it at Blencoe as the way bills directed, his check mark on the way-bill shows that the tobacco was checked and delivered, and by this mark he identifies the transaction. This not being a billing station, the company took no receipts for merchandise delivered. McFarlane & Brother are ready to make affidavit that the shipment was not unloaded at Blencoe.

The conflict of testimony is such that the Commissioners regard this as one of the cases that should be settled in the courts; their province being to determine what should be done on an agreed state of facts, rather than to weigh and determine the preponderance of evidence where parties differ so widely in the recollection of simple transactions.

*Des Moines, Iowa, December 11, 1885.*

E. H. YAGGY, AUDUBON, IOWA,  
 vs.  
 BURLINGTON, CEDAR RAPIDS & NORTHERN R'Y CO. } *Violation of contract.*

Filed November 23, 1885.

Mr. Yaggy complained that he made a contract with the agent of the Burlington, Cedar Rapids & Northern Railway Company at Nora Junction, Iowa, to carry three cars of emigrant moveables from Nora Junction to Audubon for forty dollars per car. On reaching Audubon the bills were presented to him with a charge of \$160, instead of \$120, for the three cars. Complainant asked the aid of the Commissioners to settle the controversy. The agent in question claimed that the cars as forwarded contained other freight beside emigrant goods, and that under the regulations of the company the rate should be higher. Mr. Ives, president of the company, wrote the Commissioners on December 10th, that he had forwarded a voucher of \$40 to Mr. Yaggy, and this action closed the case.

The following cases of complaint filed during the year 1885, are unadjusted, the Commissioners finding it impossible to procure all the evidence necessary for their determination in time for insertion in this report:

No. 27.

H. MEYERS, ELKADER, IOWA,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Abandonment of road.*

Filed April 21, 1885.

No. 45.

CITIZENS OF ELKADER AND CLAYTON COUNTY, IOWA,  
 vs.  
 CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Abandonment of road.*

Filed June 10, 1885.

No. 62.

W. H. INNIS, EMMETSBURG, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS &amp; NORTHERN RAILWAY CO.

} *Obstructing the  
navigation of  
Medium lakes  
by bridge.*

Filed August 27, 1885.

No. 72.

CITIZENS OF WALNUT AND VERNON TOWNSHIPS, PALO  
ALTO COUNTY, IOWA,

vs.

BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY CO.,  
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.} *Station facili-  
ties at cross-  
ing in Sec-  
tion 26, Twp.  
97, R. 33.*

Filed October 24, 1885.

No. 77.

UNION RAILWAY DEPOT COMPANY, DUBUQUE, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY ET AL.

} *Union railway depot.  
(Chap. 159. Laws  
of the Twentieth  
General Assembly.)*

Filed November 11, 1885.

No. 78.

A. EVANS &amp; CO., ONAWA, IOWA,

vs.

KANSAS CITY, ST. JO &amp; COUNCIL BLUFFS RAILROAD CO.

} *Overcharge.*

Filed November 21, 1885.

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## APPENDIX B.

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### DIGEST OF JUDICIAL DECISIONS.

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## DIGEST OF JUDICIAL DECISIONS.

DECISIONS OF THE SUPREME COURT OF IOWA RELATING TO RAILROADS, PUBLISHED BY AUTHORITY OF THE STATE SINCE THE DATE OF THE LAST COMMISSIONERS' REPORT.

### RIGHT OF WAY.

Where the line of a railway destroys a valuable spring, that fact may be considered in estimating the damages, and its character inquired into. The whole farm must be considered, and testimony cannot be offered as to damages to separate portions of the farm. Questions calling for estimates of damages as to separate portions of the farm could not properly be submitted to the jury. The restriction in section 1241 of the Code applies to the quantity of land to be taken for right of way, and not to the quantity of earth, gravel, stone, timber, etc., which may be removed from the land condemned; but the company may not wantonly destroy timber, nor use earth, etc., for any other purposes than those provided in the statute. *Winklemans v. the Des Moines Northwestern Railway Co.*, 62 Iowa, 12.

