

TWENTY-EIGHTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

FOR THE

YEAR ENDING JUNE 30, 1905

STATE OF IOWA.

PRINTED BY ORDER OF THE GENERAL ASSEMBLY

DES MOINES:
BERNARD MURPHY, STATE PRINTER.
1905.

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

To the Honorable ALBERT B. CUMMINS, Governor of the State of
Iowa:

As provided by law, we submit to you herewith the Twenty-eighth Annual Report of this Board. The report contains the tabulation of such statistics with reference to the operation of steam and electric interurban railways as are required by law and this Commission; the decisions of the Commissioners; a record of all inspections and hearings and a brief notice of each case closed by the Board during the year.

NEW LINES IN IOWA.

Only 23.25 additional mileage of steam railroads is reported this year. Of this 19.60 miles is reported by the Chicago, Anamosa & Northern, a new corporation operating a line from Anamosa to Coggon. The balance is due to changes and additions.

ELECTRIC INTERURBAN RAILWAYS.

During the year closing June 30th, 1905, 71.358 miles of additional electric interurban railways are reported, the total mileage of such railways now being 177.018. The new lines reporting are the Cedar Rapids & Iowa City, operating from Cedar Rapids to Iowa City, 27.63 miles, and the Iowa & Illinois, operating from Davenport to Clinton, 36.012 miles.

INTERLOCKING DEVICES.

There have been three interlocking devices for the protection of railroads crossing each other at grade, installed during the past year. These are:

- Rockwell City, crossing of Illinois Central, Newton & Northwestern and Chicago, Milwaukee & St. Paul;
- Iowa Falls, crossing of Illinois Central and Chicago Rock Island & Pacific;

Spencer, crossing of Chicago, Milwaukee & Saint Paul and Minneapolis & St. Louis.

While there are many railroad crossings at grade that are provided with interlocking devices, the Commission would advise that many more be so equipped. The Commission should be clothed with authority to order the construction and maintenance of such devices where it is believed they are necessary for the safety of the public and railway employes. Such devices are an element of economy in the operation of trains, and subject to inspection by the Commission.

The Commissioners desire also to call attention to the frequent disregard of the law requiring trains to stop and whistle before crossing another railroad track at grade where such crossing is not equipped with interlocking system.

In the interest of public safety railroad companies should issue strict orders to their employes to observe these provisions of the law.

INSPECTION OF RAILWAYS.

The Commissioners have followed their previous practice of inspection into the physical condition of the railroads of Iowa. Some complaints have reached the Board with reference to the inferior conditions of some of the branch lines, and it seems to the Commissioners that in many instances the railway companies are not keeping the roadbeds, track and depots on branch lines in as good condition as they should. There has been no serious defect that the Commissioners have noticed, but the general conditions of many of the branch lines are not good. In some few instances the Commissioners have found that there were conditions on the main lines of some of the companies that needed attention, such as inferior ties, frogs and switches, inadequate depots and their sanitary condition. Upon the attention of the companies being called to these matters they have generally made such improvements and repairs as the Commission thought necessary for public safety.

It may be said that upon all the trunk lines in this state conditions are improving. Better roadbed, better equipment, and, in most cases, better service seems to be the rule. However, upon some of the branch lines the Commission believes that the equipment and service afforded have hardly been adequate to

meet the demands. In some of these cases the Board has suggested to the companies that better train service and better equipment should be provided, and many of these suggestions, made after careful investigation by the Commission, have been fairly well followed.

The Commissioners in their inspections have found on the various roads some of the stock yards inadequate for the territory surrounding the stations where such stock yards are located. In some instances the stock yards are poorly equipped, lacking water and drainage, with gates and fences out of repair, and in other respects not so well kept as public necessity requires. These conditions are not general, but a sufficient number have been noticed so that the Commissioners feel justified in calling attention to this subject. It may be said, however, that where the Board has called the attention of the railroad companies to these conditions they have been reasonably diligent in making such repairs and improvements as were found necessary for the convenience of stock shippers.

It must be conceded that the railroad companies are operating live stock trains in a manner much more satisfactory to the stock shippers than formerly. In this connection we would refer to this subject in our report for 1904.

OPERATION OF TRAINS.

The Commission has had before it quite a number of complaints regarding the operation of trains.

There seems to the Commission a general disposition on the part of the operating departments to increase their tonnage haul, to such an extent as to make it extremely burdensome to train men to get their trains over the roads and make their schedule time, resulting in more or less danger to the public and railway employes, as well as hazarding property. In many cases railway companies are using what is called "Double Headers", engines of heavy type and capacity, thus increasing the danger to employes, to property and to the public. Running such double headers is often times a severe test upon the road bed, superstructure, bridges and equipment.

The board recommends that the several roads operating in Iowa should exercise great caution along these lines.

While the Board may lack specific authority in the matter of "Double Headers", it would like the custom entirely eliminated.

ACCOMMODATIONS FOR PASSENGERS.

In the report of this Board for 1903 attention was called to the fact that many of the railway companies during holidays, meetings, conventions, excursions, etc., did not furnish sufficient accommodation for passengers; that cars were crowded in many instances so that the aisles were filled with standing people, making traveling very inconvenient, disagreeable and dangerous. The Board believes that the companies have done much better the past year in this regard, but there is still room for improvement and the Commissioners quote the following from their former report along this line:

Some of the rules and regulations made by certain of the carriers in the State with reference to procuring additional coaches is so closely guarded and the authority is given in such a way and to such an official, that it may be well said that the rules are an obstruction instead of an advantage both to the railway company and the traveling public. If a rule should be made that unless a passenger is provided with proper and suitable accommodations, he should not be required to pay transportation therefor, it might in many ways greatly embarrass the railway company, and the Railroad Commissioners can see where that would or might create much dissension or dissatisfaction between the public and the common carrier; but unless there is more attention given to this subject by the common carrier and more ample provision made whereby the conductor or some other competent or capable person who may know the true situation and who may without unnecessary delay bring into requisition additional coaches which may be required, the Railroad Commissioners of the State feel as though more stringent and adequate rules than are now in force within the State, should be provided.

HIGHWAY AND FARM CROSSINGS.

It has been four years since the Board called specific attention to this subject in its Annual Report and each year thereafter it has reaffirmed its position taken in 1900. A great many complaints reach the Board annually concerning farm and highway crossing, and there is but little guidance for the Board in the statute. In all cases the Board undertakes to bring the parties together in an effort to effect a satisfactory adjustment and in most instances have succeeded in doing so. However, the Board again quotes upon this subject from its report for 1900:

"It has been the object and purpose of the railway companies, among other things, to strengthen and render more safe and substantial the roadbed and tracks throughout the State. In many instances the excavations and obstructions caused thereby have interfered with the view of approaching trains over highway crossings, and these new conditions are making the same more or less hazardous.

"With reference to the farm crossings, many wooden trestles and other structures that from an early day, in addition to acting as waterways through the railway company's embankments, have been used as under farm crossings, are now being replaced with stone and other substantial construction, which in many instances, has had the effect of destroying the under farm crossings.

"It has been the uniform policy of this Board to encourage under or overhead highway and private crossings, where the constructions were feasible and the expense thereof not unreasonable.

"While the Supreme Court in this State has held, in several cases, that a grade crossing is the rule within the State, yet we believe that the time is not far distant when such decisions may be modified.

"As we have said in our last report, private or public crossings at grade, may have been heretofore reasonably safe, yet, where the constructions are so changed, that is, obstructions along the company's right of way which may interfere more or less with the view of approaching trains, the increased number of trains and the greater speed thereof, rendering such crossings more hazardous and dangerous to the lives of those using the highway as well as the traveling public and the employes of the railway company, together with the increased number of such crossings, a different and more liberal and reasonable rule may be required in order that such crossings may be reasonably safe."

COMPARATIVE STATISTICS.

We continue in this report the comparative statistical tables. For Iowa: mileage; earnings; operating expenses; net earnings; net earning per mile of road; number of railroad employes and the amount paid to them annually; and average wage per day; the total number of cars in use, number of same equipped with automatic couplers and train brakes, and the total number of employes killed and injured while coupling cars or falling from trains, with total number of passengers, employes and others killed and injured, in Iowa.

COMPARATIVE EARNINGS AND OPERATIVE EXPENSES, IOWA, INCLUDING MILEAGE AND EARNINGS PER MILE.

Year.	Mileage, excluding trackage rights.	Earnings.	Expenses.	Net earnings.	Net earnings per mile of road.
1878.....	4,157.15	\$ 20,714,498.07	\$ 12,565,950.23	\$ 8,148,548.84	\$1,980.12
1879.....	4,398.04	21,840,709.44	12,604,420.92	8,436,288.52	1,925.83
1880.....	4,977.01	24,837,545.35	12,932,653.77	10,854,891.58	2,181.00
1881.....	5,425.98	28,452,181.91	16,788,404.39	11,653,777.52	2,149.63
1882.....	6,387.48	32,023,966.08	20,512,393.05	11,511,572.98	1,816.44
1883.....	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884.....	7,249.25	35,735,271.85	23,250,918.03	12,484,353.82	1,742.84
1885.....	7,473.43	36,123,537.45	23,033,531.04	13,030,006.41	1,739.7
1886.....	7,584.67	36,093,108.54	24,931,555.10	13,161,553.44	1,672.59
1887.....	7,997.50	37,529,786.82	24,152,990.71	13,376,796.11	1,377.73
1888.....	8,346.81	37,295,596.83	23,297,183.92	10,993,422.76	1,320.19
1889.....	8,346.00	37,133,399.75	25,286,999.80	11,852,099.45	1,420.19
1890.....	8,413.72	41,318,133.69	27,296,234.88	14,021,848.76	1,663.75
1891.....	8,413.10	43,101,399.35	28,039,292.77	14,493,106.58	1,719.15
1892.....	8,407.84	43,741,683.52	29,653,095.54	14,082,589.98	1,675.03
1893.....	8,401.76	45,003,630.51	32,022,594.43	12,381,036.09	1,474.81
1894.....	8,480.88	40,693,679.92	28,020,531.03	12,679,148.89	1,493.56
1895.....	8,480.86	35,895,910.47	24,726,972.45	11,109,838.02	1,309.25
1896.....	8,495.07	41,841,292.55	23,735,652.59	13,105,639.96	1,542.85
1897.....	8,478.63	33,269,508.04	25,336,714.38	12,932,793.66	1,513.54
1898.....	8,484.16	45,944,598.00	29,813,031.67	16,135,566.33	1,901.84
1899.....	8,514.51	48,466,153.44	31,476,771.63	16,986,386.76	1,924.61
1900.....	9,171.49	52,074,571.77	35,409,424.92	16,665,146.79	1,815.04
1901.....	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902.....	9,495.22	59,170,526.34	39,876,480.47	19,294,045.87	2,034.13
1903.....	9,498.00	57,159,033.09	40,752,847.60	16,433,235.49	1,730.55
1904.....	9,803.52	67,692,093.10	43,694,080.85	14,994,094.25	1,529.86
1905.....	9,826.77	63,474,377.68	41,954,530.94	16,519,846.72	1,681.11

COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year.	Number.	Yearly compensation.	Average daily compensation.
1878.....	13,518	.....	.....
1879.....	15,841	.....	.....
1880.....	18,985	.....	.....
1881.....	21,974	.....	.....
1882.....	17,273	\$ 8,339,810.31	\$ 1.72
1883.....	27,112	13,184,288.07	1.55
1884.....	25,731	13,970,661.65	1.68
1885.....	25,666	13,623,067.66	1.69
1886.....	25,761	13,677,780.58	1.69
1887.....	29,088	15,143,234.84	1.65
1888.....	20,794	16,235,248.31	1.69
1889.....	24,642	14,212,590.27	1.67
1890.....	24,351	16,218,183.69	2.12
1891.....	27,589	16,264,933.45	1.83
1892.....	30,192	17,870,915.89	1.89
1893.....	31,127	16,389,873.88	1.68
1894.....	29,808	16,378,740.81	1.78
1895.....	24,107	14,168,808.35	1.87
1896.....	23,165	18,052,796.79	1.82
1897.....	26,890	15,157,519.49	1.81
1898.....	30,009	17,280,215.01	1.85
1899.....	32,385	15,406,383.76	1.52
1900.....	37,696	21,333,519.55	1.80
1901.....	37,836	22,253,822.79	1.83
1902.....	40,636	23,115,095.42	1.82
1903.....	42,484	24,683,563.17	1.83
1904.....	38,508	23,823,102.20	2.10
1905.....	39,566	25,184,463.40	2.08

*No data.

AUTOMATIC COUPLERS AND TRAIN BRAKES.

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

Year.	Number of cars.	Equipped with automatic coupler.	Equipped with power or train brake.	Number of employes.	Number killed coupling cars.	Number injured coupling cars.	Number killed falling from trains.	Number injured falling from trains.
1878.....	29,057	.....	.....	13,518	.....	.....	.....	.....
1879.....	31,584	.....	.....	15,341	.....	.....	.....	.....
1880.....	34,451	.....	.....	18,985	.....	.....	.....	.....
1881.....	37,510	.....	.....	21,974	.....	.....	.....	.....
1882.....	45,200	.....	1,591	17,273	16	182	31	87
1883.....	49,106	.....	1,814	27,112	16	98	33	42
1884.....	53,537	.....	1,917	24,731	8	109	10	57
1885.....	52,855	.....	2,200	25,666	13	174	16	34
1886.....	56,173	.....	2,164	25,761	10	126	25	38
1887.....	61,097	.....	2,545	29,088	9	134	23	39
1888.....	63,975	.....	1,864	30,794	19	240	32	52
1889.....	63,757	4,310	3,636	24,642	8	149	5	44
1890.....	67,454	9,184	10,422	24,351	14	208	17	58
1891.....	70,108	18,178	14,595	27,589	18	242	28	82
1892.....	73,315	34,315	29,047	30,192	14	198	28	63
1893.....	77,300	49,871	39,298	31,127	10	196	29	68
1894.....	77,721	45,568	37,784	29,808	7	91	17	32
1895.....	68,662	63,078	63,078	24,107	5	80	20	37
1896.....	70,718	87,050	87,050	23,165	6	97	19	35
1897.....	70,718	101,851	90,684	25,666	7	80	14	65
1898.....	70,718	142,638	105,833	30,009	4	75	18	50
1899.....	73,907	180,505	127,907	32,385	12	73	13	64
1900.....	73,907	188,656	134,691	37,696	8	59	20	59
1901.....	73,907	250,494	153,712	37,836	6	52	21	100
1902.....	73,907	236,276	183,712	40,636	4	49	6	98
1903.....	73,907	234,589	217,072	42,484	11	83	27	87
1904.....	73,907	230,559	237,243	38,508	10	75	20	147
1905.....	73,907	232,717	245,946	39,566	6	45	11	1

ACCIDENTS TO PERSONS IN IOWA.

Year.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
1878.....	20	20	31	51	187	85
1879.....	20	22	40	12	103	89
1880.....	20	27	38	9	140	94
1881.....	7	27	34	17	146	81
1882.....	7	39	60	502	78	78
1883.....	4	32	65	25	285	50
1884.....	6	72	51	47	343	59
1885.....	9	72	75	89	720	65
1886.....	8	61	62	35	398	74
1887.....	8	59	65	28	354	63
1888.....	10	101	69	77	564	96
1889.....	4	35	33	25	442	46
1890.....	9	73	69	67	579	101
1891.....	5	82	91	80	601	92
1892.....	23	80	78	64	258	77
1893.....	17	81	79	78	682	64
1894.....	7	48	90	62	387	63
1895.....	4	47	82	69	330	74
1896.....	6	36	94	62	411	84
1897.....	27	40	90	81	291	86
1898.....	5	44	114	30	301	70
1899.....	14	69	95	101	348	123
1900.....	9	70	148	82	449	136
1901.....	7	65	151	104	636	142
1902.....	9	64	120	104	583	139
1903.....	7	100	148	159	1,001	147
1904.....	13	90	113	201	1,419	128
1905.....	7	74	109	146	1,376	190

ORGANIZATION OF BOARD.

On January 3, 1905. Nathaniel S. Ketchum of Marshall county, having been elected Railroad Commissioner to succeed the Honorable Ed. C. Brown, whose term had expired, qualified, and the Board organized by the election of Commissioner E. A. Dawson, Chairman, and Dwight N. Lewis, Secretary, for the ensuing year. Thomas H. Boylan was appointed clerk and Mrs. Fred E. McCusland was appointed stenographer for the same period.

Respectfully submitted,

E. A. DAWSON,
D. J. PALMER,
N. S. KETCHUM.

Attest:

DWIGHT N. LEWIS, Secretary.
Des Moines, Iowa, December 4, 1905.

COMPILED RETURNS

OF THE

RAILWAY COMPANIES.

TABLE No. 1—CAPITAL STOCK.

Railroads.	Number of Shares Authorized.		Par Value.		Total Par Value Authorized.		Total Amount Issued and Outstanding.		Dividends Declared During Year.			
	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Rate.	Amount.	Rate.	Amount.
Ames & College	800		\$ 25		\$ 20,000				20	\$ 4,000.00		
Atchison, Topeka & Santa Fe	1,520,000	1,314,860	100	\$100	152,000,000	\$131,486,000	\$102,000,000.00	\$131,486,000.00	4	4,080,000.00	5	\$ 6,574,300.00
Chicago, Anamosa & Northern	1,108,880		100		110,888,100		110,888,100.00		7	7,788,787.00		
Chicago, Burlington & Quincy	1,800,000	250,000	100	100	80,000,000	25,000,000	70,591,634.00	30,881,500.00	4	1,044,976.10		
Chicago Great Western	200,000	140,000	100	100	20,000,000	14,000,000	19,205,400.00	13,635,732.00				
Mason City and Ft. Dodge	56,284		100		5,628,400		5,628,400.00					
Wisconsin, Minnesota & Pacific			100	100			58,128,900.00	49,327,400.00	7	4,072,878.00	7	3,400,523.00
Chicago, Milwaukee & St. Paul	51,000,000		100	100	100,000,000		553,104,476.97	222,298,984.86	7	3,383,324.00	8	1,791,000.00
Chicago & North Western	300,000	200,000	100	100	30,000,000	20,000,000	21,436,793.33	12,646,883.29	7	1,238,885.04	7	787,975.00
Chicago, St. P., Minn. & Omaha	750,000		100		75,000,000		75,000,000.00		6 1/2	4,676,922.00	6	9,653.10
Chicago, Rock Island & Pacific	1,300		100		130,000		600.00					
Colfax Northern	5,000		100		500,000		225,000.00					
Crooked Creek			100				8,000,000.00					
Davenport, Rock Island & N. W.	11,370	30,000	100	100	1,137,000	3,000,000	868,500.00	490,000.00				
Des Moines, Iowa Falls & Northern		8,000	100			8,000	187,700.00					10,221.11
Des Moines Union	30,000		100		3,000,000							
Des Moines Western	150,000		100		15,000,000		11,734,560.00					
Dubuque & Sioux City, (Ill. Cent.)	110,000	74,000	100	100	11,000,000	7,400,000	8,521,993.48	5,674,426.34				
Iowa Central	4,000		100		400,000		400,000.00					
Manchester & Onida	75,000		100		75,000		62,248.00					
Minneapolis & St. Louis	60,000	40,000	100	100	6,000,000	4,000,000	6,000,000.00	4,000,000.00				200,000.00
Muscatine North and South	450,000		100		450,000							
Newton & Northwestern	20,000	5,000	100	100	2,000,000	500,000	2,000,000.00	500,000.00				
Labor & Northern	2,400		100		240,000		25,800.00					
Union Pacific	1,961,787	2,000,000	100	100	196,178,700	200,000,000	164,843,960.00	99,567,100.00	4 1/2	7,104,830.50	4	3,982,084.00
Wabash	35,000,000	24,000,000	100	100	35,000,000	24,000,000	35,000,000.00	24,000,000.00				
Willmar & Sioux Falls (Great Nor.)	100,000		100		10,000,000		7,600,000.00		5	350,000.00		
Total	46,768,782	28,066,860			\$854,733,200	\$480,280,000	\$743,283,284.78	\$387,286,756.19		\$34,773,747.50		\$14,756,907.11

a Debenture bonds. b Common and preferred. c Including stock of proprietary companies.

TABLE No. 2—CAPITAL

Railroads.	Amount of Stock Per Mile of Road.		Stock representing roads in Iowa.	Amount of stock held in Iowa.	Number of Stockholders.	
	Miles.	Amount.			Total.	In Iowa.
Ames & College	1.98	\$ 10,101.01	\$ 20,000.00	\$ 19,000	84	88
Atchison, Topeka & Santa Fe	8,134.72	28,702.00		854,200	18,140	57
Chicago, Anamosa & Northern		18,260.00	* 18,185,464.58	4,900	428	5
Chicago, Burlington & Quincy	8,558.55	755.20	121,098.08	4,844,163.10	5,117	
Chicago Great Western	378.13	80,851.43			6	
Mason City & Fort Dodge	271.00	21,746.88			6	
Wisconsin, Minnesota & Pacific	6,911.62	15,555.15	+ 29,114,080.04	128,000	6,297	18
Chicago, Milwaukee & St. Paul	7,309.86	10,828.95	16,263,295.93	298,000	4,471	28
Chicago & North-Western	1,616.88	21,059.15	† 1,599,959.63	11,060	1,072	2
Chicago, St. P., Minn. & Omaha	4,934.99	15,193.00			628	
Chicago, Rock Island & Pacific	6.00	10,000.00	60,000.00	60,000	6	6
Colfax Northern	17.81	12,777.46		66,900	18	3
Crooked Creek	48.76	64,157.40	221,407.85		9	
Davenport, Rock Island & N. W.	70.44	12,187.00	858,500.00		7	5
Des Moines, Iowa Falls & Northern	4.00	100,000.00	400,000.00	250,000	12	6
Des Moines Union	4.62	40,637.70	187,700.00	187,700	8	8
Des Moines Western	759.88	15,443.57	10,945,420.00	800	81	8
Dubuque & Sioux City (Ill. Cent.)	502.27	28,234.00	11,676,882.58	11,800	696	3
Iowa Central	24.44	16,866.61	400,000.00	182,000	7	1
Albia & Centerville	8.00	6,531.00	52,243.00		298	
Manchester & Oneida	631.41	15,898.00	8,874,000.00		518	
Minneapolis & St. Louis	28.67	15,696.00				
Muscatine North & South	102.60	24,890.00	2,500,000.00		97	
Newton & Northwestern	8.79	2,873.27	25,300.00	25,300	48	43
Tabor & Northern	2,955.45	80,761.00	6,266,787.00	100,800	12,071	14
Union Pacific	2,015.60				2,189	
Wabash	493.41	16,150.98			6	
Willmar & Sioux Falls (Great Nor.)						
Total	46,492.68	\$ 24,703.01	\$ 106,924,688.71	\$1,649,800	52,140	280

*Mileage Basis. †Road Mileage Basis. ‡Proportional.

STOCK—CONTINUED.

	Number of Shares Issued.								Total cash realized.	
	For Cash.		For Construction.		For Reorganization.		For Other Purposes.			
	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.		
										\$ 2,000
20					1,019,989	1,814,860			2,834,860	
										9,268,128
	183,746	1,181	32,754	74,891	213,289		70,568	325,808	914,532	4,060,000
			192,054	186,357			20,600		393,411	3,128,156
			18,834		20,000		28,942,574	44,128,483	107,511,800	12,152,908
23,119,326	5,198,917	1,122,000					414,488	187,590	755,084	4,814,717
92,261	86,400	24,800					91,248	76,899	340,501	75,000,000
53,460	20,466				69,830	29,833	46,071	1,574	750,000	60,000
232,755					419,600		600	60,000	600	2,250
							1,100	485	80,000	853,800
	117		598						4,000	1,877
		80,000							117,345	141,929
	56,300		302,200						4,000	649
4,000									80,000	40,000
		1,877							79,998	35,201
									4,000	56,728
									85,201	37,849
									4,000	99
									80,000	550
									40,000	100,000
										25,000
										508
20,000	5,000								150	2,000
237		119							609,980	759,000
20									1,088,439	245,671
280,000	240,000								2,644,110	620,000
55,010		14,990							70,000	7,000,000
29,097,252	5,593,841	1,207,849	11,248	2,581,826	2,190,921	80,663,276	45,026,780	116,764,423	\$ 223,200,954	

TABLE No. 3—DEBT.

Railroads.	Mortgage Bonds.					
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest.	
					Average rate.	Amount accrued during year.	Amount paid during year.
Ames & College.....	\$ 193,340,500.00	\$ 177,777,500.00	\$ 163,187,050.00	\$ 34,569,896.66	\$ 6,533,688.93	\$ 6,490,288.33
Atchison, Topeka & Santa Fe.....	175,566,800.00	175,566,800.00	159,140,100.00	.....	6,499,899.08	6,484,973.99
Chicago, Anamosa & Northern.....	.....	.....	.....	.....	40,000.00	.....
Chicago, Burlington & Quincy.....	12,000,000.00	12,000,000.00	12,000,000.00	5,796,000.00	119,230.00	118,860.00
Chicago Great Western.....	6,332,000.00	6,799,000.00	5,799,000.00	.....	6,028,656.25	6,028,656.25
Mason City & Fort Dodge.....	.....	.....	.....	.....	5,305,119.68	5,308,044.88
Wisconsin, Minnesota & Pacific.....	242,474,000.00	105,784,000.00	105,624,000.00	42,989,606.92	.....	.....
Chicago, Milwaukee & St. Paul.....	.....	137,774,000.00	137,774,000.00	85,780,612.50	4,764,295.42	4,845,470.00
Chicago & North-Western.....	.....	90,000.00	50,500.00	60,000.00	3,000.00	3,000.00
Chicago, Rock Island & Pacific.....	.....	.....	.....	.....	.....	.....
Colfax Northern.....	.....	.....	.....	.....	.....	.....
Crooked Creek.....	.....	.....	.....	.....	.....	.....
Davenport, Rock Island & Northwestern.....	.....	.....	.....	.....	.....	.....
Des Moines, Iowa Falls & Northern.....	.....	.....	.....	.....	.....	.....
Des Moines Union.....	.....	.....	.....	.....	.....	.....
Des Moines Western.....	6,523,000.00	6,780,000.00	6,780,000.00	6,780,000.00	892,500.00	892,500.00
Dubuque & Sioux City (Illinois Central).....	32,650,000.00	12,891,219.91	12,891,219.91	2,559,906.70	303,944.17	303,944.17
Iowa Central.....	.....	.....	.....	.....	.....	.....
Albia & Centerville.....	.....	19,715,000.00	19,565,000.00	13,130,800.00	949,750.04	949,789.04
Manchester & Oueda.....	44,291,000.00	.....	.....	.....	.....	.....
Minneapolis & St. Louis.....	.....	8,011,000.00	8,011,000.00	2,685,677.50	144,268.65	138,850.00
Keosauqua North & South.....	5,100,000.00	.....	.....	.....	.....	.....
Newton & Northwestern.....	.....	200,000,000.00	181,186,000.00	.....	6,286,101.88	6,453,410.00
Taber & Northern.....	300,000,000.00	.....	.....	.....	.....	.....
Union Pacific.....	.....	3,646,000.00	3,646,000.00	.....	182,800.00	179,500.00
Wabash.....	8,646,080.00	.....	.....	.....	.....	.....
Willmar & Sioux Falls (Great Northern).....	.....	.....	.....	.....	.....	.....
Total.....	\$ 925,389,880.00	\$ 861,751,019.91	\$ 878,793,969.91	\$ 108,916,473.28	\$ 37,771,790.92	\$ 37,528,651.16

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TABLE No. 4.—DEBT—CONTINUED.

Railroads.	Miscellaneous Obligations.						
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	Interest.	
						Amount accrued during year.	Amount paid during year.
Ames & College.....	
Atchison, Topeka & Santa Fe.....	
Chicago, Anamosa & Northern.....	\$ 18,872,000.00	\$ 18,872,000.00	\$ 18,871,000.00	.....	\$ 376,680.00	\$ 376,680.00
Chicago, Burlington & Quincy.....	
Chicago Great Western.....	
Mason City & Fort Dodge.....	
Wisconsin, Minnesota & Pacific.....	
Chicago, Milwaukee & St. Paul.....	35,000,000.00	33,682,000.00	30,951,000.00	32,000,028.99	1,419,258.03	1,419,850.00	
Chicago & North-Western.....	
Chicago, St. Paul, Minneapolis & Omaha.....	
Chicago, Rock Island & Pacific.....	
Colfax Northern.....	
Crooked Creek.....	
Davenport, Rock Island & Northwestern.....	
Des Moines, Iowa Falls & Northern.....	
Des Moines Union.....	
Des Moines Western.....	
Dubuque & Sioux City (Illinois Central).....	16,330,458.77	11,675,458.77	11,675,458.77	11,675,458.77	411,929.84	411,809.84	
Iowa Central.....	
Albia & Centerville.....	
Manchester & Oueda.....	
Minneapolis & St. Louis.....	
Keosauqua North & South.....	
Newton & Northwestern.....	
Taber & Northern.....	
Union Pacific.....	10,000,000.00	10,000,000.00	.....	9,889,797.78	391,606.65	391,250.00
Wabash.....	
Willmar & Sioux Falls (Great Northern).....	
Total.....	\$ 103,632,458.77	\$ 97,622,458.77	\$ 89,489,458.77	\$ 77,108,763.53	\$ 8,226,581.54	\$ 8,046,979.84	

BOARD OF RAILROAD COMMISSIONERS.

TABLE No. 6—FUNDED DEBT.

Railroads.	Grand Totals.					
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Interest accrued during year.	Interest paid during year.
Ames & College	\$ 850,000.00	\$ 850,000.00	\$ 844,235.00	\$ 71,212,965.29	\$ 9,610,845.00	\$ 9,686,003.89
Atchison, Topeka & Santa Fe	108,938,300.00	108,938,300.00	170,512,100.00		7,378,229.16	7,451,008.99
Chicago, Aramoon & Northern	12,000,000.00	12,000,000.00	12,000,000.00		40,000.00	115,260.00
Chicago, Burlington & Quincy	6,232,000.00	5,796,000.00	5,796,000.00	5,793,000.00	5,964,048.00	6,625,786.55
Chicago Great Western	12,000,000.00	12,000,000.00	12,000,000.00			
Mason City & Fort Dodge	5,796,000.00	5,796,000.00	5,796,000.00	5,793,000.00	5,964,048.00	6,625,786.55
Wisconsin, Minnesota & Pacific	305,974,000.00	168,916,000.00	163,214,000.00	99,805,618.73	8,000,714.77	8,090,538.88
Chicago & North-Western	42,238,800.00	30,526,800.00	13,191,800.00	1,571,616.88	1,571,616.88	1,530,228.12
Chicago, St. Paul, Minneapolis & Omaha	24,068,400.00	161,657,000.00	167,184,000.00	108,300,618.86	5,600,915.42	5,393,110.00
Chicago, Rock Island & Pacific	63,000.00	60,000.00	60,000.00	60,000.00	3,000.00	3,000.00
Colfax Northern			66,600.00			
Crooked Creek						
Davenport, Rock Island & Northwestern	1,036,000.00	1,036,000.00	1,036,000.00	1,036,000.00	51,800.00	51,800.00
Des Moines, Iowa Falls & Northern	800,000.00	800,000.00	800,000.00	800,000.00	33,560.00	33,560.00
Des Moines Union						
Des Moines Western	28,180,458.77	18,405,458.77	18,405,458.77	18,405,458.77	701,800.84	803,809.84
Dubuque & Sioux City (Illinois Central)	3,950,000.00	12,801,219.91	12,801,219.91	3,559,906.70	695,944.17	695,944.17
Iowa Central						
Albia & Oeserville	100,000.00	65,000.00	65,000.00	65,000.00	3,260.00	3,260.00
Manchester & Oesida	44,650,000.00	19,874,000.00	19,874,250.00	13,123,300.00	951,392.31	953,392.88
Minneapolis & St. Louis	45,000.00					
Muscatine North & South	8,106,000.00	3,011,000.00	3,011,000.00	2,655,677.80	144,266.65	132,560.00
Newton & Northwestern						
Tabor & Northern	210,000.00	210,000.00	131,186,000.00	9,522,777.78	6,571,784.35	6,564,680.00
Union Pacific	3,646,082.00	3,646,082.00	3,646,082.00	3,646,082.00	18,437,812.82	2,667,872.17
Wabash						
William & Sioux Falls (Great Northern)						
Total	\$ 1,972,967,139.77	\$ 1,224,891,538.66	\$ 1,205,150,128.74	\$ 951,496,688.81	\$ 81,068,957.51	\$ 81,919,708.70

TABLE No. 7—DEBT—CONTINUED.

Railroads.	Amount of Debt per Mile of Road.		Amount of Debt Rescinded in Iowa.	Interest Paid During Year on Debt Rescinded in Iowa.	Amount of Stock and Debt.	Stock and Debt per Mile.	
	Miles.	Amount.				Entire line.	Iowa.
Ames & College	8,134.72	\$ 20,269.00			\$ 479,712,900.00	\$ 88,971.00	
Atchison, Topeka & Santa Fe	70.44						28,660.00
Chicago, Aramoon & Northern	8,288.55	20,400.00	21,600,181.00	693,694.00	261,851,200.00	191,608.69	121,638.82
Chicago, Burlington & Quincy	755.20	808.81	392,884.13	11,810.97	91,838,238.99	118,548.80	118,548.80
Chicago Great Western	379.12	81,734.12	11,132,080.10		44,841,158.64	43,134.82	43,134.82
Mason City & Fort Dodge	371.00	21,837.45	481,317.69	17,648.76	11,680,400.00	33,996.51	33,996.51
Wisconsin, Minnesota & Pacific	6,911.62	17,674.97	33,086,996.20	1,614,521.76	229,637,900.00	31,228.87	33,238.87
Chicago & North-Western	7,303.86	25,667.55	37,353,222.81	1,716,352.71	248,509,697.39	39,134.30	39,134.30
Chicago, St. P., Minneapolis & Omaha	1,616.86	18,076.05	1,347,849.53	63,277.35	68,276,026.82	47,051.00	47,051.00
Chicago, Rock Island & Pacific	6,934.99	31,853.90			232,196,000.00	19,416.67	19,416.67
Colfax Northern	6.00	5,416.67	56,560.90	5,000.00	116,500.00		
Crooked Creek	46.78				5,000,000.00	64,167.40	64,167.40
Davenport, Rock Island & N. W.	70.44	14,707.55	1,036,000.00	81,800.00	1,894,800.00	26,566.33	26,566.33
Des Moines, Iowa Falls & Northern	4.00	219,294.13	877,074.40	84,590.75	1,277,072.46	819,288.11	819,288.11
Des Moines Union	4.62				157,700.00	40,627.70	40,627.70
Des Moines Western	759.86	24,220.76	17,684,682.43	777,458.69	30,146,168.42	30,672.37	30,672.37
Dubuque & Sioux City (Ill. Cent.)	502.87	25,666.00	10,608,482.28	496,124.68	27,967,629.72	46,824.00	46,824.00
Iowa Central	34.44		65,000.00	5,260.00	117,249.00	16,396.61	16,396.61
Albia & Oeserville	6.00	3,125.00			117,249.00	14,865.00	14,865.00
Manchester & Oesida	531.41	30,866.00	6,597,316.00	320,363.83	29,165,000.00	46,824.00	46,824.00
Minneapolis & St. Louis	39.97	15,099.00			900,000.00	81,392.00	81,392.00
Muscatine North & South	102.50	29,376.00	29,376.00		5,811,000.00	53,765.00	53,765.00
Newton & Northwestern	34.26	5,885.25			75,800.00	24,563.00	24,563.00
Tabor & Northern	2,955.45				412,130,387.88		
Union Pacific	3,015.84	54,025.00	4,881,084.00	156,964.00	170,897,000.00	84,768.00	84,768.00
Wabash	34.26	11,864.00			10,646,000.00	24,563.00	24,563.00
William & Sioux Falls (Great Northern)							
Total	46,148.98	\$ 30,117.16	\$ 167,108,569.04	\$ 5,969,088.74	\$ 2,977,001,034.42	\$ 1,874,254.87	\$ 1,318,923.97

† Proportional.