### MECHANIC'S LIEN—TIME CHECKS.

Sub-contractors worked upon a railroad in July and August, 1881, the notice, required by section 2131 of the Code, of filing the claims was given October 31, 1881. The laborers had performed work under contract with one Ryan, who was a sub-contractor, Langdon, Bishop & Co., being the original contractors with the railroad company. Prior to the time of giving the notice (October 31, 1881), Ryan had been paid in full in accordance with the work after its completion. No lien could be enforced against the railroad company for the claim of plaintiffs as assignees of the laborers.

Time checks given by Ryan & Co. to the laborers and by them assigned to plaintiffs could not be a basis for recovery of a judgment against Langdon, Bishop & Co, the assignment transferring merely on account against the railroad company and a claim for mechanic's lien. *Nash & Phelps vs. The Chicago, Milwaukee & St. Paul R'y Co., et al*, 62 Iowa, page 49.

## NEGLIGENCE—CONTRIBUTORY NEGLIGENCE.

Prior to an attempt to couple the cars the train was backed and stopped so that the cars to be coupled were within six feet of each other; deceased, a brakeman, went between the cars to make the coupling, which was delayed by reason of the difficulty in removing a coupling pin and procuring another. The evidence showed that under such circumstances the person charged with the duty usually stands between the cars, and the cars are moved only upon his signals. In this case the deceased did not signal nor in any manner direct the train to be backed, when it was backed and he received the fatal injury. *Held*, this evidence showed negligence of defendant's employes in moving the train without the direction of the deceased.

Contributory negligence of the person injured will not excuse the other negligent party if the contributory negligence be known to him and he could have avoided the injury by the exercise of reasonable care. *Romick, Admr. vs. The Chicago, Rock Island & Pacific Railway Co.*, 62 Iowa, 167.

## PASSENGER STATION—EJECTION OF PASSENGER—DAMAGES.

A woman of ill repute, who, on prior occasions, had conducted herself in defendant's passenger stations in a lewd and indecent manner, and was ejected from such room, she having entered the ladies' waiting room in the evening when by the rules of the company it should have been closed, and several hours prior to the departure of the train on which she was about to travel, having gained admittance by an artifice and misconducting herself she was removed by the police at defendant's request but without any force. *Held*, that if plaintiff was entitled to a verdict at all, it was only for nominal damages and a verdict for \$175 should be set aside. *Beeson vs. The Chicago, Rock Island & Pacific R'y Co.*, 62 Iowa, page 173.

## RIGHT OF WAY.

Plaintiffs made a deed of right of way to the Iowa River & Eastern Railway Company, and its successor and assigns, in consideration of one dollar and the benefits to be derived by the public and the grantors, in the location, construction and operation of a line of railroad in substantial conformity with the contemplated line of said company. Afterward the Chicago, Iowa & Dakota Railway Company purchased the rights of the Iowa River & Eastern Railway Company, and the Chicago, Iowa & Dakota Railway Company changed the line and did not run through Iowa Falls, nor in the same direction as the line of the Iowa River & Eastern Railway Company. *Held*, that a compliance with the conditions of the deed was essential to the right of defendant to claim the right of way under the deed. An independent line running in a different direction is not one in substan-

tial conformity with the contemplated line of the Iowa River & Eastern Railway Company. *Crosby et al. v. The Chicago, Iowa & Dakota Railway Company, et al.*, 62 Iowa, p. 189.

Plaintiff's land is three and a quarter miles from the court house in Des Moines, two miles in a direct line from the city limits and two miles and fifty-two rods therefrom by the traveled road. The approach thereto from the city is by Greenwood Avenue to the fair grounds, and from that point by the old State road from Des Moines to Council Bluffs, which runs along the east line. An acre and a half of the land along a creek could not be cultivated and four acres in the northeast corner are very rough and steep. It has been used for market-gardening and raising fruit. The right of way destroyed some young apple trees and strawberry plants. *Held*, that evidence showing that Greenwood Avenue to plaintiff's land was a good road thereto was proper, but it was not proper to show the character of the improvements on Greenwood Avenue, and that the adjacent lands are laid out in small tracts. It appears the land was not at present desirable for building purpose, and it is present adaptability and value which determines the compensation to the owner. *La Mont v. The St. Louis, Des Moines & Northern Railway Company*, 62 Iowa, p. 195.

A railroad company being a lessee by perpetual lease of certain grounds over which a street is sought to be located, has such interest in the grounds as entitles it to be heard in the proceedings. *Storm Lake v. Iowa Falls & Sioux City Railway et al.* 62 Iowa, p. 218.

## PERSONAL INJURY—EMPLOYEE.

Plaintiff was a helper in defendant's machine shop. He was ordered by the master mechanic to remove the old brasses from certain car wheels and axles which were covered with poisonous greases, and was poisoned, necessitating the amputation of the middle finger of the left hand, and resulting in the loss of the use of his left arm and hand.

*Held*, a witness as an expert may not be asked when certain work should be done. He should only be allowed to state the result of delay in doing the work. The jury are to determine whether the delay constitutes negligence.

It was not proper to show the custom of railroad companies as to the time when old brasses should be removed. If plaintiff knew, or by the exercise of ordinary judgment could have known, the poisonous condition of the brasses, he cannot recover.

If the injury was the result of an ordinary cut and the depraved condition of plaintiff's blood, he could not recover, when it appeared there was no negligence on defendant's part. *Kitteringham v. Sioux City & Pacific Railway Company*, 62 Iowa, p. 285.

## STOCK RUNNING AT LARGE.

A railroad company is not bound to provide places for stock to leave its track. Possibly plaintiff might have recovered if he had shown that his horse by reason of the want of a fence entered the track from a pasture, and ran ahead of the engine along the track, and by reason of the want of a cattle-guard passed out and was struck and killed outside, even though among the streets of a town. *Gilman v. Sioux City & Pacific Railway*, 62 Iowa, p. 299.

## OVERCHARGES ON FREIGHT.

Where an agent of a railway company in violation of chapter 68, acts of the Fifteenth General Assembly, collected from himself as a shipper of goods a rate of freight in excess of that provided by law and paid the same over to the company, held that he was under the terms of the law equally a violator of the law with the company and could not recover the penalty. *Sleever v. Illinois Central Railway Company*, 62 Iowa p. 371.

## LAND GRANT.

Lands above the Raccoon Fork of the Des Moines river held not subject to pre-emption in May, 1862, and title based on such pre-emption must fail. *Bullard v. Des Moines & Ft. Dodge Railway Company et. al.*, 62 Iowa, p. 382.

## SHIPMENT, AGENCY IN.

The relation of husband and wife does not alone raise a presumption of agency one for the other.

Possession of the wife's receipt or bill of lading, exhibiting the same to defendants agent, giving directions as to goods, without denial or explanation on the part of the wife properly to be considered as tending to show authority to act for plaintiff. The fact that the goods in question were household goods used and enjoyed by both husband and wife, is a circumstance tending more strongly to show agency of husband and wife than such fact would be in the case of strangers. The fact that at other points of shipment the husband was present in the absence of the wife giving orders and directions with reference to the goods, should be considered in determining whether the husband was the wife's agent. *Furman vs. Chicago, Rock Island & Pacific Railway Company*, 62 Iowa, p. 395.

## FARM CROSSINGS AND CATTLE GUARDS.

A farmer is not as a matter of course, under all circumstances when his pasture is crossed by a railroad track, entitled to an open crossing for the mere accommodation of his stock. He must show that he has no other adequate means of crossing. *Curtis v. Chicago, Milwaukee & St. Paul Railway Company*, 62 Iowa, p. 418.