TABLE No. 8—STOCKS

Railroads.	Stocks Owned.			
	Railway Stocks			Other Stocks
	Total Par Value.	Income or Dividend Received.	Valuation.	Total Par Value.
Ames & College				
Atchison, Topeka & Santa Fe	\$ 88,480,000.00	\$ 9,988.26	\$ 88,880.00	\$ 6,694,948.99
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	371,400.00	8,000.00	308,849.12	61,700.00
Chicago Great Western	25,429,674.01	4,000.00	25,482,477.89	180,100.00
Mason City & Fort Dodge				
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	3,483,400.00	4,000.00	2,837,629.00	654,600.00
Chicago & North-Western	20,792,773.61	932,610.00	20,860,000.00	5,082,900.00
Chicago, St. P., Minn. & Omaha	4,848,081.84	79,940.24	4,875,161.64	
Chicago, Rock Island & Pacific	41,717,887.30	884,808.22	36,224,549.17	3,301,700.00
Colfax Northern				
Crooked Creek				
Davenport, Rock Island & N. W.				
Des Moines, Iowa Falls & Northern	46,800.00	46,800.00		
Des Moines Union	6.80		6.80	
Des Moines Western				
Dubuque & Sioux City (Ill. Cent.)				
Iowa Central	900,000.00			
Albia & Geneseville				
Manchester & Oneida				
Minneapolis & St. Louis	820,200.00	5,954.99	100,000.00	
Monasties North & South				
Newton & Northwestern				1,000.00
Tabor & Northern				
Union Pacific	22,829,000.00	686,340.00	28,637,888.50	16,618,300.00
Wabash	18,199,841.68	79,300.00	10,078,752.84	2,902,888.78
William & Sioux Falls (Great North'n.)	2,500,000.00			
Total	\$ 208,890,254.24	\$ 2,290,486.41	\$ 118,480,166.46	\$ 35,550,487.66

AND BONDS OWNED.

Railroads.	Stocks Owned.			Bonds Owned.			
	Other Stocks		Valuation.	Railway Bonds		Other Bonds	
	Income or Dividend Received.	Total Par Value.		Income or Interest Received.	Valuation.	Total Par Value.	Income or Interest Received.
Ames & College							
Atchison, Topeka & Santa Fe	\$ 180,555.00	\$ 397,400.00	\$ 87,448,800.00	\$ 488,116.35	\$ 2,558,708.25	\$ 264,200.00	\$ 14,470.88
Chicago, Anamosa & Northern							
Chicago, Burlington & Quincy	1,200.00	61,608.85	90,100.00	84,500.00	858,065.86	428,500.00	83,300.00
Chicago Great Western		180,129.20	20,800.00	1,309.50	20,000.00		
Mason City & Fort Dodge							
Wisconsin, Minnesota & Pacific							
Chicago, Milwaukee & St. Paul	13,385.00	688,632.00	5,997,000.00	5,810.00	8,808,000.00		
Chicago & North-Western	548,435.00		7,854,000.00	3,852.08			
Chicago, St. P., Minn. & Omaha			2,794,000.00	6,890.00	2,792,000.00		
Chicago, Rock Island & Pacific	88,120.00	900,028.00	14,901,878.00	719,053.42	22,177,694.12	8,698,000.00	8,860,000.00
Colfax Northern							
Crooked Creek							
Davenport, Rock Island & N. W.							
Des Moines, Iowa Falls & Northern							
Des Moines Union							
Des Moines Western							
Dubuque & Sioux City (Ill. Cent.)							
Iowa Central			5,726,000.00	151,040.00	3,736,000.00		
Albia & Geneseville							
Manchester & Oneida							
Minneapolis & St. Louis			612,000.00	80,985.86	891,000.00		
Monasties North & South							
Newton & Northwestern			1,000.00				
Tabor & Northern							
Union Pacific	688,847.50	1,378,378.00	79,065,840.00	2,787,837.46	74,428,608.27	14,787,200.00	541,480.00
Wabash	191,188.00	478,844.76	7,844,000.00	295,053.84	7,908,000.00		1,073,000.00
William & Sioux Falls (Great North'n.)							
Total	\$ 1,800,080.80	\$ 3,899,450.83	\$ 198,088,184.69	\$ 4,478,654.93	\$ 111,918,081.18	\$ 19,828,900.00	\$ 280,129.88

TABLE NO. 9 RENTALS RECEIVED, RENTAL

Railroads.	Rentals Received from lease of track, yards and terminals.	Miscellaneous Income.	
		Gross Income.	Expenses.
Ames & College.....			
Atchafalpa, Topeka & Santa Fe.....	\$ 118,500.61		
Chicago, Anamosa & Northern.....	584,023.81		
Chicago, Burlington & Quincy.....	28,819.18		
Chicago Great Western.....	8,828.90		
Chicago, Mason City & Fort Dodge.....			
Wisconsin, Minnesota & Pacific.....	905,958.62		
Chicago, Milwaukee & St. Paul.....	52,314.30	301,810.80	
Chicago & North-Western.....	47,487.77		
Chicago, St. P., Minn. & Omaha.....	248,808.16		
Chicago, Rock Island & Pacific.....			
Colfax Northern.....		1,047.26	
Crooked Creek.....			
Davenport, Rock Island & N. W.....			
Des Moines, Iowa Falls & Northern.....			
Des Moines Union.....	264,123.60		
Des Moines Western.....	21,184.14		
Dubuque & Sioux City (Ill. Genl.).....	28,569.58		
Iowa Central.....	4,957.60		
Albia & Centerville.....			
Manchester & Oneida.....			
Minneapolis & St. Louis.....	148,421.05		
Missouri North & South.....			
Newton & Northwestern.....			
Tabor & Northern.....	4,401.48		
Union Pacific.....	408,200.82		
Wabash.....	185,221.51		
William & Sioux Falls (Great Northern).....	2,518.50		
Total.....	\$ 2,807,519.92	\$ 308,657.46	

PAID AND MISCELLANEOUS INCOME.

Net Miscellaneous Income.	Retals Paid.				For lease of track, yards and terminals.
	For Lease of Road				
	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.	
\$ 7,664,616.51					\$ 248,471.81
203,806.65					1,088,818.78
					430,848.08
					80,376.64
207,453.00					852,662.84
281,612.20					144,151.97
14,584.28					134,876.44
1,016,018.90	\$ 1,019,723.88		\$ 218,700.62	1,288,618.95	1,302,104.85
			\$ 2,581.17	2,581.17	
1,047.26					4,978.86
					80,814.86
2,020.00					86,078.80
8,217.48	22,900.00			22,900.00	27,874.91
					60.00
					480.00
87,304.97	61,446.00		8.00	61,446.00	61,726.08
16.00					200.00
178,268.88				1,800.00	134,980.44
					885,638.69
					89,051.97
9,930,548.01	1,108,868.83		\$ 265,072.71	1,288,486.04	5,182,708.30

TABLE NO. 10—COST OF ROAD AND

Railroads.	Cost of Construction.			Cost of Equip.	
	Total cost to June 30, 1904.	Total cost to June 30, 1905.	Per mile.	Total cost to June 30, 1904.	Total cost to June 30, 1905.
Ames & College.....	\$482,595,235.50	\$444,053,365.79	\$95,233.29	\$17,586,147.14	\$17,785,859.05
A. T. & S. F.....					
C. A. & N.....					
C. B. & Q.....					
C. G. W.....	23,776,323.80	64,580,059.55	55,518.88	9,428,861.48	8,448,906.92
M. C. & F. D.....	21,637,848.42	44,378,564.58	113,388.18	1,577,926.14	1,877,926.14
W. M. & P.....	11,004,172.77	11,270,148.97	41,909.41	665,957.79	665,957.79
C. M. & S. P.....					
Chicago & North-Western.....					
C. S. P. M. & O.....					
C. H. I. & P.....					
Colfax Northern.....	185,076.13	191,505.04	23,250.84	9,579.96	18,879.23
Crooked Creek.....	295,931.86	703,051.86	11,375.26	30,300.54	20,808.54
D. H. I. & N. W.....	8,139,059.10	3,133,822.89	67,125.24	112,433.67	112,433.67
D. M. I. F. & N.....	1,776,736.84	1,808,445.78	25,073.58	142,181.56	143,056.98
D. M. U.....	1,240,336.14	1,245,655.33	111,421.46	31,388.93	31,388.93
D. M. W.....	805,600.87	307,939.44	45,000.85		
D. & S. C. (Ill. Cent.).....					
Iowa Central.....	23,808,810.47	23,900,250.98	47,584.47	2,388,785.10	2,384,821.13
Albia & Centerville.....					
Manchester & Onadella.....					
M. & S. L.....					
M. N. & S.....					
Newton & Northwestern.....		2,465,777.16	33,968.80		61,964.81
Tabor & Northern.....					
Union Pacific.....	\$26,750,748.13	\$25,284,905.74		11,108,865.08	11,100,265.98
Wabash.....					
W. & S. F. (Great North'n).....	8,816,740.15	8,869,924.44	28,158.64	388,400.50	388,424.27
Total.....	\$304,997,104.90	\$320,044,687.08		\$43,462,653.05	\$43,746,515.21

EQUIPMENT AND ACTUAL CASH VALUE.

Railroads.	Grand Total Cost of Construction and Equipment.			Total Cost of Construction and Equipment for Iowa.		
	Total cost to June 30, 1904.	Total cost to June 30, 1905.	Per mile.	Total cost to June 30, 1904.	Total cost to June 30, 1905.	Per mile.
Ames & College.....	\$ 450,184,383.79	\$ 451,849,224.88	956,509.89			
A. T. & S. F.....						
C. A. & N.....						
C. B. & Q.....						
C. G. W.....	231,517,010.48	327,940,623.07	99,234.14	\$154,157,076.84	\$154,157,076.84	\$120,858.77
M. C. & F. D.....	111,187.78	78,205,135.28	78,029,086.47	95,701.61	38,239,866.19	38,676,188.31
W. M. & P.....	4,178.96	33,215,272.56	44,451,810.72	117,056.16	30,517,129.87	41,242,111.64
C. M. & S. P.....	2,646.45	11,664,160.50	11,939,186.70	44,058.86	963,125.32	960,048.35
Chicago & North-Western.....						
C. S. P. M. & O.....						
C. H. I. & P.....						
Colfax Northern.....	162,507,717.28	164,078,618.04	38,146.76			
Crooked Creek.....	8,060.84	145,355.05	152,084.27	23,547.38	145,355.05	152,084.27
D. H. I. & N. W.....	1,187.13	376,492.40	228,507.40	18,862.41	236,492.40	12,862.41
D. M. I. F. & N.....	2,404.48	3,241,493.77	3,261,258.56	69,550.72	2,359,847.58	68,338.69
D. M. U.....	2,939.95	1,918,918.81	1,931,820.44	27,704.48	1,918,918.81	1,931,820.44
D. M. W.....	7,845.06	1,271,712.79	1,271,072.46	819,268.13	1,271,072.46	319,268.13
D. & S. C. (Ill. Cent.).....						
Iowa Central.....	303,900.87	207,539.46	48,000.36	203,600.57	207,539.46	45,000.89
Albia & Centerville.....	20,364,210.93	20,653,891.59	98,020.21	20,364,210.93	20,653,891.59	98,020.21
Manchester & Onadella.....	4,745.11	26,079,353.65	26,285,082.16	53,332.58	21,495,777.43	21,608,717.87
M. & S. L.....		400,000.00	16,966.61	400,000.00	400,000.00	16,966.61
M. N. & S.....						
Newton & Northwestern.....		20,438,019.97	20,819,647.74	47,237.08	20,438,019.97	47,237.08
Tabor & Northern.....						
Union Pacific.....	604.53	3,642,305.20	2,617,741.87	34,569.33	3,642,305.20	2,617,741.87
Wabash.....		33,688.07	52,888.07	9,407.08	33,688.07	52,888.07
W. & S. F. (Great North'n).....		145,385,419.36	145,010,847.70	87,809.26		
Total.....	1,270.66	9,205,156.05	9,258,919.08	30,430.86		
Total.....	\$3,661,472,617.08	\$3,677,878,929.86	\$49,481.23	\$390,504,304.00	\$321,778,468.74	

† Mileage Basis. ‡ Proportional.

TABLE No. 11—INCOME ACCOUNT—IOWA.

Railroads.	Income from Operations.			Income From Other Sources.			Total Net Income.
	Gross In-comes.	Operating expenses.	Income from operations.	Dividends on stocks owned.	Interest on bonds owned.	Miscellaneous income less expenses.		Total income from other sources.
Ames & College.	\$ 17,640.26	\$ 14,730.33	\$ 4,909.93	\$	\$	\$ 709.26	\$ 709.26
Ambush, Topeka & Santa Fe.	310,460.85	283,141.09	27,319.76	\$	\$	d 57,012.26	8,287.56
Chicago, Anamosa & Clinton.	7,782,714.19	5,966,124.12	1,816,590.07	\$	\$	d 8,014,011.06	234,416.99
Chicago, Great Western.	8,183,148.44	5,839,774.19	2,343,374.25	\$	\$	d 2,703.13	884,601.33
Chicago, Iowa Falls & Northern.	1,243,783.50	881,977.97	361,805.53	\$	\$ 810.83	d 464,986.65	465,797.48
Chicago, Rock Island & Pacific.	11,659,137.85	8,515,654.44	3,143,483.41	\$	\$	d 68,500.10	8,194,977.40
Chicago & North-Western.	c 11,511,247.91	7,762,956.08	3,748,291.83	\$	\$	c 877,017.46	4,625,309.29
Chicago, Rock Island & Omaha.	11,841,465.59	8,467,874.95	3,373,590.64	\$	\$	c 28,581.46	8,662,172.10
Clinton, Northern.	38,755.46	26,013.26	12,742.20	\$	\$	\$	12,742.20
Davenport, Rock Island & N. W.	33,694.45	24,634.43	9,059.92	\$	\$ 1,863.46	\$	9,059.92
Des Moines, Iowa Falls & Northern.	131,706.89	101,135.43	30,571.46	\$	\$	\$	30,571.46
Des Moines, Iowa Falls & Northern.	131,706.89	101,135.43	30,571.46	\$	\$	\$	30,571.46
Des Moines Western.	21,154.14	15,616.58	5,537.56	\$	\$	\$	5,537.56
Dubuque & Stone City (Illinois Cont.)	1,841,724.30	1,286,186.46	555,537.84	\$	\$	\$	555,537.84
Elm Grove & Ottumwa.	24,323.24	17,871.09	6,452.15	\$	\$ 133,639.50	\$	140,091.65
Albia & Centerville.	607,760.25	432,877.13	174,883.12	\$	\$	\$	174,883.12
Manchester & Okechota.	409,219.8	306,145.46	103,074.34	\$	\$	\$	103,074.34
Newton & North-western.	11,964.09	102,846.32	90,882.23	\$	\$	\$	90,882.23
Newton & North-western.	11,964.09	102,846.32	90,882.23	\$	\$	\$	90,882.23
Union Pacific.	2,860,431.78	2,623,231.72	237,200.06	\$	\$ 7,000.00	\$	244,200.06
Whitman & Sioux Falls (Great North'n).	1,010,329.47	824,538.20	185,791.27	\$	\$ 5,570.54	\$	191,361.81
Total.	\$ 85,495,943.15	\$ 41,864,564.77	\$ 43,631,378.38	\$ 376,793,801.12	\$ 110,170.23	\$ 159,102.16	\$ 688,062.30

† Revenue train mileage basis. ‡ Iowa read mileage basis. α Excluding taxes. β Excluding taxes. γ Excluding taxes. δ Deficit. ε Proportional.

TABLE No. 12—INCOME ACCOUNT—IOWA—CONTINUED.

Railroads.	Deductions from Income.							Net Income.	Details.
	Interest on funded debts.	Interest on unfunded debts.	Taxes.	Depreciation on property.	Other deductions.	Total deductions from income.	Total net income.		
Ames & College.	\$	\$	\$	\$	\$	\$	\$ 11,270.80	\$ 8,988.28	\$ 1,895.08
Ambush, Topeka & Santa Fe.	11,468.53	\$	\$	\$	\$	\$	\$ 11,468.53	\$ 43,886.27	\$ 32,417.74
Chicago, Anamosa & Northern.	\$	\$	\$	\$	\$	\$	\$ 811,268.00	\$ 708,786.27	\$ 92,481.79
Chicago, Burlington & Quincy.	175,244.39	\$	\$	\$	\$	\$	\$ 175,244.39	\$ 341,964.52	\$ 166,720.13
Chicago, Great Western.	\$	\$	\$	\$	\$	\$	\$ 63,528.65	\$ 341,964.52	\$ 278,435.87
Chicago, Iowa Falls & Northern.	36,559.97	\$	\$	\$	\$	\$	\$ 36,559.97	\$ 350,404.55	\$ 213,844.58
Chicago, Rock Island & Pacific.	1,718,571.54	\$	\$	\$	\$	\$	\$ 1,718,571.54	\$ 1,815,717.51	\$ 97,145.97
Chicago & North-Western.	50,420.79	\$	\$	\$	\$	\$	\$ 50,420.79	\$ 338,495.80	\$ 288,075.01
Chicago, St. P., Minn. & Omaha.	50,420.79	\$	\$	\$	\$	\$	\$ 50,420.79	\$ 338,495.80	\$ 288,075.01
Clinton, Northern.	\$	\$	\$	\$	\$	\$	\$ 6,445.97	\$ 3,596.00	\$ 2,849.97
Crooked Creek.	\$	\$	\$	\$	\$	\$	\$ 1,845.75	\$ 6,201.58	\$ 4,355.83
Des Moines, Iowa Falls & Northern.	\$	\$	\$	\$	\$	\$	\$ 60,222.96	\$ 18,247.77	\$ 41,975.19
Des Moines Union.	83,550.00	\$	\$	\$	\$	\$	\$ 83,550.00	\$ 38,856.47	\$ 44,693.53
Des Moines Western.	\$	\$	\$	\$	\$	\$	\$ 55,663.50	\$ 971,427.45	\$ 915,763.95
Iowa Central, Stone City (Ill. Cont.)	\$	\$	\$	\$	\$	\$	\$ 629,001.95	\$ 4,445.44	\$ 624,556.51
Albia & Centerville.	\$	\$	\$	\$	\$	\$	\$ 680,918.25	\$ 76.49	\$ 680,841.76
Manchester & Okechota.	\$	\$	\$	\$	\$	\$	\$ 159,286.10	\$ 16,528.90	\$ 142,757.20
Newton & North-western.	\$	\$	\$	\$	\$	\$	\$ 4,900.00	\$ 7,445.44	\$ 2,545.44
Newton & North-western.	\$	\$	\$	\$	\$	\$	\$ 5,337.57	\$ 16,132.94	\$ 10,795.37
Union Pacific.	\$	\$	\$	\$	\$	\$	\$ 680,918.25	\$ 177,834.94	\$ 862,753.19
Whitman & Sioux Falls (Gr. N. Western).	\$	\$	\$	\$	\$	\$	\$ 10,825.14	\$ 60,616.46	\$ 49,791.32
Total.	\$ 6,378,519.22	\$ 2,819,075.83	\$ 3,559,443.39	\$ 119,119.79	\$ 8,475,112.60	\$ 7,079,913.90	\$ 1,014,485.45		

† Total mileage basis. α Excluding taxes. β Excluding taxes. γ Excluding taxes. δ Deficit. ε Proportional.

TABLE NO. 13.—INCOME

Railroads.	Payments From Net Income.					
	Dividends on Stock.				Other Payments.	Total.
	Common.		Preferred.			
	Rate.	Amount.	Rate.	Amount.		
Ames & College	20%	\$ 4,000.00			\$ 4,000.00	
Atchison, Topeka & Santa Fe						
Chicago, Anamosa & Northern						
Chicago, Burlington & Quincy						
Chicago Great Western					a 487,167.81	
Mason City & Fort Dodge						
Wisconsin, Minnesota and Pacific						
Chicago, Milwaukee & St. Paul	7	1,102,984.01	7	\$ 920,861.63	2,023,795.64	
Chicago & North-Western	7	720,496.53	8	881,530.53	1,102,027.11	
Chicago, St. P., Minn. & Omaha	7	c 59,878.60	7	c 36,825.69	c 96,204.29	
Chicago, Rock Island & Pacific						
Golfax Northern						
Crooked Creek						
Davenport, Rock Island & N. W.			6	10,221.11		
Des Moines, Iowa Falls & Northern						
Des Moines Union						
Des Moines Western						
Dubuque & Sioux City (Ill. Cent.)						
Iowa Central						
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis			5	67,480.00	67,480.00	
Muscatine North & South						
Newton & Northwestern						
Tabor & Northern						
Union Pacific						
Wabash						
Willmar & Sioux Falls (Great Nor.)						
Total		\$1,887,309.14		\$1,416,419.01	\$3,790,674.85	

a Interest on 4% debenture bonds. b Proprietary line earnings. c Proportional.

ACCOUNT—IOWA—CONTINUED.

From Operations year Ending June 30, 1895.		On June 30, 1904.		For Year.		On June 30, 1905.	
Surplus.	Deficit.	Surplus.	Deficit.	Additions.	Deductions.	Surplus.	Deficit.
\$ 1,838.33		\$ 8,859.50				\$ 1,338.33	
	\$ 1,936.08						\$ 1,936.08
96,411.74		10,104.38		b48,888.79		154,854.89	
841,934.82	1,011.54				\$840,973.28		
	12,425.03						
	814,188.89						
136,908.52		2,341,928.86				2,478,887.88	
c 242,282.40							
8,538.60		21,096.78				24,633.85	
6,251.05		7,264.24				18,515.29	
						35,888.46	
						2,026.66	
	155,183.28	1,887,824.91		276.22		1,232,967.85	
	7,445.44		1,293.27				8,788.71
	244,663.24		500,682.92		40,887.37		785,733.58
	136,852.80		74,821.07		68,866.82		147,607.15
	832.77		26,493.92		3,468.89		28,862.80
	107,709.39						
829,698.46	\$1,481,648.56	\$3,772,078.65	\$609,091.18	\$48,614.61	\$48,191.36	\$3,944,061.74	\$ 967,878.8

TABLE No. 14—INCOME ACCOUNT—ENTIRE LINE.

Railroads.	Income from Operation.			Income from Other Sources.					Total income.
	Gross amount	Operating expenses.	Income from Operation.	Dividends on stock owned.	Interest on bonds owned.	Miscellaneous income less expenses.	Total income from other sources.		
Ames & College.	17,610.90	12,730.33	4,900.57			790.25	790.25	5,101.02	
Atchison, Topeka & Santa Fe.	41,429,958.64	26,949,358.90	14,490,712.33	160,542.26	436,555.53	7,864,610.51	8,551,749.63	22,701,461.87	
Chicago, Anamosa & Quincy.	2,817.23	4,833.33	1,938.08					1,938.08	
Chicago, Burlington & Northern.	65,161,888.92	41,479,169.43	23,988,988.89	9,200.00	87,700.00	305,800.96	392,800.00	23,988,988.89	
Chicago Great Western.	7,333,499.14	5,614,312.44	1,719,787.70	4,000.00	1,800.00			1,724,800.90	
Mason City & Fort Dodge.	1,968,658.99	998,961.00	481,677.94					481,677.90	
Wisconsin, Minnesota & Pacific.	700,630.97	305,640.65	805,010.32					805,010.31	
Chicago, Milwaukee & St. Paul.	49,594,113.63	30,561,703.87	19,232,408.38	17,838.00	8,810.00	307,633.99	280,797.99	19,483,988.37	
Chicago & North-Western.	55,745,478.17	36,641,324.83	19,184,040.34	1,535,945.00	2,858.00	381,610.38	1,770,407.98	20,954,447.03	
Chicago, St. P., Minn. & Omaha.	11,997,879.73	7,339,148.87	4,698,726.82	79,840.94	6,330.00	74,534.39	166,804.56	4,829,534.88	
Chicago, Rock Island & Pacific.	42,160,187.50	30,213,021.85	11,896,563.63	480,332.21	719,038.42	1,016,018.90	2,215,425.24	14,111,990.99	
Colfax Northern.	23,058.48	23,078.86	9,932.57					9,932.57	
Crooked Creek.	30,739.89	22,842.79	8,996.80					8,996.80	
Davenport, Rock Island & N. W.	71,944.36	55,976.69	15,967.67					15,967.67	
Des Moines, Iowa Falls & Northern.	131,748.89	131,133.45	80,018.14			1,895.60	1,895.60	21,379.80	
Oes Moines Union.	264,138.50	211,274.05	53,899.47					53,899.47	
Des Moines Western.	31,164.14	9,515.85	1,645.56			2,026.66	2,026.66	3,672.22	
Dubuque & Sioux City (Ill. Cont.).	4,836,338.43	3,458,897.83	1,377,481.05					1,377,481.05	
Iowa Central.	2,564,655.78	2,068,117.86	638,937.87		153,040.00	8,817.48	100,267.48	689,198.05	
Albia & Centerville.	24,326.24	29,978.98	4,548.44			2.00	2.00	4,548.44	
Manchester & Oquida.	17,830.89	13,897.18	3,933.71					3,933.71	
Minneapolis & St. Louis.	8,982,988.61	1,923,993.80	1,820,955.46	5,954.99	50,938.56	37,204.97	94,098.52	1,434,004.97	
Muscatine North & South.	56,819.18	50,143.69	7.49					7.49	
Newton & Northwestern.	24,833,831.01	31,387,088.54	8,446,453.07			4,401.48	4,401.48	18,988.90	
Tabor & Northern.	18,439.82	18,407.8	5,082.01					5,082.01	
Union Pacific.	38,178,134.83	19,078,739.82	15,165,398.71	1,190,887.50	1,978,997.45	2,207,018.16	6,386,901.11	32,501,984.28	
Wabash.	1,874,974.03	1,082,892.32	782,081.71			2,818.50	2,818.50	4,154,765.84	
Willmar & Sioux Falls (Great Nor.).	1,646,970.91	1,014,329.96	632,149.93					632,149.93	
Total.	\$ 849,493,890.89	\$ 529,735,049.90	\$ 118,988,811.6	\$ 3,714,216.91	\$ 4,787,780.38	\$ 11,635,886.84	\$ 20,317,868.00	\$ 139,258,864.69	

a Ded. ft.

TABLE No. 15—INCOME ACCOUNT—ENTIRE LINE—CONTINUED.

Railroads.	Deductions from Income.										Total income.
	Interest on debt secured.	Interest on current liabilities.	Rents.	Taxes.	Permanent improve-ments.	Other de-uctions.	Total de-uctions from income.	Net income.	Deduct.		
Ames & College.	\$ 9,610,845.69			\$ 390.65		\$ 40.25	\$ 1,040,870.90	\$ 8,539.33			
Atchison, Topeka & Santa Fe.		\$ 84,016.04		1,844,768.63		38,847.45	11,040,410.24	11,742,061.88			
Chicago, Anamosa & Quincy.				1,840,617.85		939,133.50	10,155,989.98	18,829,904.66		\$ 1,926.08	
Chicago, Burlington & Northern.	7,876,289.08			210,000.00			591,369.22	1,139,659.88			
Chicago Great Western.	40,000.00	\$ 776,596.22		30,000.00			70,000.00	961,677.90			
Mason City & Fort Dodge.	119,230.00			22,797.91			142,017.91	164,992.41			
Wisconsin, Minnesota & Pacific.	5,992,045.00			1,032,322.88			7,544,377.88	11,886,325.79			
Chicago & North-Western.	8,990,714.77	908.04	\$ 7,845.92	2,180,978.74	\$ 4,000,000.00	247,479.99	15,139,435.46	5,817,828.76			
Chicago, St. P., Minn. & Omaha.	1,537,618.88	6,439.72		878,887.09		404,775.44	2,817,207.59	2,812,886.79			
Chicago, Rock Island & Pacific.	5,899,905.42		1,233,673.85	1,878,954.09			9,181,298.06	4,930,522.86			
Colfax Northern.	3,000.00		2,381.17	914.80			6,445.97	6,596.80			
Crooked Creek.				1,846.75			1,845.75	1,845.75			
Davenport, Rock Island & N. W.				9,033.89			60,222.89	77,456.48		\$ 8,842.89	
Des Moines, Iowa Falls & Northern.	51,800.56	1,187.40		6,233.29			62,999.47				
Oes Moines Union.	38,550.00	1,048.73		18,999.72			1,427.48	12,247.77			
Des Moines Western.				1,427.45			56,968.90				
Dubuque & Sioux City (Ill. Cont.).				149,207.16			1,010,000.00				
Iowa Central.	596,844.17	56,833.83		91,436.80			60,222.89	77,456.48			
Albia & Centerville.				2,900.00			2,900.00				
Manchester & Oquida.		\$ 8,260.00		117,780.31		1,791.26	1,166,194.51	287,844.66			
Minneapolis & St. Louis.	983,892.38		81,445.06	117,499.99			1,166,194.51	287,844.66			
Muscatine North & South.				6,019.45			150,295.10				
Newton & Northwestern.	144,366.65			1,001.79			5,554.76				
Tabor & Northern.	2,500.00	2,838.00		879,308.14			7,450,974.67	15,081,010.16			
Union Pacific.	3,467,372.17		1,800.00	826,623.71			5,644,165.83				
Wabash.	1,824,300.00			71,129.41			253,429.41	381,039.01			
Willmar & Sioux Falls (Great N.).											
Total.	\$ 81,000,278.48	\$ 1,322,801.66	\$ 1,258,436.04	\$ 11,618,804.45	\$ 5,283,654.21	\$ 9,979,987.01	\$ 78,084,841.88	\$ 67,948,679.96	\$ 1,222,426.85		

TABLE NO. 17—

Railroads.	Passenger.					Total Passenger revenue.
	Originating and terminating in Iowa.	Originating terminating in Iowa.	Terminating originating in Iowa.	Crossing the State.		
Ames & College						\$ 12,066.84
Atchison, Topeka & Santa Fe.						96
Chicago, Anamosa & Northern.	\$ 785.00					80
Chicago, Burlington & Quincy.						\$ 388,977.97
Chicago Great Western	388,458.42	\$ 183,082.05	\$ 109,732.14	\$ 179,184.73		808,415.33
Mason City & Fort Dodge	192,874.00	41,203.89	88,897.40	49,218.69		7,463
Wisconsin, Minnesota & Pacific	5,081.99	1,864.14	930.95			7,867.08
Chicago, Milwaukee & St. Paul.						2,281,438.65
Chicago & North-Western	1,439,924.03	880,781.08	804,498.94	852,020.10		2,980,224.78
Chicago, St. P., Minn. & O.						285,978.98
Chicago, Rock Island & Pacific.	1,789,008.97	749,209.30	470,476.35	491,822.50		3,500,516.77
Osifax Northern	8,214.61					8,214.61
Crooked Creek	598.78					598.78
Davenport, Rock Island & N. W.						390.00
Des Moines, Iowa Falls & N.						46,879.98
Des Moines Union						
Des Moines Western						
Dubuque and Sioux City (Ill. C.)	616,642.18	300,702.91	118,890.00	149,918.69		86,068.71
Iowa Central						886,288.48
Albia & Centerville						3,084.63
Manchester & Osida	6,474.41					6,474.41
Maneapolis & St. Louis						160,212.98
Macassine North & South						5,190.18
Newton & Northwestern	18,868.41					18,868.41
Union & Northern						4,239.07
Union Pacific		608.95	662.63	6,871.80		8,143.38
Wabash	155,300.17	105,399.12	70,186.18	86,133.29		864,928.77
Willmar & Stone Falls (Great N.)	22,361.88	9,284.67	17,719.48	621.78		49,987.45
Total	\$ 4,630,697.73	\$ 1,302,624.79	\$ 1,128,618.97	\$ 1,764,270.95		\$ 14,805,800.31

a Debit. b Including other items.

EARNINGS—IOWA.

Railroads.	Express.					Total express.	Mail.	Extra baggage and storage.	Other items.	Total passenger earnings.
	Originating and terminating in Iowa.	Originating but not terminating in Iowa.	Terminating originating in Iowa.	Crossing the State.						
Ames & College										\$ 13,066.84
Atchison, Topeka & Santa Fe.										87,895.98
Chicago, Anamosa & Northern.	\$ 785.00									785.00
Chicago, Burlington & Quincy.						\$ 6,054.07	\$ 12,200.99	\$ 271.05	\$ 1,600.01	\$ 67,995.08
Chicago Great Western	388,458.42	\$ 183,082.05	\$ 109,732.14	\$ 179,184.73		176,587.81	608,690.65	84,885.28	25,801.06	3,161,512.19
Mason City & Fort Dodge	192,874.00	41,203.89	88,897.40	49,218.69		57,184.61	59,037.69	10,654.14	7,650.84	889,980.21
Wisconsin, Minnesota & Pacific	5,081.99	1,864.14	930.95			14,353.36	30,477.35	3,788.96	2,443.21	858,963.38
Chicago, Milwaukee & St. Paul.						689.92	1,397.50	133.63	37.04	9,508.77
Chicago & North-Western	1,439,924.03	880,781.08	804,498.94	852,020.10		291,267.28	302,860.88	41,863.08	119,189.96	2,936,108.65
Chicago, St. P., Minn. & O.						365,927.46	479,044.24	48,413.87	13,182.56	8,753,741.18
Chicago, Rock Island & Pacific.	1,789,008.97	749,209.30	470,476.35	491,822.50		17,171.44	32,549.58	4,878.88	317.55	800,995.58
Osifax Northern	8,214.61					300,548.55	881,130.45	65,473.79		8,897,689.21
Crooked Creek	598.78					119.19		0.02		6,387.33
Davenport, Rock Island & N. W.						800.00	300.00	718.64		1,844.39
Des Moines, Iowa Falls & N.						2,494.12	8,950.80			6,444.93
Des Moines Union						1,865.06	8,208.43			58,592.80
Des Moines Western								843.41		
Dubuque and Sioux City (Ill. C.)	616,642.18	300,702.91	118,890.00	149,918.69		120,871.23	117,668.92	18,354.81	5,948.90	1,854,285.08
Iowa Central						18,183.89	40,861.68	7,009.81	1,632.44	464,070.09
Albia & Centerville						235.95	1,090.80			9,847.88
Manchester & Osida	6,474.41					485.84	485.84			7,374.25
Maneapolis & St. Louis										160,212.98
Macassine North & South						18,890.81	88,121.26	4,842.03	468.72	285,351.38
Newton & Northwestern	18,868.41					723.96	723.96			7,294.08
Union & Northern						947.91	3,450.80	95.00	602.47	16,270.65
Union Pacific		608.95	662.63	6,871.80		637.08	648.28	169.80		6,988.09
Wabash	155,300.17	105,399.12	70,186.18	86,133.29		2,439.10	8,037.34			12,008.61
Willmar & Stone Falls (Great N.)	22,361.88	9,284.67	17,719.48	621.78		16,245.84	87,339.46	9,074.66		442,948.78
Total	\$ 4,630,697.73	\$ 1,302,624.79	\$ 1,128,618.97	\$ 1,764,270.95		\$ 8,758.82	\$ 3,964.75	\$ 945.02	\$ 855.06	\$ 60,257.18