## RIGHT OF WAY.

A sheriff's jury has no right to condemn a right of way for a railroad unless the owner refuses to grant the right of way, or the parties are unable to agree on the compensation therefor and where the owner has by deed conveyed the right of way and was seeking by a proceeding in equity to set aside the deed pending the suit in equity, sheriff's jury proceeding was held without authority and on *certiorari* set aside. *The Council Bluffs & St. Louis Railway v. Bentley et al.*, 62 Iowa, page 446.

## PERSONAL INJURY—EMPLOYE.

Brakeman was caught in frog and run over by defendant's train; verdict for \$5,000; negligence was charged on defendant in constructing a spur track and failing to put blocks in the frogs at the intersection of the main and side track rails. Opinion of a witness as to whether a person could go between cars in motion and see whether a frog was blocked. Held, not competent.

It may be shown that defendant had a custom and an order for blocking frogs. Standard life tables can be introduced as showing the expectancy of life. An averment that the deceased could well have known the location and construction of the frog and its dangers was not an admission that it was dangerous. If the plaintiff knew of the dangerous condition of the road or machinery which he aided to operate he cannot recover unless he can show that he was in some manner justifiable in exposing himself to such danger.

It is error for the court to omit explicit instructions as to the measure of damages. *Carter, admr., vs. The Burlington, Cedar Rapids & Northern R'y*, 62 Iowa, page 486.

## RIGHT OF WAY—GARNISHMENT.

A railroad company is liable to land owners for compensation for right of way, and may be garnished for any amount due a land owner. When so garnished all its agents must take notice thereof. *Buchanan County Bank vs. Cedar Rapids, Iowa Falls & Northwestern R'y Co., garnishee*, 62 Iowa, page 494.



## RIGHT TO FENCE TRACK—INJURY TO STOCK.

A railroad has a right to fence its track within the corporate limits of a town when such lands extend beyond the streets or other highways, unless it is prohibited from doing so by municipal ordinance. *Coyle vs. Chicago, Milwaukee & St. Paul R'y Co.*, 62 Iowa, page 518.

## INJURY BY FIRE FROM LOCOMOTIVE ENGINE.

Under section 1289 of the Code the fire itself is *prima facie* evidence of negligence on defendant's part. Evidence of the good condition of the engine, the diligence of the defendant's employes and other similar facts go to rebut the statutory presumption and create a conflict of evidence which cannot be determined by the court, but must be submitted to the jury. *Babeock et al vs. Chicago & Northwestern R'y Co.*, 62 Iowa, page 593.

## PERSONAL INJURY TO TRAVELER ON HIGHWAY BY COLLISION AT CROSSING.

If defendant neglected to give the usual signals at crossings, yet plaintiff may not recover if his own negligence contributed to the injury. If plaintiff approaching a highway with knowledge that the view of an approaching train is somewhat obstructed, heedlessly permits his team to trot up to a point near the crossing, and makes no effort to look or listen for a distance of eighteen rods from the track, he is guilty of contributory negligence and cannot recover. It was not negligence when the engineer saw the team to sound the whistle twice; it was an act done in an emergency, when there is not a moment's time for thought and reflection. It was the usual thing to do, and if he had failed to do so and a collision had occurred on account of the failure, he possibly would have been negligent on account of such failure. *Schaefer vs. The Chicago, Milwaukee & St. Paul R'y Co.*, 62 Iowa, page 624.

## PERSONAL INJURY—EMPLOYEE.

Plaintiff was a brakeman on defendant's road. The engineer directed him to look back to see if train was separated. He fell from engine and was killed. At the time the train was passing through a snow bank about ten feet high. The track had been cleared off, and the snow deposited on the bank by the snow plow four or five days before. Deceased assisted in clearing off the track, and knew of the character of the snow bank and its distance from the cars. Some testimony was to the effect that the bottom of the snow bank was far enough away to permit the train to pass, and it receded at an angle of forty-five degrees. Other testimony was to the effect

that the bank was within fifteen inches of the cars. It was claimed that the defendant was negligent in permitting the bank to remain too near the track. The appearance of the snow did not indicate that he was struck by the bank. It did show that he fell against the bank. *Held*, plaintiff could not recover; that railroad employes assume the risk of all dangers necessarily attendant upon the operation of the road. The dangers from snow and from its removal from the track must have been contemplated in assuming the employment in the winter, and the railroad companies are not liable for accidents resulting therefrom.