\$197,170.89 \$ 3,489.10 \$ 1,247,602.14 \$ 3,121,284.84 \$ 249,597.74 \$177,687.08 \$18,198,741.96

TABLE NO. 20—EARNINGS—

Railroads.	Passenger Earnings.		
	Passenger Revenue.		
	Total.	Deductions, ac- counts of re- payments, tickets re- deemed, etc.	Net Revenue.
Ames & College.....	\$ 12,066.24		\$ 12,066.24
Atchison, Topeka & Santa Fe.....	9,907,017.53	\$ 270,888.80	9,636,128.73
Chicago, Anamosa & Northern.....	785.00		785.00
Chicago, Burlington & Quincy.....	15,638,766.42		15,638,766.42
Chicago Great Western.....	1,677,188.16		1,677,188.16
Mason City & Fort Dodge.....	841,765.91		841,765.91
Wisconsin, Minnesota & Pacific.....	143,412.39		143,412.39
Chicago, Milwaukee & St. Paul.....	10,126,957.74		10,126,957.74
Chicago & North-Western.....	14,174,294.55	834,530.61	13,339,763.94
Chicago, St. Paul, Minn. & Omaha.....	8,100,478.82	18,413.65	8,082,065.17
Chicago, Rock Island & Pacific.....	11,923,523.94	505,310.93	11,418,213.01
Colfax Northern.....	5,235.94	71.43	5,164.51
Crooked Creek.....	323.75		323.75
Davenport, Rock Island & North-Western.....			218.75
Des Moines, Iowa Falls & Northern.....			28 3.99
Des Moines Union.....	43,679.96		43,679.96
Des Moines Western.....			
Dubuque & Sioux City (Ill. Cent.).....	79,004.46	63,966.55	1,116,087.90
Iowa Central.....	476,877.13	2,482.72	474,394.41
Albia & Centerville.....	8,436.84	51.21	8,385.63
Manchester & Oneida.....	6,474.41		6,474.41
Minneapolis & St. Louis.....	832,138.21	6,119.88	826,018.33
Muscatine North & South.....	6,790.13		6,790.13
Newton & Northwestern.....	12,868.41		12,868.41
Tabor & Northern.....	4,849.62	10.05	4,839.57
Union Pacific.....	6,149,913.42	46,895.81	6,103,017.61
Wabash.....	9,459,847.81	541,559.04	8,917,288.77
Willmar & Sioux Falls (Great Northern)....	311,567.07	11,430.62	300,136.45
Total.....	\$ 85,676,578.86	\$ 2,300,860.81	\$ 83,375,717.55

a Debit.

ENTIRE LINE.

Passenger Earnings.				
Mails.	Express.	Extra baggage and storage.	Other items.	Total passenger earnings.
\$ 1,111,868.89	\$ 1,552,325.51	\$ 111,908.03	\$ 178,874.69	\$ 12,066.24
2,290,431.48	1,285,205.88	240,360.89	220,515.72	12,590,655.90
123,972.19	122,661.12	22,072.73	125,244.85	785.00
19,581.17	7,343.55	4,124.69	2,492.73	19,725,280.54
1,656,390.12	900,375.34	158,867.29	5,882.01	2,071,139.05
1,465,706.00	1,032,455.02	216,793.91	825,646.57	885,799.89
267,597.00	217,958.45	59,142.56	8,900.00	178,325.10
1,086,446.41	996,095.79	229,518.25		18,694,187.18
	113.19	0.62		16,170,525.90
715.64	300.00			8,690,262.68
5,484.24	3,414.07			13,733,271.46
3,203.42	1,868.06	342.46		5,397.32
				1,844.89
				8,948.31
				52,596.90
122,696.42	183,286.52	13,766.24	5,500.39	1,896,287.48
58,843.92	22,757.72	8,587.73	2,000.00	569,208.78
1,090.20	285.95	285.80		9,047.58
414.00	485.94			7,374.25
95,445.84	51,912.00	21,298.00	2,451.18	1,147,119.85
	733.95			7,524.08
	947.98	95.00	502.47	16,870.66
2,456.80	169.30			5,665.03
548.23	627.98			8,352,370.87
1,652,767.49	496,209.87	99,875.40		10,636,252.08
837,088.25	691,736.42	96,454.86	88,143.75	896,268.19
40,889.23	13,588.81	6,119.65	1,024.65	
\$ 10,864,424.95	\$ 7,606,278.57	\$ 1,327,344.40	\$ 1,528,032.44	\$ 104,696,797.91

TABLE No. 21—EARNINGS—ENTIRE

Railroads.	Freight ^t			
	Freight Revenue.			
	Total freight revenue.	Less Repayments.		
Over-charges to shippers.		Other repayments.	Total deductions.	
Ames & College.	\$ 5,574.04			
Atchison, Topeka & Santa Fe.	28,824,205.11	\$ 603,495.99		\$ 608,495.99
Chicago, Anamosa & Northern.	1,589.33	7.08		7.08
Chicago, Burlington & Quincy.	48,846,403.78			
Chicago Great Western.	5,056,543.14			
Mason City & Fort Dodge.	998,509.38			
Wisconsin, Minnesota & Pacific.	491,992.12			
Chicago, Milwaukee & St. Paul.	35,968,945.47			
Chicago & North-Western.	39,853,918.26	530,034.15	41,008.63	571,087.79
Chicago, St. P., Minn. & Omaha.	8,334,535.34	138,753.87	57,718.49	196,471.77
Chicago, Rock Island & Pacific.	29,791,830.47	1,788,693.05		1,788,693.05
Colfax Northern.	82,712.18			
Crooked Creek.	27,847.94	53.87		53.87
Javenport, Rock Island & N. W.				
Des Moines, Iowa Falls & Northern.	99,169.69			
Des Moines Union.				
Des Moines Western.				
Dubuque & Sioux City (Ill. Cent.).	2,897,889.19	134,302.94		134,302.94
Iowa Central.	2,075,521.67	a 61,972.35		61,972.35
Albia & Centerville.	15,088.98			711.80
Manchester & Oneida.	10,455.18			
Minneapolis & St. Louis.	2,098,043.87	a 74,055.38		74,055.38
Muscatine North & South.	50,926.24			
Newton & Northwestern.	98,988.19	921.32		921.32
Tabor & Northern.	12,610.48			77.52
Union Pacific.	26,170,409.54	433,629.52		433,629.52
Wabash.	15,015,638.89	527,487.05	837,986.40	1,365,473.45
Willmar & Sioux Falls (Gt. North'n).	1,273,906.87	a 81,208.62		81,208.62
Total	\$ 242,594,240.22	\$ 4,309,644.69	\$ 936,703.44	\$ 5,247,141.95

LINE—CONTINUED.

Earnings.					Total passenger and freight earnings.
Net revenue.	Stock yards.	Elevators.	Other items.	Total freight earnings.	
5,574.04				5,574.04	17,640.28
28,215,703.12	6,669.89		85,164.98	28,307,543.86	40,898,239.86
1,582.25				1,582.25	2,317.25
43,346,403.78	70,535.05			43,416,938.83	63,142,219.17
5,056,543.14				5,056,543.14	7,167,633.19
998,509.38				998,509.38	1,379,908.77
491,992.12				491,992.12	670,317.22
35,968,945.47	35,499.45	\$ 31,060.89		36,035,505.81	49,753,643.64
39,292,830.47			134,171.92	39,427,002.39	55,597,527.69
8,133,064.57			867.03	8,133,931.60	11,769,194.28
28,023,137.42				28,023,137.42	41,756,408.33
82,712.18				82,712.18	33,049.50
27,794.07				27,794.07	29,638.46
					8,943.51
99,169.69				99,169.69	151,766.59
2,763,586.25			6,890.68	2,770,476.93	4,166,764.36
2,013,549.32				2,013,549.32	2,579,753.10
14,377.66				14,377.66	24,325.24
10,455.18				10,455.18	17,829.38
2,021,993.49				2,021,993.49	3,069,113.34
50,926.24				50,926.24	58,450.32
98,988.19				98,988.19	112,915.53
12,610.48				12,610.48	18,217.99
26,170,409.54				26,170,409.54	34,089,150.43
15,015,638.89			420,162.48	15,435,801.37	24,696,600.10
1,273,906.87			1,303.35	1,275,210.22	1,640,209.69
287,847,098.27	\$ 112,704.36	\$ 31,060.89	\$ 648,560.44	\$ 288,139,423.96	\$ 342,886,221.87

TABLE No. 22—EARNINGS—

Railroads.	Other Earnings From Operation.			
	Switching charges—balance.	Car Mileage—balance.	Hire of equip-ment—balance.	Telegraph.
Ames & College.....				
Aetehison, Topeka & Santa Fe.....	\$ 58,557.84		\$377,100.26	\$ 44,690.99
Chicago, Anamosa & Northern.....				
Chicago, Burlington & Quincy.....	891,609.84			165,987.41
Chicago Great Western.....	12,407.09	\$ 48,528.84	27,434.16	
Mason City & Fort Dodge.....		13,291.00		
Wisconsin, Minnesota & Pacific.....		25,233.29		790.69
Chicago, Milwaukee & St. Paul.....				29,025.89
Chicago, & North-Western.....			1,641.31	
Chicago, St. Paul, Minneapolis & Omaha.....	60,655.91	99,925.18		
Colfax Northern.....			5,451.98	15,008.51
Crooked Creek.....				8.93
Davenport, Rock Island & N. W.....	586.50		148.65	
Des Moines, Iowa Falls & Northern.....	54,802.20	6,141.72		62
Des Moines Union.....			45.50	
Des Moines Western.....				
Dubuque & Sioux City (Illinois Central).....	9,938.76			
Iowa Central.....			1,398.05	1,794.49
Albia & Centerville.....				
Manchester & Oneida.....	30.48			
Minneapolis & St. Louis.....	7,315.55	23,181.61	11,914.87	
Muscatine North & South.....	753.88			
Newton & Northwestern.....				c 8.50
Tabor & Northern.....				211.83
Union Pacific.....	211,492.83		60,854.47	56,078.44
Wabash.....				
Wilmar & Sioux Falls (Great Northern).....	8,201.50			
Total	\$ 1,811,848.90	\$ 216,251.17	\$ 385,984.08	\$ 318,611.10

a Including rents from tracks, yards, and terminals.
 b Including storage.
 c Telephone.

ENTIRE LINE—CONTINUED.

Other Earnings From Operations.				Total gross earnings from operation—tire line.	Proportion of gross earnings from operation—Iowa.
Rents from tracks, yards and terminals.	Rents not otherwise provided for.	Other Sources.	Total other earnings.		
\$ 113,590.61	\$ 53,528.84	\$ 47,275.14	\$ 694,738.68	\$ 17,640.28	\$ 17,640.28
	a 584,023.81	379,928.75	2,020,638.85	41,492,988.54	310,160.35
23,319.18	3,560.89	50,167.79	165,416.95	2,317.25	2,317.25
3,825.60	1,027.00	1,216.58	19,360.22	65,162,858.02	8,945,294.26
	4,076.23	233.50	80,333.65	7,383,089.14	3,181,881.72
	131,433.82		150,463.71	1,398,663.99	1,326,238.87
52,314.80	81,798.49	11,993.37	147,747.44	1,700,650.87	101,914.70
47,487.77	17,786.50	2,827.11	228,682.47	49,884,118.65	13,912,679.30
233,802.16	15,903.00	82,613.22	352,778.62	55,745,275.17	14,099,989.45
			8.93	11,997,876.75	791,859.87
			317.11	42,109,147.50	13,117,883.94
			1,752.50	38,053.48	38,053.48
			1,821.16	80,685.72	30,635.73
				62,697.04	38,694.52
				153,133.25	153,133.25
26,552.59	16,801.45	312,281.24	859,574.04	4,526,333.40	3,941,224.26
4,957.50		6,752.59	14,902.68	2,594,655.73	1,781,773.80
				24,325.24	24,325.24
				30.48	17,859.86
143,821.09		7,642.55	193,825.47	3,362,934.81	697,187.38
	15.00		763.86	59,219.15	59,219.18
			8.50	112,924.03	112,924.03
			211.83	18,429.82	18,429.82
498,200.55	59,194.14	b 200,152.17	1,035,974.10	83,175,124.55	259,434.72
196,921.51			136,921.51	24,838,521.61	1,010,399.47
	2,744.79		6,161.22	1,643,370.91	822,627.80
		214.98			
\$ 1,234,793.86	\$ 955,881.89	\$ 1,105,794.66	\$ 5,573,665.16	\$ 848,409,887.08	\$ 64,201,593.42

TABLE No. 23—OPERATING

Railroads.	Maintenance of Way and Structures.		
	Repairs of roadways.	Renovals of rails.	Renovals of ties.
Ames & College.....	\$ 23,370.42	\$ 53,527.73	\$ 3,864.60
Atchison, Topeka & Santa Fe.....	812,575.81	7,955.51	207,728.85
Chicago, Anamosa & Northern.....	214,694.82	4,070.14	69,138.56
Chicago, Burlington & Quincy.....	92,075.41	328.08	9,168.87
Chicago Great Western.....	5,204.23	59.52	4,044.72
Mason City & Fort Dodge.....	807,690.06	102,142.68	125,046.31
Wisconsin, Minnesota & Pacific.....	b 836,231.80	b107,268.61	b 288,366.28
Chicago, St. P., Minn. & Omaha.....	849,589.80	44,881.33	310,118.18
Chicago, Rock Island & Pacific.....	3,836.68	103.91	855.72
Colfax Northern.....	5,778.87	80.19	2,209.52
Crooked Creek.....	4,843.55	15.41	1,687.97
Davenport, Rock Island & N. W.....	21,650.51		
Des Moines, Iowa Falls & Northern.....	24,282.84	8,062.00	4,987.00
Des Moines Union.....	2,985.10		
Des Moines Western.....	323,727.29	28,121.55	83,788.06
Dubuque & Sioux City (Ill. Cent.).....	171,185.45	1,181.80	57,698.65
Iowa Central.....	6,598.29	c 70.40	3,567.12
Albia & Centerville.....	1,820.62		101.71
Manchester & Oneida.....	67,409.94	c 176.24	80,854.73
Minneapolis & St. Louis.....	6,721.89	6,672.56	1,887.32
Muscatine North & South.....	28,888.92		
Newton & Northwestern.....	1,665.16		423.60
Tabor & Northern.....	14,041.99	2,887.62	2,689.13
Union Pacific.....	117,795.10	73,541.95	34,051.74
Wabash.....	26,144.91	165.47	5,893.94
Willmar & Sioux Falls (Great Northern).....			
Total.....	\$ 4,409,873.91	\$ 418,818.92	\$ 1,258,174.59

a Additions to property. b Proportional. c Credit.

EXPENSES—IOWA.

Maintenance of Way and Structures.							
Repairs and renewals of bridges and culverts.	Repairs and renewals of fences, road crossings, signs and c'ttle g'ards	Repairs and renewals of buildings and fixtures	Repairs and renewals of docks and wharves.	Repairs and renewals of telegraph.	Stationery and printing.	Other ex-penses.	Total.
\$ 2,554.68	\$ 574.16	\$ 12,044.92	\$ 447.76	\$ 21.68			\$ 5,249.26
144,868.83	25,914.17	93,828.41	47	48,596.60	468.81		1,842,237.46
14,803.55	7,708.78	15,780.42		2,248.01	3,256.92	16,958.51	342,657.51
6,820.23	3,882.98	5,398.02		1,005.98	95.66	9,873.77	128,598.93
228.95	210.97	268.62		87.08	8.58	406.56	10,517.20
b 177,923.86	b 50,059.04	b 198,598.79	b 9,170.65	b 12,070.46	b 683.14	a 172,916.92	b 1,661,291.90
b 158,484.83	b 46,209.67	b 129,008.03	b 10,307.93	b 6,370.77	b 1,342.55	b 645.58	b 1,579,186.15
162,831.59	48,242.80	135,881.72		17,742.02	2,400.57	4,326.74	94,361.92
421.32	163.81	58.27				158.86	1,574,964.25
735.19	460.89	157.67					5,593.08
2,239.11	120.52	384.12		48.95	2.25		9,422.30
854.22	212.98	382.76		20.73			28,101.20
9,487.68	452.20	6,278.10			74.20		58,623.97
16.22	11.84	57.18				.90	3,071.19
58,335.05	34,993.24	56,948.97		4,689.26	2,092.12	1,233.57	587,969.11
34,926.52	23,283.11	23,405.02		3,028.27	318.89	99.05	315,063.67
740.90	1,091.65	394.04					12,311.00
	159.66	88.98					2,170.92
13,080.53	3,563.73	5,723.77		611.94	104.68	8.04	121,181.12
579.84	408.48		3.35				76,287.94
1,851.04	145.62	339.05		50.84	49.96		81,320.40
4.52	15.55			66.58			2,175.41
1,792.78	177.89	14,964.23		85.28	17.68		26,655.00
44,356.67	4,763.74	16,582.06		969.06	254.96		292,265.21
3,100.85	1,811.91	4,737.38		244.97	79.10		42,183.08
\$ 896,017.87	\$ 254,522.74	\$ 715,653.99	\$ 19,548.96	\$ 98,612.98	\$ 11,271.16	\$ 200,611.29	\$ 8,379,207.85

TABLE NO. 24—OPERATING

Railroads.	Maintenance of Equipment.		
	Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.
Ames & College		\$ 261.03	\$ 105.05
Atchison, Topeka & Santa Fe	\$ 1,878.17	21,812.55	5,545.87
Chicago, Anamosa & Northern			
Chicago, Burlington & Quincy	43,835.52	892,089.88	117,822.17
Chicago Great Western	4,739.61	167,514.80	46,838.50
Mason City & Fort Dodge	2,517.91	63,433.17	16,469.82
Wisconsin, Minnesota & Pacific	253.41	2,877.80	532.86
Chicago, Milwaukee & St. Paul	27,206.73	534,994.52	195,526.41
Chicago & North-Western	52,464.21	537,990.38	114,568.81
Chicago, St. Paul, Minn. & Omaha			
Chicago, Rock Island & Pacific	5,350.76	817,043.68	150,631.87
Colfax Northern		2,608.13	340.95
Crooked Creek		319.52	
Davenport, Rock Island & North Western		686.99	
Des Moines, Iowa Falls & Northern	1,080.00	4,814.01	3,412.57
Des Moines Union	960.00	9,440.44	
Des Moines Western			
Dubuque & Sioux City (Ill. Cent.)	11,105.10	230,947.47	62,176.41
Iowa Central	4,954.98	134,527.01	18,872.89
Albia & Centerville		1,440.43	133.99
Manchester & Oneida		44.04	152.72
Minneapolis & St. Louis	1,914.45	33,089.85	10,024.36
Muscatine North & South		3,951.91	504.87
Newton & Northwestern		5,351.49	848.45
Tabor & Northern		1,955.85	144.26
Union Pacific	417.09	6,870.88	1,769.78
Wabash	4,612.09	79,595.96	19,831.66
Willmar & Sioux Falls (Great Northern)	913.28	13,510.75	1,227.94
Total	\$ 196,705.38	\$ 8,100,166.01	\$ 761,630.71

EXPENSES—IOWA—CONTINUED.