The widow's release would only operate to discharge her claim; it would not release the claim of the estate. *Dowell, adm'r, vs. Burlington, Cedar Rapids & Northern R'y Co.*, 62 Iowa, page 629.

## PERSONAL INJURY—PASSENGER IN CHARGE OF CATTLE ON A CATTLE TRAIN.

Plaintiff claimed that he was detained at depot in getting his shipping contract, and was not given time to reach caboose. The passage-way from depot to caboose was along a high embankment; that he asked and was told by a brakeman he would not have time to reach the caboose before the train started, and to climb upon a freight car, and that while riding thereon it was thrown from the track and injured. *Held*, that plaintiff was guilty of contributory negligence in climbing on the freight car, notwithstanding defendant's employes may have been negligent in not bringing the caboose to a point within reasonable distance of the depot. *Playser vs. Burlington, Cedar Rapids & Northern R'y Co.*, 62 Iowa, page 723.

## PERSONAL INJURY—EMPLOYEE.

A railroad being in the hands of a receiver, under the provisions of sections 1278 and 1307, of the Code, the property is liable for an injury done by a co-employee.

Whether a brakeman was guilty of contributory negligence in not taking hold of a brake-rod in anticipation of a "jerk" is a question for the jury.

The regular brakeman being absent, and there being a necessity therefor, a conductor may employ a brakeman and he becomes an employe of the company. *Sloan v. Central Iowa Railway Company*, 62 Iowa, page 728.

## [RIGHT OF WAY—STATUTE OF LIMITATION.]

Where right of action depends upon plaintiff's act, such as making a demand, he cannot by failing to make the demand prevent the statute from running, and having allowed the whole time to run. *Held* the bar was complete. *Ball v. Keokuk & Northwestern Railway Company*, 62 Iowa, page 751.

## INJURIES TO STOCK RUNNING AT LARGE.

The injury occurred to three horses in the city of Vinton, they being killed by one of defendant's passing trains. They were running at large in violation of a city ordinance. They were trespassers. Plaintiff could not under such circumstances recover. *Vanhorn v. The Burlington, Cedar Rapids & Northern Railway Company*, 63 Iowa, page 77.

## INJURY TO STOCK—IN ILLINOIS.

Plaintiff is a resident of Illinois; defendant's train killed a mule belonging to plaintiff in Illinois. Under such circumstances, as under the statute of Illinois would give plaintiff double damage. *Held* that he could recover in Iowa. *Boyce v. The Wabash Railway Company*, 63 Iowa, page 70.

## RIGHT OF WAY; DAMAGES TO BE PAID BEFORE POSSESSION IS TAKEN.

The sheriff's jury awarded damages to the land owner, the company paying in the assessed damages, appealed to the circuit court, where the damages were increased. The company sought to appeal to the supreme court by filing *supersedeas* bond, but did not pay the additional sum allowed in the circuit court, and proceed to take and hold the land sought to be condemned. *Held*, that under such circumstances an order restraining them from removing the defendants, its agents and servants from the premises was wrongful, and that under the provisions of Section 1258 Code it was absolutely necessary to pay or deposit with the sheriff the full amount of the damages allowed, if the company wishes to occupy and use the right of way. *Downing vs. The Des Moines Northwestern R'y Co., Winkleman vs. The same*, 63 Iowa, page 177.