Maintenance of Equipment.						
Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equipment.	Repairs and renewals of shop machinery and tools.	Stationery and printing.	Other expenses.	Total.
\$ 18,071.83	\$ 836.55		\$ 17.05		\$ 371.19	\$ 754.25
			\$ 2,411.85	\$ 134.96	\$ 8,599.32	\$ 55,189.60
497,939.29	11,897.68		32,681.38	2,497.00	13,405.93	1,111,668.98
134,128.72			7,568.62	3,594.65	33,647.93	397,532.83
47,455.82			5,811.12	275.93	4,647.25	148,111.02
1,954.17			288.78	14.31	252.68	6,234.01
538,464.02	20,605.32		32,994.40	2,273.98	43,178.90	1,445,144.28
532,059.74	19,371.93	\$ 377.05	35,252.78	2,499.49	57,618.10	1,862,202.40
						76,009.04
491,407.05	20,164.46		51,714.93	4,577.94	19,562.62	1,618,507.87
181.58			6.77			3,137.43
1,567.56						1,887.08
753.24	13.64			1.28	.97	1,477.97
4,108.78			332.02		1,776.52	15,568.94
2,415.29			6,218.28	24.12		19,059.13
						76,009.04
328,399.80	7,435.19		24,331.61	1,471.00	26,279.98	690,196.56
85,514.62	3,518.61		7,452.77	476.32	3,192.75	253,511.85
946.88	38.50					2,554.25
						199.76
23,248.43	501.16		3,035.75	155.33	1,504.86	73,451.18
45.72						4,502.50
3,061.25	25.25			21.69	49.92	8,798.06
				21.80		2,122.01
5,085.44	139.44			541.07	23.56	791.87
50,017.45	2,327.14		11,393.56	432.34	3,806.45	172,686.64
10,221.38	116.41			36.34	32.07	26,140.77
\$2,825,835.05	\$ 86,891.22		877.05	\$ 321,745.91	\$ 18,609.13	\$ 213,669.33
						\$ 7,501,638.78

TABLE NO. 25—OPERATING

Railroads.	Conducting Transportation.		
	Superintendence.	Engine and round-house men.	Fuel for locomotives.
Ames & College		\$ 1,398.00	\$ 2,308.66
Atchison, Topeka & Santa Fe	\$ 8,495.50	14,181.11	26,090.26
Chicago, Anamosa & Northern		688 10	529 25
Chicago, Burlington & Quincy	177,010.67	528,284.12	627,877.41
Chicago Great Western	11,659.08	225,757.27	839,869.11
Mason City & Fort Dodge	5,875.11	106,781.12	184,576.81
Wisconsin, Minnesota & Pacific	591.28	6,104.87	9,181.89
Chicago, Milwaukee & St. Paul	105,791.68	912,184.66	1,182,941.26
Chicago & Northwestern	90,421.26	859,313.72	1,075,109.79
Chicago, St. P., Minn. & Omaha			
Chicago, Rock Island & Pacific	218,392.37	847,566.16	1,220,525.79
Colfax Northern	1,480.00	8,696.28	4,218.48
Crooked Creek	1,981.19	2,727.39	3,544.76
Davenport, Rock Island & N. W.	62.48	1,811.18	689.87
Des Moines, Iowa Falls & Northern	4,268.60	10,927.72	18,150.57
Des Moines Union	1,840.08	25,432.18	9,642.15
Des Moines Western		1,800.00	
Dubuque & Sioux City (Ill. Cent.)	78,286.04	837,109.69	832,799.90
Iowa Central	30,613.79	180,608.76	224,338.18
Albia & Centerville		1,959.66	2,411.89
Manchester & Oneida	1,200.00	2,983.28	2,765.60
Minneapolis & St. Louis	9,808.80	46,357.08	71,876.42
Muscataine North & South	2,229.20	6,004.22	4,984.33
Newton & Northwestern	2,029.51	7,670.20	14,192.69
Tabor & Northern		1,607.51	2,187.81
Union Pacific	1,698.88	5,697.77	6,583.66
Wabash	20,225.52	88,698.20	81,714.27
Willmar & Sioux Falls (Great Northern)	5,627.07	16,665.37	42,124.61
Total	\$ 768,803.61	\$ 4,238,415.42	\$ 5,485,955.87
a Including train service.			

EXPENSES—IOWA—CONTINUED.

Conducting Transportation.						
Water supply for locomotives.	Oil, tallow and waste for locomotives.	Other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, flagmen and watchmen.	Telegraph expenses.
\$ 115.26	\$ 228.97	\$ 704.52	\$ 1,831.00	\$ 5,489.28	\$ 750.00	\$ 3,805.88
1,137.56	782.20		8,382.88	9 00	16,561.89	
41.22	43 56		234.11			
40,493.65	23,791.04	11,170.51	358,516.32	98,622.82	156,537.62	111,846.86
19,932.92	12,490.17	3,708.49	150,738.37	57,169.98	58,560.84	55,551.14
6,655.72	5,576.71	1,062.23	77,211.96	12,746.60	16,272.47	22,847.63
320.78	242.68	43 22	4,923.83	632.78	1,814.25	968.19
48,811.55	38,493.55	14,420.37	646,638.40	144,326.56	385,503.80	100,559.70
53,383.59	30,766.31	15,123.71	634,680.16	119,662.21	334,413.98	189,938.82
65,380.33	37,796.30	28,130.27	597,183.63	142,631.35	206,675.75	181,875.12
116.35	69.71	199.42	3,234.62	30.61	492.48	171.48
134 16	248 40		654.05			
866.98	20.12	19.09		98.67	1,120.39	1,869.93
617.37	660.81	7 50	7,660.57	801 24	553.57	1,089.98
2,741.02	615.17	5,622.12	10,523.05	2,585.08	27,985.04	2,160.00
236.51	96.72	45.12		26.00		75.00
20,441.42	13,850.56	5,118 20	229,068.31	71,477.61	99,201.52	71,551.87
13,329.52	6,847.78	6,112.63	108,630.10	16,073.74	27,038.41	37,477.05
945.90	75.37	67 10	1,147.32	139.12		685.67
63.71	189.84	39.35			410.00	
2,597.33	1,882.04	613.19	31,451.69	8,470.54	8,317.88	12,032.88
837.69	308.33		1,712.05		2,169.15	1,393.08
1,801.02	572.77	158.84	4,823.51	172.91	2,212.05	565.14
63.94	62.02	23.18	619.95	37.24		82.48
8,457.24	272.89	74.24	1,466.83	2,291.80	37,123.44	1,597.36
5,849.48	2,715 41	1,599.70	62,380.47	17,205 58	29,796.09	18,047.07
1,535.01	932.72	512.15	14,663.67	1,892.74	5,600 95	4,816.51
\$ 290,386.61	\$ 173,931.00	\$ 94,588.65	\$ 2,955,633.85	\$ 682,192.88	\$ 1,418,608.17	\$ 759,762.19

TABLE NO. 26—OPERATING

Railroads.	Conducting Transportation.		
	Station service.	Station supplies.	Switching charges balance.
Ames and College	\$ 141.69		
Ashland, Topeka & Santa Fe	12,994.07	4.86	\$ 1,232.00
Chicago, Anamosa & Northern	295.86	270.23	
Chicago, Burlington & Quincy	336,374.48	58,174.80	49,697.65
Chicago Great Western	180,454.84	4,206	
Mason City & Fort Dodge	49,524.65	5,797.07	33,496.54
Wisconsin, Minnesota & Pacific	2,598.17	207.49	1,399.97
Chicago, Milwaukee & St. Paul	714,093.74	52,552.12	70,808.81
Chicago & North-Western	544,808.98	3,640.77	91,911.71
Chicago, St. P., Minn. & Omaha			
Chicago, Rock Island & Pacific	444,712.71	46,196.84	19,798.85
Colfax Northern	1,477.29	27.86	
Crooked Creek	1,233.68		
Davenport, Rock Island & Northern Western	4,613.79	303.77	
Des Moines, Iowa Falls & Northern	4,428.81	738.41	3,189.50
Des Moines Union	33,695.73	2,985.61	
Des Moines Western	3,067.89	142.74	
Delaware & Clinton City (Ill. Cent.)	188,028.51	22,624.28	
Iowa Central	60,180.74	7,183.97	7,883.79
Albia & Centerville	2,277.42	211.67	14.14
Manchester & Onida	970.96	160.28	
Manchester & St. Louis	27,959.48	3,522.47	281.37
Muscatine North & South	4,114.16	228.3	
Newton & Northwestern	7,161.37	476.37	65.90
Tabor & Northern	598.25	14.4	
Union Pacific	113,898.14	5,097.16	
Wabash	47,607.39	5,861.37	
Willmar & Bloux Falls (Great Northern)	17,542.45	1,208.80	2,762.01
Total	\$9,798,505.44	258,143.96	281,922.74
a Credit.			

EXPENSES—IOWA—CONTINUED.

Conducting Transportation.						
Car mileage—balance.	Hire of equipment—balance.	Loss and damage.	Injur o persons.	Clearing wrecks.	Operating m rias equipment.	Adver-
\$ 2,813.02	\$ 1,280.00	\$ 4,487.02	\$ 1,546.57	\$ 484.50		\$ 1,161.90
50,920.90	1,377.74	77,993.17	55,150.64	32,878.35		89,147.59
	16,038.84	15,774.90	4,952.45	1,855.76		18,916.85
	11,966.36	324.88	1,067.65	424.39		55.80
	27,273.74	183,715.10	88,648.99	11,969.05		62,195.07
	90,221.48	89,381.12	119,059.85	12,912.76		49,877.24
97,749.40		179,688.70	161,699.47	30,990.98		64,468.57
	588.67	86.37		27.55		8.40
	90.67					
	49.3					
5,802.44	8.94	40.15	50.58	24.11		5.05
	858.55	1,438.32	164.18			326.28
	195.92					
	1.30		5.00	24.29		
180,626.61	75,528.80	78,597.11	8,584.32			7,041.81
2,818.52	25,387.55	8,364.5	4,298.87			1,457.71
161.20			20.07			13.08
2,818.52	28.28		6.50			18.08
	32.04					1.50
	3,821.51	2,904.40	408.88			980.77
5,232.27	23.76	256.56	148.50			66.00
7,829.12	1,836.04	149.07	307.50			40.28
	106.94	45.48				6.00
	562.04	3,107.83	2,729.00			397.35
	10,546.40	736.48	4,775.98			6,173.40
	6,450.82	4,435.53	5,161.01			80.57
\$ 498,117.60	10,468.44	681,061.18	568,997.23	74,666.18	874.49	228,886.59

TABLE No. 27—OPERATING

Railroads.	Conducting Transportation.	
	Outside expenses.	
Ames & College		
Atchison, Topeka & Santa Fe	\$ 4,979.44	
Chicago, Anamosa & Northern		
Chicago, Burlington & Quincy	90,301.05	
Chicago Great Western	101,051.23	
Mason City & Fort Dodge	18,983.79	
Wisconsin, Minnesota & Pacific	290.73	
Chicago, Milwaukee & St. Paul	147,999.23	
Chicago & North-Western	127,599.41	
Chicago, St. Paul, Minneapolis & Omaha	a 2,197.71	
Chicago, Rock Island & Pacific	285,991.73	
Colfax Northern		
Crooked Creek		
Davenport, Rock Island & N. W.		
Des Moines, Iowa Falls & Northern		
Des Moines Union		
Des Moines Western		
Dubuque & Sioux City (Illinois Central)	40,800.39	
Iowa Central	18,930.97	
Albia & Centerville		
Manchester & Oneida	1.00	
Minneapolis & St. Louis	9,506.95	
Muscataine North & South		
Newton & Northwestern		
Taylor & Northern	454.75	
Union Pacific	3,402.75	
Walsh	17,932.33	
Wilmor & Sioux Falls (Great Northern)	5,836.11	
Total	\$ 816,912.44	

EXPENSES—IOWA—CONTINUED.

Conducting Transportation.							Total.
Commissi- ions.	Track yard- and repairers.	Revs for tracks yards and terminals.	Revs of buildings and other property.	Stationary and printing.	Other expenses.		
							\$ 8,329.53
	41.70			13.00			111,137.37
			333.59	1,291.51		176.96	3,377.47
				33,141.79		874.93	3,011,197.50
		94,379.33		1,574.90		16,239.53	1,408,541.97
	6,437.57	41,343.14					597,217.64
	693.15	13,834.17		188.96			30,814.94
				90.10		9.44	5,038,419.51
		14,947.11	194,357.42	14,933.14	46,737.97	46,737.97	4,607,548.48
		a 39,704.43	4,959.99		47,731.23		297,198.53
		42.31	22,124.75	31,178.46	61,384.73	3,980.85	4,921,698.33
		12.97			340.13		16,842.43
					117.79	83.92	11,067.04
			1,924.41	213.47	1,53.35	25.52	11,980.35
			31,314.32	1,930.77	1,178.92		87,240.02
				1,149.96	74.84		138,753.73
		85.43					89.87
			22,531.70	34,844.21		3,553.95	1,940,888.97
	307.79		87,439.88	22,531.70	10,239.49	5,593.91	792,751.15
			60.00	952.16		8.00	13,131.01
			430.00				9,849.45
			3,438.42	1,235.92	5,955.13	11,851.03	263,972.65
			300.00		533.33		39,877.93
			454.75		894.80		54,076.24
		42.53			13.81		6,207.10
	40.38				4,179.32		191,928.50
			9,053.81	20,931.92	5,978.11		459,087.27
				b 23,932.31	1,077.28	71.03	177,323.71
	3,827.43	21,934.90	141,179.44	124,700.21	295,354.83	90,815.90	21,280,076.05

a Proportional.

b Including rents for tracks, yards and terminals.

TABLE No. 28—OPERATING EXPENSES—IOWA—CONTINUED.

Railroads.	General Expenses.							Total.
	Salaries of officers.	Salaries of clerks and attendants.	General office expenses and supplies.	Insurance.	Law expenses.	Stationery and printing.	Other expenses.	
Ames & College	\$ 390.00			\$ 40.25	\$ 1,124.67			\$ 400.25
Atchison, Topoka & Santa Fe	1,900.64	\$ 3,874.69	\$ 522.21	961.08		754.31	1,490.12	10,407.72
Chicago, Anamosa & Northern	900.00					373.00		1,273.00
Chicago, Burlington & Quincy	60,939.91	109,393.40	14,817.48	39,837.53	45,244.46	13,320.10	18,896.36	301,631.05
Chicago Great Western	47,880.83	61,896.05	18,840.84	13,986.00	18,094.05	1,580.87	25,812.54	182,014.28
Mason City & Fort Dodge				7,409.88	565.00	510.15	8,974.10	11,859.03
Wisconsin, Minnesota & Pacific				315.56	84.50	8.99	69.03	421.08
Chicago, Milwaukee & St. Paul	92,348.05	111,864.24	9,475.73	41,240.88	18,683.17	17,885.21	87,382.99	346,694.65
Chicago & Northwestern	38,793.39	71,861.78	3,455.35	7,409.88	29,488.00	7,006.16	67,012.16	239,998.06
Chicago, St. Paul, Minneapolis & Omaha				35,975.34	306.00			36,281.34
Chicago, Rock Island & Pacific	86,582.14	129,970.31		35,983.77	40,173.90	18,849.94	43,147.39	387,901.44
Colfax Northern	431.80	993.40		698.48	5.00		845.14	8,073.92
Crooked Creek				200.00	12.50			212.50
Davenport, Rock Island & Northwestern	928.80	674.69	100.05	110.01		84.84	2.33	1,848.42
Des Moines, Iowa Falls & Northern	2,103.46	1,938.89	540.39	270.75				8,845.99
Des Moines Union	3,750.00	3,338.89	1,186.94	690.07	814.30			9,790.20
Des Moines Western	899.96							797.25
Dubuque & Sioux City (Illinois Central)	28,171.80	81,880.69	7,984.95	18,835.80	11,162.84	3,063.77	18,056.70	110,245.94
Iowa Central	34,981.14	21,239.22	1,701.79	7,839.19	2,618.94	3,780.68	7,721.33	78,342.99
Albia & Centerville		600.00		51.04		175.14	24	827.42
Manchester & Oneida	250.00							250.00
Minneapolis & St. Louis	12,025.42	6,410.23	828.88	2,011.90	1,109.59	1,036.61	15,639.56	28,708.19
Missouri North & South	5,090.00	511.73	36.50	97.50	2,195.18		85.04	8,415.57
Newton & Northwestern	4,927.43	932.49	730.00	1,869.28	303.38	497.84	16.94	10,197.62
Taber & Northern	2,750.00		26.73	85.04	12.00	34.20	354.27	2,903.20
Union Pacific	230.78	1,112.99	179.21	1,029.47	1,442.86	99.59	386.28	6,480.69
Wabash	4,207.77	1,444.88	988.25	6,357.49	1,477.48	1,189.80		28,847.56
Willmar & Sioux Falls (Great Northern)	825.63	1,970.39	810.46	1,098.47	605.85	432.00	611.42	4,188.69
Total	\$ 494,089.57	\$ 670,738.75	\$ 199,095.87	\$ 179,090.71	\$ 179,508.48	\$ 66,308.19	\$ 247,704.66	\$ 799,918.43

TABLE No. 29—OPERATING EXPENSES—IOWA—CONTINUED.