## PERSONAL INJURY; EMPLOYEE.

Plaintiff was a carpenter employed by defendant in building a round house. Near the round house was two piles of lumber, one of which fell upon plaintiff and injured him: it was charged that defendant was negligent in piling the lumber which resulted in injury to plaintiff. The evidence was that the plaintiff could have seen how the lumber was piled. The jury answered a question specially submitted, that plaintiff was prevented from seeing how the lumber was piled. *Held*, that such an answer being clearly contrary to the evidence, a fair trial cannot be presumed and a new one granted, and that an instruction that if the plaintiff was injured by reason of the negligence of his fellow servants or fellow employes then he cannot recover, was too broad in its terms. *Baldwin vs. The St. Louis, Keokuk & Northwestern R'y Co.*, 63 Iowa, page 210.

## ACCUMULATION OF WATER; DAMAGES THEREFROM.

Damages were claimed by reason of the accumulation of water on plaintiff's land, caused by the construction of the defendant's embankment without constructing or maintaining proper ditches and culverts. It did not appear that defendant owned the land, but it did appear to be rightfully occupying it and had an easement; plaintiff estate was subject and servient. The defendant was under obligation by the construction of a ditch along its line to an opening to protect plaintiff's estate. It appearing that defendant knew of the necessity of the ditch no further notice was needed. The first injury was sustained in 1876; this action brought in 1882. *Held*, this was a continuing injury and the action was not barred. The measure of damages would be the difference between the value of the premises before and just after the injury. In determining this difference the crops destroyed might be taken into consideration, and permanent damage to the premises, as also inconvenience to plaintiff. *Drake vs. The Chicago, Rock Island & Pacific R'y Co.*, 63 Iowa, page 302.

## RIGHT OF WAY.

Where two lots in a city were improved and used as one property, the land owner is entitled to compensation for the injury to the property as a whole. When defendant has instituted proceedings against plaintiff and question was made as to the ownership of the property before the Commissioners, the legal presumption is that plaintiff is the owner of the property. The depth of the excavation is properly a matter of consideration by the jury. Also, it was proper to show the location of the freight depot, and a number of tracks on the premises in determining the reduced value of plaintiff's property. That the fee remains in the land owner does not practically affect the question. Damages for the easement is regarded as perpetual. *Cummins v. The Des Moines & St. Louis R'y Co.*, 63 Iowa, page 397.

## PASSENGER DAMAGES FOR EJECTMENT.

Where a passenger without a ticket offered the conductor his fare and ten cents extra, the question of absence or neglect of the ticket agent is immaterial. Whether passenger was given a reasonable time to pay his fare before ejectment is a question for the jury. In a controversy between a passenger and conductor about the payment of fare, it is the right and duty of each party to do what an ordinarily prudent man would do under like circumstances. It was erroneous to allow preventive damages "if the conductor wilfully used unnecessary force in ejecting plaintiff from the train." An act to justify the allowance of preventive damages must not only be wilfully done, but it must be accompanied by malice. *Curl v. The Chicago, Rock Island & Pacific R'y Co.*, 63 Iowa, page 417.

## RIGHT OF WAY.

The fact of the fee remaining in the land owner does not affect the question damages, the easement being in contemplation of loss perpetual (following *Cummins v. Des Moines & St. Louis R'y Co.*, 63 Iowa, 397). After the appropriation of the lot in question for right of way purpose, and the trial on appeal in the circuit court defendant sold certain buildings on the premises. *Held*, defendant was estopped from claiming that the buildings did not become its property by condemnation, and that plaintiffs should not recover for its value. *Hollingsworth v. The Des Moines & St. Louis R'y Co.*, 63 Iowa, page 443.

PASSENGER—DAMAGES FOR INSOLENT, ABUSIVE AND OFFENSIVE WORDS  
SPOKEN BY THE CONDUCTOR.

The court should state the issues to the jury, and not refer them to the pleadings. It is error to instruct the jury that by preponderance of evidence is meant "testimony of such superior weight and convincing force as satisfies the mind of its truth." By this language it might be understood that the testimony fully convinced the mind of its truth. Plaintiff was not required to prove that the conductor without reasonable cause or provocation on her part used abusive language. If he had cause or provocation that was matter of defense. *Bryan v. The Chicago, Rock Island & Pacific Railway Company*, 63 Iowa, p. 464.