Railroads	Recapitulation of Expenses.					Grand Total.	Percentage of expenses to earnings—Iowa.
	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.			
Ames & College	\$ 8,249.55	\$ 754.25	\$ 8,726.55	\$ 400.25	\$ 12,730.83		
Atchison, Topoka & Santa Fe	76,438.90	55,796.00	111,187.87	10,407.72	253,110.49	61.02	
Chicago, Anamosa & Northern	1,842,337.49	1,111,698.28	3,011,197.60	301,031.75	5,766,131.50	61.46	
Chicago, Burlington & Quincy	128,698.93	143,111.02	597,217.64	183,041.28	2,328,722.19	78.23	
Chicago Great Western	10,517.90	8,284.01	30,804.94	497.08	47,977.21	111.69	
Mason City & Fort Dodge	1,661,201.90	1,448,144.23	5,034,431.61	316,894.62	8,551,554.44	74.18	
Wisconsin, Minnesota & Pacific	1,679,158.15	1,392,208.49	4,617,548.45	436,984.06	7,785,966.03	64.73	
Chicago & North-Western	c 94,351.92	c 76,009.01	c 297,103.56	c 18,239.13	c 481,733.49	c 83.08	
Chicago, St. Paul, Minneapolis & Omaha	1,674,968.26	1,613,507.87	4,921,839.72	387,901.44	8,467,072.92	73.10	
Chicago, Rock Island & Pacific	8,593.08	3,137.48	18,842.48	3,972.82	24,975.86	75.80	
Colfax Northern	9,423.80	1,897.08	11,067.04	212.50	22,588.92	73.61	
Crooked Creek	9,342.48	1,477.37	11,960.39	1,848.42	24,628.59	78.15	
Davenport, Rock Island & Northwestern	23,101.20	4,562.60	47,840.02	8,843.59	131,737.41	80.60	
Des Moines, Iowa Falls & Northern	83,623.67	19,058.12	124,731.75	7,980.20	211,223.64	79.57	
Des Moines Union	8,071.19		797.25		9,515.58	49.70	
Des Moines Western	587,999.11	699,199.56	1,949,686.97	110,245.94	3,329,130.58	84.70	
Dubuque & Sioux City (Ill. Cent.)	216,085.67	255,811.33	794,751.15	78,342.99	1,489,070.49	80.60	
Iowa Central	18,311.00	2,554.23	18,181.01	827.42	24,873.66	118.70	
Albia & Centerville	2,170.92	198.76	9,649.45	240.00	14,279.13		
Manchester & Oneida	121,181.12	73,454.18	263,972.86	26,708.19	485,316.09	69.61	
Minneapolis & St. Louis	16,367.94	4,562.60	39,947.86	8,415.57	59,148.99	69.60	
Missouri North & South	31,350.40	8,798.08	10,167.62	10,167.62	10,352.39	91.56	
Newton & Northwestern	2,175.41	2,122.01	8,076.24	2,408.20	16,467.11	72.76	
Taber & Northern	3,856.00	15,653.63	121,923.91	4,319.86	248,512.26	65.79	
Union Pacific	229,263.91	172,095.64	450,627.27	28,847.59	853,834.72	94.24	
Wabash	42,183.08	28,140.77	167,323.71	6,188.09	241,830.20	74.96	
Willmar & Sioux Falls (Great Northern)							
Total	\$ 8,379,207.65	\$ 7,501,639.78	\$ 21,960,076.48	\$ 1,794,608.54	\$ 119,513,530.94	71.46	

d Including additions to property.
 e Excluding taxes.
 c Proportional on train mileage basis.

TABLE No. 30—OPERATING

Railroads.	Maintenance of Way and Structures.			
	Repairs of roadway.	Renewals of rails.	Renewals of ties.	Repairs and renewals of bridges and culverts.
Ames & College.....	\$ 217.50	4,847.50	200.00	883,304.74
Atchison, Topeka & Santa Fe.....	4,015,239.90	437,798.46	1,085,995.98	883,304.74
Chicago, Anamosa & Northern.....	4,100,398.64	443,341.74	1,430,989.33	1,452,547.68
Chicago, Burlington & Quincy.....	490,830.58	8,793.45	145,294.06	31,753.68
Chicago Great Western.....	100,591.96	558.64	10,322.32	7,455.43
Mason City & Fort Dodge.....	50,750.01	683.37	49,457.08	2,624.54
Wisconsin, Minnesota & Pacific.....	2,895,984.36	366,234.05	454,210.53	721,522.76
Chicago, Milwaukee & St. Paul.....	3,929,794.82	503,714.38	1,354,117.45	196,089.87
Chicago & North-Western.....	731,245.92	124,699.86	234,210.96	196,089.87
Chicago, St. Paul, Minneapolis & Omaha.....	2,778,837.46	112,967.95	863,620.90	711,417.19
Colfax Northern.....	3,836.63	103.91	535.72	431.83
Crooked Creek.....	5,778.87	80.19	2,209.33	3,897.95
Davenport, Rock Island & North Western.....	9,134.86	185.41	2,558.20	384.33
Des Moines, Iowa Falls & Northern.....	31,650.51		4,387.00	16.23
Des Moines Union.....	24,282.84	3,092.00	4,387.00	10.23
D & M Western.....	2,968.10			11.84
Dubuque & Sioux City (Illinois Central).....	335,491.95	23,290.31	38,044.98	60,836.83
Iowa Central.....	295,446.74	1,376.68	75,081.56	47,202.27
Albia & Centerville.....	4,528.29	70.40	5,567.11	740.80
Manchester & Oskoda.....	1,830.82		101.71	
Manitowish.....	198,734.58	5,228.58	66,296.62	35,630.71
Minneapolis & St. Louis.....	4,721.90		4,372.56	1,827.26
Muscatine North & South.....	28,888.92			1,821.04
Newton & Northwestern.....	1,658.16		423.60	
Tabor & Northern.....	2,838,251.33	316,397.80	834,617.65	430,697.45
Union Pacific.....	1,781,824.90	424,588.16	654,574.66	480,483.47
Wilmar & Sioux Falls (Great Northern).....	189,823.90	15,963.06	88,302.11	36,483.41
Total.....	\$34,181,223.00	\$ 9,791,719.82	\$ 7,446,328.22	\$ 5,754,570.16

a Additions to property. b Credits.

EXPENSES—ENTIRE LINE.

Maintenance of Way and Structures.						
Repairs and renewals of fences, road stanchions, posts and cattle guards.	Repairs and renewals of bridges and culverts and fixtures.	Repairs and renewals of docks and wharves.	Repairs and renewals of telegraph.	Stationery and print- ing.	Other ex- penses.	Total.
\$ 146.87	\$ 272.83				\$ 5.00	\$ 5,249.25
109,678.90	715,554.77		126,879.58	2,965.07	87.44	7,876,532.50
147,821.72	675,188.97	11,180.72	141,198.22	4,196.82		8,457,782.74
14,535.31	33,849.03		4,321.96	5,998.10	23,505.64	703,001.05
4,189.80	5,900.77		1,069.67	104.57	10,793.85	141,575.19
2,422.10	2,011.10		999.78	98.2	4,607.70	130,748.90
179,487.42	694,131.27	31,881.30	43,278.81	2,449.43	619,960.23	5,965,686.24
216,692.41	605,798.83	48,404.22	29,616.10	6,304.85	8,031.55	7,415,578.39
35,777.53	96,946.96	1,425.00	18,198.52	897.27		1,429,574.54
192,228.05	498,295.44	29,407.03	57,542.83	8,037.30		5,174,270.99
163.81	58.27				158.96	5,568.03
490.39	157.63					9,422.30
215.54	1,017.00			74.85	8.90	17,157.75
212.98	332.76			20.73		28,101.20
432.20	6,375.10				74.30	53,683.97
57.13	57.13					5,071.19
35,880.17	50,708.71		4,880.67	2,210.17	1,294.70	611,628.46
45,279.40	31,121.96		3,272.53	421.90	107.05	410,302.63
1,081.03	894.64					12,811.00
159.69	88.93					2,170.02
18,745.71	16,800.80		2,516.00	361.57	41.58	897,871.33
403.48	379.34		8.35			16,297.94
339.08	339.08		60.84		49.93	31,320.40
15.43	15.43		5.56			2,175.41
50,104.60	471,716.74		38,008.03	6,148.72		4,480,698.08
117,879.17	524,548.83	12,886.72	26,811.10	4,684.14	896.00	4,007,505.59
7,475.94	18,337.07		1,167.78	548.01		345,386.08
\$ 1,124,555.41	\$ 4,427,957.99	\$ 194,536.48	\$ 496,826.41	\$ 46,965.38	\$ 871,419.08	\$ 47,677,927.66

TABLE No. 31—OPERATING EXPENSES

Railroads.	Maintenance of Equipment.		
	Superintend- ence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.
Ames & College			
Atchison, Topeka & Santa Fe		\$ 261.02	\$ 105.05
Chicago, Anamosa & Northern	\$ 200,066.74	2,367,682.59	530,345.48
Chicago, Burlington & Quincy			680,640.76
Chicago Great Western	245,753.46	8,816,124.71	17,395.95
Mass City & Port Dodge	11,085.79	891,846.32	109,088.10
Wisconsin, Minnesota & Pacific	2,450.43	65,929.85	4,074.37
Chicago, Milwaukee & St. Paul	1,739.24	19,820.90	71,092.76
Chicago & North-Western	97,450.19	1,912,280.63	57,994.56
Chicago, St. P., Minn. & Omaha	152,446.18	2,957,152.16	96,107.30
Chicago, Rock Island and Pacific	76,091.03	449,712.06	547,156.25
Colfax Northern	200,239.68	2,757,011.51	2,968.15
Crooked Creek			819.62
Davenport, Rock Island & N. W.			1,724.47
Des Moines, Iowa Falls & Northern	1,030.00	4,814.01	5,412.57
Des Moines Union			
Des Moines Western	960.00	9,440.44	
Dubuque & Sioux City (Ill. Cent.)			
Iowa Central	11,788.27	288,790.30	64,821.61
Albia & Centerville	6,598.69	184,531.23	16,753.88
Manchester & Oneida			1,440.43
Minneapolis & St. Louis			44.04
Missouri North & South	6,641.60	116,904.29	183.89
Newton & Northwestern		5,951.91	84,967.49
Tabor & Northern			801.87
Union Pacific		1,955.25	945.45
Wabash	141,869.75	2,214,481.08	144.23
Willmar & Sioux Falls (Great Northern)	100,829.20	1,909,423.23	501,349.10
	3,950.88	56,997.24	620,533.30
Total	\$ 1,268,738.71	\$ 18,800,759.50	\$ 4,299,481.40

—ENTIRE LINE—CONTINUED.

Maintenance of Equipment.							
Repairs and renewals of freight cars.	Repairs and renewals of work cars	Repairs and renewals of equipment.	Repairs and renewals of shop ma- chines and tools.	Stationary and print- ing.	Other ex- pense	Totals.	
1,967,674.81	88,107.26		17.05		\$ 371.13	\$ 764.23	
5,258,625.70	84,408.54		256,297.09	14,164.00	381,616.10	5,803,963.54	
397,211.96			387,769.30	17,450.00	76,792.00	10,088,557.61	
49,009.45			17,704.88	8,438.54	78,708.86	224,049.63	
11,757.94			6,540.85	360.45	4,891.84	149,747.69	
2,109,044.30	78,528.15		1,982.01	98.21	1,734.23	4,150,873.83	
2,498,458.26	90,997.13	\$ 1,770.58	118,301.91	8,153.39	154,818.55	5,151,548.79	
432,196.40	11,620.69		165,510.81	11,737.14	270,534.98	6,395,661.48	
1,668,063.84	73,800.91	11,638.50	3,713.71	834.13	52,828.81	1,161,682.19	
	181.88		178,858.58	15,763.99	67,562.60	8,510,992.07	
					6.77	8,137.43	
						1,887.06	
						8,400.14	
						1,776.53	
						19,058.13	
						27,733.75	
						347,734.62	
						8,554.75	
						106.70	
						328,822.01	
						4,892.80	
						8,798.08	
						5,122.01	
						885,493.08	
						4,878,148.48	
						104,006.00	
\$ 18,810,695.45	\$ 879,987.00	\$ 20,534.28	\$ 1,427,350.74	\$ 98,821.79	\$ 1,577,680.02	\$ 49,979,849.87	

TABLE No. 32.—OPERATING EXPENSES—

Railroads.	Conducting Transportation.		
	Superintendent.	Engine and round house men.	Fuel for locomotives.
Ames & College		\$ 1,998.00	\$ 2,308.66
Atchison, Topeka & Santa Fe....	\$ 406,186.74	2,429,008.49	2,537,511.58
Chicago, Anamosa & Northern.....		633.10	526.25
Chicago, Burlington & Quincy.....	1,073,357.74	3,522,121.51	4,494,962.80
Chicago Great Western.....	25,869.18	533,087.19	795,015.47
Mason City & Fort Dodge.....	6,184.35	112,401.18	194,291.38
Wisconsin, Minnesota & Pacific.....	4,054.22	41,900.30	62,672.53
Chicago Milwaukee & St. Paul.....	379,317.59	3,270,650.97	4,241,458.06
Chicago & Northwestern.....	424,602.22	4,035,184.94	5,048,525.03
Chicago, St. Paul, Minneapolis & Omaha.....	118,872.95	777,285.86	1,261,927.94
Chicago, Rock Island & Pacific	756,332.51	2,561,685.12	4,039,072.68
Colfax Northern.....	1,450.00	3,699.28	4,218.48
Crooked Creek.....	1,431.19	2,727.59	3,544.76
Davenport, Rock Island & Northwestern.....	108.07	3,449.62	2,481.39
Des Moines, Iowa Falls & Northern....	4,283.80	10,927.72	13,150.87
Des Moines Union.....	.02	25,482.18	9,642.15
Des Moines Western.....		1,800.00	
Dubuque & Sioux City (Illinois Central.).....	77,394.80	348,929.09	342,981.67
Iowa Central.....	40,722.51	250,641.90	308,816.02
Albia & Centerville.....		1,969.66	2,411.89
Manchester & Oneida.....	1,200.00	2,938.29	2,765.60
Minneapolis & St. Louis.....	83,204.01	169,385.45	302,901.57
Muscatine North & South.....	2,229.20	6,004.22	4,984.33
Newton & Northwestern.....	2,029.5	7,670.20	14,192.69
Tabor & Northern.....		1,607.51	2,167.81
Union Pacific.....	293,433.06	1,563,108.81	2,007,026.25
Wabash.....	386,278.80	1,742,190.75	1,955,830.90
Willmar & Sioux Falls (Great Northern)	25,739.24	73,850.86	175,875.67
Total.....	\$ 4,411,545.56	\$ 21,851,707.53	\$ 27,821,703.53

a Including train service.

ENTIRE LINE—CONTINUED.