## REMOVAL TO FEDERAL COURTS.

Before an order of removal is made an answer or plea must be filed showing an actual controversy.

Where the controversy is primarily between citizens of this State, and a citizen of another State is made a party solely for the purpose of cutting off a junior lien, the non-resident party may not have the cause transferred to the Federal court.

If a corporation ratifies the acts of one acting as its agent, even though his appointment was irregular, one condition of a contract may be waived and the other conditions still be binding.

When the engineer under a contract has certified the amount due, an action may be maintained in court thereon, even though by the contract the engineer must determine all disputes.

Misjoinder of actions must be reached by motion, and is waived by plea. *Flynn v. The Des Moines & St. Louis Railway Company*, 63 Iowa, p. 490.

## CRIMINAL LAW—OBSTRUCTING A HIGHWAY.

An indictment charging defendant with the crime of obstructing a public highway, charged that the defendant "did willfully and maliciously dig, plow up and scrape the public highway, and did throw up a high embankment and dig out and made a deep excavation across, along, in and upon the public highway" at the crossing. *Held*, bad on demurrer.

Under section 1262 of the Code the defendant may cross a highway. In doing so it could lawfully construct an embankment and dig an excavation. The indictment should have alleged that this act was not done in the construction of the railway, nor in putting the highway in repair. *State v. Chicago, Burlington & Pacific Railway Company*, 63 Iowa, p. 508.

## DAMAGES FOR ALLOWING WATER TO COLLECT AND STAND IN AN EXCAVATION.

Plaintiff owns a lot in the city of Des Moines. Defendant owns an adjoining lot. It made therein a large excavation in which water collected and stood, making, as it was claimed, plaintiff's premises less desirable as a residence, and causing permanent damage to plaintiff's cellar walls and house foundation.

Where one, through some unlawful or unreasonable use or sufferance, allows water to collect upon his lot, and by percolation through the soil it reaches his neighbor's property, and renders it less valuable, he becomes liable for damages. The right to recover for diminution of value of the premises must be limited to the time during which the nuisance has existed. *Quinn v. Chicago, Burlington & Quincy Railway Company*, 63 Iowa, p. 510.

## PERSONAL INJURY—EMPLOYEE.

Defendant, to avail itself of the waiver by employe of defective construction of its road must plead the waiver as a defense. Where defects are obvious, employes who knew of them or by the exercise of ordinary care might know of them, but without objection or promise of amendment continues in his employment, thereby waives his right to recover for injuries received by reason of such defects. *Mayer, Adm'r., vs. Chicago, Rock Island & Pacific R'y Co.*, 63 Iowa, page 562.

## TAX IN AID OF RAILROADS.

Where a demurrer to a petition was sustained on same grounds and overruled as to others but on the grounds on which petition was held good gave plaintiff all the relief he asked for, *held*, the plaintiff could not have a review in the Supreme Court upon the ruling against him.

Under chapter 123 Acts of Sixteenth General Assembly, the limit of taxation is five per centum of the assessed value of the property in the township, but in estimating such aggregate the fact that a tax was voted, levied and collected for a similar purpose by the same township under chapter 102, Acts of Thirteenth General Assembly, a limitation of like character in the latter act does not affect the power of the legislature to enact the more recent act and it must be construed with reference to its own terms and limitations.

Board of supervisors have no power to levy a tax at any other than the regular meeting appointed by statute. When the board adjourned without day and without levying the tax and the second day afterward met again at the suggestion of the auditor and levied the tax in question, the auditor changing the records to show that the first adjournment was but temporary and that the final adjournment was upon the date of the levy, their action was held void and the levy void also.

An exhibit, not required by law to be annexed, if annexed, does not become a part of the pleading unless specially made so by proper averments in the pleading itself.

The act of the board of supervisors in levying a tax in aid of a railroad is purely ministerial and not judicial and may be attacked collaterally. *Scott et al vs. Union County et al*, 63 Iowa, page 583.

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#### COMMON CARRIER—BILLS OF LADING—SUBSEQUENT CARRIER.

Suit for value of a car load of potatoes delivered to defendant and frozen through the alleged negligence of the defendant.

Parol evidence may not be admitted to contradict the terms of the bill of lading.

Evidence of a custom between separate carriers to deliver receipts the day after the cars are received is competent and admissible. Statements as to the time of arrival of a car at its destination made by a clerk or agent in the freight office are hearsay and inadmissible.

The first carrier is bound to deliver the freight to the second carrier within a reasonable time and in good order. A delivery in a car out of repair would not be a fulfillment of its obligation.

A carrier accepting perishable property at a season of the year subjecting said property to danger from the weather is held to great diligence in forwarding with dispatch and when by its delay the property is damaged by freezing the carrier is liable for the injury. *Hewett v. Chicago, Burlington & Quincy R'y Co.*, 63 Iowa, page 610.

#### DAMAGE BY FLOW OF WATER THROUGH A DITCH DUG BY DEFENDANT.

In an action for damages by a nuisance with which is joined a prayer for an injunction plaintiff is entitled to a jury to assess damages.

Misjoinder of plaintiffs must be taken advantage of by motion to strike. On a motion in arrest of judgment it is too late to raise the point.

The statute of limitations begins to run when the injury occurs, not when the structure is made.

Averments of a petition held sufficient as to negligence.

If plaintiffs owned the land when the injury was inflicted they have a right of action.

In right of way proceedings no damage can be given for negligent or improper construction.

Verdict being deemed excessive was reduced by consent of parties by the court. *Miller, Trustee et al. v. Keokuk & Des Moines Railway Company*, 63 Iowa, page 680.

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#### PRACTICE—BILL OF EXCEPTIONS.

Bill of exceptions to be filed after adjournment of court being prepared and submitted to opposing counsel will be stricken out if filed without submitting to opposing counsel. *Christenson v. The Central Iowa Railway Company*, 63 Iowa, page 703.

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#### UNREASONABLE AND UNJUST CHARGES.

Goods destined for a point in another State accepted by a carrier in this State upon a contract stipulating that its responsibility shall cease upon carrying the goods to a point in this State, and there delivering them to another carrier, are shipped upon a contract relating to commerce in this State, to be wholly performed in this State and may be controlled by the General Assembly without any violation of the constitution of the United States.

There is a right at common law irrespective of any statute to recover back excessive charges, nor need the payments have been made under protest or objection. Action may be brought any time within five years. Where a statute fixes maximum charges, any greater charges are conclusively unreasonable. *Heisermann v. Burlington, Cedar Rapids & Northern Railway Company*, 63 Iowa, page 732.

## PERSONAL INJURY TO A TRAVELER ON PUBLIC HIGHWAY AT A CROSSING.

Defendant was operating two lines of railway near to and parallel with each other. Plaintiff was familiar with the crossings, having passed over them many times. He knew the time when the trains passed. At a point fifty feet from the first track he could have seen an approaching train for thirteen hundred feet to the westward, and yet failed to see it. Nothing was shown to have attracted his attention. He drove across the first track, barely escaping collision. His horses became frightened and ran across the second track, struck his wagon and injured him. *Held* it was all one transaction and he was guilty of contributory negligence which hindered his recovery. *Pence v. Chicago, Rock Island & Pacific Railway Company*, 63 Iowa, page 746.

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ASSESSED VALUATION  
OF  
RAILROAD PROPERTY

IN THE

STATE OF IOWA,

AS FIXED BY THE

EXECUTIVE COUNCIL OF THE STATE

MARCH 1, 1886,

UNDER PROVISIONS OF CHAPTER 5, TITLE 10 OF THE CODE, AND CHAPTER 114, ACTS OF THE 17TH GENERAL ASSEMBLY.

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COMPILED BY THE SECRETARY OF STATE.

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