Conducting Transportation.						
Water supply for locomotives.	Oil, tallow and waste for locomotives.	Other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, watchmen and flagmen.	Telegraph expenses.
115.28	223.97		1,381.00		750.00	
184,920.75	83,278.96	\$ 91,846.84	1,588,467.12	\$ 518,384.21	\$ 712,949.18	\$ 559,948.41
41.22	48.56		234.11	9.00		
237,775.40	151,482.41	76,720.22	2,289,667.56	592,879.33	1,458,782.96	777,758.02
48,696.89	23,748.94	3,674.88	352,604.37	37,017.49	164,809.20	119,157.81
7,006.02	5,870.22	1,118.14	81,275.75	18,417.47	16,805.08	24,975.44
2,201.28	1,655.62	317.26	33,838.64	4,685.89	8,834.52	11,058.89
175,014.65	120,091.68	51,704.44	2,318,531.37	517,484.96	1,382,224.09	380,594.12
250,679.87	144,478.16	71,018.27	2,980,345.56	561,912.51	1,570,544.10	657,127.88
52,189.36	26,680.75	11,011.57	597,471.36	121,095.36	226,182.70	176,400.34
224,695.94	126,700.11	94,782.34	1,899,085.45	547,047.54	1,009,588.27	553,810.87
116.85	99.71	199.42	3,234.62	80.61	492.48	171.43
184.16	248.40	654.05				
581.10	71.00	66.61		170.64	4,180.44	2,753.27
617.97	660.81	7.50	7,660.57	301.24	553.57	1,089.98
2,741.02	615.07	5,622.12	10,228.05	2,585.08	27,935.04	2,180.00
236.51	96.72	45.12		26.00		75.00
21,042.57	18,792.05	5,308.88	1,237,756.74	74,084.06	100,022.94	74,104.20
18,193.54	9,406.42	8,886.42	146,798.92	20,546.27	40,750.96	37,298.86
348.30	75.37	67.00	1,147.82	159.12		685.67
63.71	168.84	89.32			410.00	
7,558.90	6,499.87	2,174.81	115,576.21	80,108.26	54,969.53	36,388.07
337.69	308.33		1,712.05		2,169.15	1,898.08
1,301.02	572.77	163.84	4,823.51	172.91	2,212.05	565.14
63.94	62.02	23.18	619.95	37.24		82.48
169,030.89	66,841.51	24,522.93	1,007,448.73	323,644.54	427,477.22	420,746.05
114,621.12	76,816.11	32,659.02	1,232,592.58	520,225.34	757,223.34	403,886.87
4,741.38	3,891.09	2,087.44	61,063.16	8,480.67	14,873.83	23,486.89
\$ 1,528,012.71	\$ 869,377.92	\$ 439,165.32	\$ 14,973,564.70	\$ 3,989,506.29	\$ 7,972,965.60	\$ 4,245,587.11

TABLE No. 34—OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

Railroads.	Conducting Transportation—Continued.							
	Outside agencies.	Commiss-ions.	Stockyard charges.	Rents for tracks and terminals.	Rents for buildings and other property.	Stationery and printing.	Other ex-penses.	Total gen-eral transpor-tation.
Ames & Collee.....	\$ 466,042.15	\$ 4,612.92		\$ 245,471.31	\$ 44,445.21	\$ 13.00	\$ 71,287.96	\$ 6,826.58
Atchison, Topeka & Santa Fe.....	876,753.50			1,082,915.78		201,884.66	9,397.71	12,768,031.90
Chicago, Anamosa & Northern.....	216,755.11			426,343.98		81,763.80	37,917.02	3,564,758.83
Chicago, Burlington & Quincy.....	20,729.96		\$ 19,851.52	50,279.64		209.12	1,838.85	685,703.48
Chicago Great Western.....	3,388.41		718.50			412.49	53.00	328,949.68
Mason City & Fort Dodge.....	530,653.33		53,517.57	375,995.73	53,611.12	100,274.99	166,500.82	13,850,457.54
Wisconsin, Minnesota & Pacific.....	536,154.80		11,725.80	144,191.97	1,993.79	234,331.30	3,577.61	21,656,230.54
Chicago & North-Western.....	143,135.55		1,039.78	80,588.23	128,276.44	50,748.06	20,516.73	4,501,614.82
Chicago, St. P., Minn. & Omaha.....	74,988.51			310.02	1,203,104.35	158,308.66	340.13	18,210,312.57
Chicago, Rock Island & Pacific.....				12.07		117.79	114.31	16,942.48
Colfax Norhern.....						219.17	385.94	11,067.04
Crooked Creek.....					4,853.36	842.22	319.17	31,496.07
Davenport, Rock Island & N. W.....				56.44	30,514.39	1,980.77	1,175.92	87,240.02
Des Moines, Iowa Falls & Northern.....					1,149.96	741.24		128,751.73
Des Moines Union.....							96.87	5,647.14
Des Moines Western.....								2,001,458.17
Dubuque & Sioux City (Ill. Cent.).....	41,570.57	331.04		88,074.80	22,588.92	34,083.61	2,680.28	1,198,163.53
Iowa Central.....	24,915.34			1,295.82	15,731.82		8.00	13,181.01
Albia & Centerville.....	1.50			60.00	460.00	155.72	80.00	3,640.45
M n hester & Onedia.....	44,664.51			61,785.66	1,505.54	17,711.86	78,671.16	1,144,180.13
Minneapolis & St. Louis.....				300.00		633.23		28,987.68
Manassas North & South.....					464.75	898.80		58,074.34
Newton & Northwestern.....	480,009.00	14,550.50	42.62	198,390.41	8,127.61	108,401.45	411.71	8,800,029.77
Tabor & Northern.....	536,028.77	11,729.77		1,095,215.78	81,415.01	139,588.20	6,914.31	13,139,295.58
Union Pacific.....	15,490.04			82,001.37	2,073.88	4,465.92	408.82	638,969.23
Wabash.....								
Willmar & Sioux Falls (Great Northern).....								
Total.....	\$ 4,366,649.18	\$ 44,187.81	\$ 148,120.40	\$ 1,187,122.47	\$ 417,841.90	\$ 1,859,657.71	\$ 488,843.97	\$ 127,003,165.61

TWENTY-EIGHTH ANNUAL REPORT OF THE BOARD OF RAILROAD COMMISSIONERS.

TABLE No. 35—OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

Railroads.	General Expense.							
	Salaries of officers.	Salaries of clerks and attend-ants.	General office ex-penses—sup-plies.	Insurance.	Law expenses.	Stationery and print-ing office.	Other expenses.	Total gen-eral ex-penses.
Ames & Collee.....	\$ 890.00		\$ 40.25					\$ 491.25
Atchison, Topeka & Santa Fe.....	198,317.71	406,564.06	84,006.45	100,841.31	119,190.45	85,342.15	158,271.50	1,102,739.90
Chicago, Anamosa & Northern.....	801.00					275.90		875.90
Chicago, Burlington & Quincy.....	574,599.33	630,449.13	84,408.75	323,935.15	247,080.92	80,097.33	112,730.96	1,751,018.10
Chicago Great Western.....	102,703.42	130,823.44	29,638.63	30,000.00	38,811.78	3,239.73	83,397.04	820,478.93
Mason City & Fort Dodge.....			8,100.00		613.14	557.06	8,686.10	12,956.96
Wisconsin, Minnesota & Pacific.....			3,600.00	3,600.00	899.08	45.93	792.53	4,334.44
Chicago, Milwaukee & St. Paul.....	834,089.98	399,329.25	83,975.83	147,796.06	29,297.75	61,070.35	205,593.03	1,245,079.70
Chicago & North-Western.....	172,470.56	397,408.10	96,537.10	20,442.45	133,470.40	32,322.88	814,818.99	1,112,704.72
Chicago, St. Paul, Minneapolis & Omaha.....	100,199.39	73,308.18	14,080.39	29,088.58	9,744.15	5,445.08	14,441.89	246,305.24
Chicago, Rock I-land & Pacific.....	292,523.22	437,719.19	121,734.87	122,431.96	136,455.33	53,469.01	144,532.19	1,308,916.22
Colfax Northern.....	481.86	368.40	80.00	695.45	5.40		946.14	3,032.92
Crooked Creek.....			200.00		12.50			212.50
Davenport, Rock Island & Northwestern.....	1,602.38	1,160.36	174.09	295.61	418.50	69.47	4.04	3,655.73
Des Moines, Iowa Falls & Northern.....	3,100.00	1,352.39	549.29	270.75	110,107.07	3,572.79		5,443.27
Des Moines Union.....	3,750.00	3,338.89	1,156.54	690.07	814.30			9,750.20
Des Moines Western.....	639.96					4.25	98.04	797.25
Dubuque & Sioux City (Illinois Central).....	25,737.25	33,089.29	8,140.92	19,080.00	11,750.75	5,123.63	16,225.56	111,180.08
Iowa Central.....	49,171.84	29,294.21	8,893.19	10,110.07	2,915.01	3,572.79	10,280.36	108,617.88
Albia & Centerville.....	600.00			61.04		176.14		827.44
Manchester & Onedia.....	250.00							350.00
Minneapolis & St. Louis.....	58,932.70	31,164.48	3,448.56	10,747.79	2,373.20	4,979.04	11,649.74	129,159.84
Manassas North & South.....	5,000.00	511.75	85.50	97.50	315.18			6,155.53
Newton & Northwestern.....	4,927.42	982.49	1,869.58	302.38		487.84	956.94	10,197.62
Tabor & Northern.....	2,750.00		26.73	36.00	18.00	24.30	54.27	3,903.20
Union Pacific.....	102,738.36	369,232.21	95,255.94	118,155.39	90,779.22	43,978.39	80,814.03	844,048.54
Wabash.....	117,496.10	354,837.97	22,501.14	61,618.37	150,395.73	32,890.62	25,107.31	665,118.14
Willmar & Sioux Falls (Great Northern).....	3,872.30	12,716.80	1,846.80	4,692.34	8,313.65	1,855.21	61.11	27,960.85
Total.....	\$ 1,958,078.47	\$ 3,138,302.71	\$ 497,524.50	\$ 914,283.47	\$ 1,017,247.41	\$ 415,141.85	\$ 1,193,864.72	\$ 9,101,362.72

TABLE NO. 36. OPERATING EXPENSES—ENTIRE LINE—CONTINUED.

Railroads.	Reconciliation of Expenses.						Grand total.	Percentage of expenses to earnings.
	Maintenance and repairs on structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Other.	Other.		
Ames & College	5,249.25	784.35	6,336.58	400.25		12,750.83	65.0	
Aitchison, Topoka & Santa Fe	7,376,582.00	5,936,952.54	12,708,061.99	1,102,739.25		28,663,265.29	188.00	
Chicago, Anamosa & Northern	8,452,789.04	10,688,537.61	21,186,789.78	1,751,046.10		41,479,163.49	63.65	
Chicago, Burlington & Quincy	785,001.06	914,649.63	5,554,782.33	290,478.96		5,614,312.44	76.56	
Chicago Great Western	140,576.99	149,757.90	663,700.46	12,956.95		966,991.06	69.14	
Mason City & Fort Dodge	130,748.00	41,807.83	226,840.66	4,884.44		395,540.55	56.46	
Wisconsin, Minnesota & St. Louis	5,955,588.24	5,181,558.79	15,290,487.54	1,245,078.10		30,661,708.27	61.47	
Chicago, Milwaukee & St. Paul	7,415,578.80	6,898,665.48	27,835,229.81	1,112,764.32		36,561,238.58	65.80	
Chicago & North-Western	1,429,574.54	1,151,632.18	4,101,614.82	248,908.38		7,232,149.87	61.09	
Chicago, St. Paul, Minneapolis & Omaha	5,174,270.99	5,519,692.07	15,210,312.57	1,308,945.22		30,212,621.85	71.75	
Chicago, Rock Island & Pacific	5,392.03	3,137.40	19,342.46	8,102.92		28,075.81	73.30	
Colfax Northern	9,482.80	1,887.06	11,097.04	212.40		22,888.28	73.61	
Crooked Creek	17,127.78	8,400.14	31,488.07	8,535.78		55,672.69	77.74	
Davenport, Rock Island & Northwestern	29,101.96	15,598.91	87,240.02	5,848.29		131,739.45	78.97	
Des Moines, Iowa Falls & Northern	53,628.97	19,668.18	189,751.78	9,190.34		211,828.98	79.61	
Des Moines Union	5,071.19		5,647.14	797.23		9,515.56	49.70	
Des Moines Western	111,528.46	712,642.61	2,001,456.17	113,180.16		3,433,807.32	75.98	
Dubuque & Sioux City (Illinois Central)	410,202.68	317,784.52	1,199,168.83	108,017.88		2,035,173.91	79.61	
Iowa Central	12,311.00	2,584.25	15,151.63	897.42		28,878.68	118.70	
Albia & Centerville	2,170.92	156.76	9,649.45	250.00		12,207.13	99.11	
Manchester & Oasida	837,371.85	838,322.01	1,144,180.18	122,189.84		1,902,963.88	89.11	
Minneapolis & St. Louis	15,297.94	4,502.50	29,087.68	8,415.57		59,145.69	99.99	
Muscatine North & South	81,230.40	5,798.06	58,079.54	10,197.62		108,302.32	91.56	
Newton & Northwestern	2,175.41	2,122.11	6,207.19	2,903.20		15,407.81	72.76	
Tabor & Northern	4,480,696.08	4,855,000.48	8,800,029.77	544,052.34		21,337,098.54	89.12	
Union Pacific	4,097,598.39	4,573,148.43	12,139,298.38	665,118.14		21,337,098.54	89.12	
Wabash	246,286.06	104,005.00	635,969.23	27,900.63		1,014,230.92	65.01	
Willmar & Sioux Falls (Great Northern)								
Total	47,077,277.67	846,278,319.97	127,303,105.61	9,101,352.72		229,755,995.57	65.94	

a Including additions to property. b Excluding taxes.

TABLE NO. 37—TAXES.

Railroads.	Illinois.			Wisconsin.			Minnesota.			Missouri.		
	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.
Ames & College	100,100.00	288.48	\$ 385.15									
Aitchison, Topoka & Santa Fe										61,619.20	872.04	\$ 226.50
Chicago, Anamosa & Northern										190,081.89	1,138.56	107.79
Chicago, Burlington & Quincy	533,172.92	1,538.62	348.14	90,859.98	232.07	\$ 408.20	9,818.00	33.61	\$ 418.65	17,179	16,879.75	99.45
Chicago Great Western	84,219.07	177.27	503.26				2,037.59	27.33	95.13			169.73
Mason City & Fort Dodge							18,771.66	243.50	73.95			
Wisconsin, Minnesota & Pacific							978,968.90	1,205.57	229.74	83,069.54	140.27	285.76
Chicago, Milwaukee & St. Paul	182,477.48	402.40	378.93	608,892.95	725.42	383.61	90,730.24	650.30	139.60			
Chicago & North-Western	525,038.78	680.20	477.85	326,898.28	778.65	484.90	210,994.15	473.68	280.54			
Chicago, St. P., Minn. & Omaha				210,994.15	744.65	328.48						
Chicago, Rock Island & Pacific	253,086.96	384.10	645.70				38,128.27	238.91	165.80	71,003.88	233.41	305.51
Colfax Northern												
Crooked Creek												
Davenport, Rock Island & N. W.	6,690.78	12.26	565.90									
Des Moines, Iowa Falls & Northern												
Des Moines Union												
Des Moines Western												
Dubuque & Sioux City (Ill. Cent.)												
Iowa Central	20,000.00	92.00	317.89				1,199.58	12.38	92.18			
Albia & Centerville												
Manchester & Oasida												
Minneapolis & St. Louis							74,197.24	379.47	195.54			
Muscatine North & South												
Newton & Northwestern												
Tabor & Northern												
Union Pacific												
Wabash	240,747.30	745.30	323.07				27,408.14	158.91	204.67	4,287.22	51	\$ 308.27
Willmar & Sioux Falls (Great Nor.)										156,276.59	854.50	288.00
Total	\$ 1,685,838.83	4,285.40	\$ 302.38	\$ 1,739,586.84	4,470.95	\$ 368.42	\$ 987,509.56	2,518.48	\$ 195.40	\$ 545,116.90	4,611.48	\$ 221.45

a Not including "Trackage Rights."

TABLE No. 38—

Railroads.	Nebraska.			Iowa.		
	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.
Ames & College.....				\$ 330.05	1.98	
Ashland, Topeka & Santa Fe.....				11,458.88	19.80	\$ 577.84
Chicago, Anamosa & Northern.....				311,255.03	1,959.08	227.25
Chicago, Burlington & Quincy.....	\$ 405,679.81	2,611.23	\$ 278.07	89,561.08	381.31	338.09
Chicago Great Western.....		448.13	5.56	25,990.08	383.20	78.21
Mason City & Fort Dodge.....				2,040.07	22.50	90.78
Wisconsin, Minnesota & Pacific.....				374,598.94	1,577.55	200.22
Chicago, Milwaukee & St. Paul.....	1,110.58			335,594.81	1,574.58	247.43
Chicago & North-Western.....	297,930.97	1,071.81	281.87	85,015.22	102.65	872.58
Chicago, St. P., Minn. & Omaha.....	78,636.52	274.57	288.02	459,594.81	922.43	529.37
Chicago, Rock Island & Pacific.....	91,281.96	a 245.55	249.57	914.80	6.00	152.41
Golfax Northern.....				1,845.75	17.61	104.85
Crooked Creek.....				9,058.59	84.51	101.81
Davenport, Rock Island & N. W.....				8,259.29	70.44	85.58
Des Moines, Iowa Falls & Northern.....				18,299.72	4.00	4,574.95
Des Moines Union.....				1,427.45	4.92	208.92
Des Moines Western.....				144,217.25	714.94	201.78
Dubuque & Sioux City (Ill. Cent.).....				70,860.00	454.07	115.25
Iowa Central.....				2,900.00	24.44	118.61
Albia & Centerville.....				40,836.00	850.89	114.94
Manchester & Omaha.....				2,659.25	28.87	92.40
Minneapolis & St. Louis.....				6,019.43	105.40	55.73
Muscatine North & South.....				1,061.75	5.79	118.69
Newton & Northwestern.....				15,103.37	2.40	6,516.45
Tabor & Northern.....				32,287.35	305.90	191.87
Union Pacific.....	320,018.88	961.50	332.83	10,982.14	79.20	1,385.99
Walsh.....						
Willmar & Sioux Falls (Great Northern).....	20,243.06	129.92	1,558.04			
Total.....	\$ 1,185,562.19	5,800.04	\$ 223.86	\$2,076,743.82	9,841.03	\$ 311.05

a Not including "Trackage Rights." b Credit.

TAXES—CONTINUED.

All Other States.			Other Taxes.			Total Taxes.		
Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.
\$ 1,162,659.92	4,438.74	\$ 263.83				\$ 830.65	1.98	
239,921.28	1,470.97	163.10				1,844,798.68	5,004.56	\$ 285.74
10,888.73	82.69	339.16				1,840,637.95	8,548.58	250.90
						309,695.75	819.39	289.84
						30,000.00	89.25	77.67
						20,913.89	271.00	37.17
135,419.58	1,856.11	118.39				1,638,332.58	6,911.62	236.17
330,819.45	1,014.29	198.74				2,186,978.74	7,969.83	297.15
12,958.59	88.20	140.12				455,650.01	1,982.55	373.59
705,565.20	a 3,135.37	225.99				1,873,954.00	a 6,355.45	282.30
						914.80	6.00	162.47
						1,845.75	17.61	104.81
						18,955.87	45.76	341.44
						6,235.29	70.44	88.61
						18,299.72	4.00	4,574.98
						1,427.45	4.92	208.92
						4,989.88	44.94	111.08
	b 2.47					91,636.69	538.48	164.69
						2,900.00	24.44	118.66
						40,836.00	850.89	114.94
						2,659.25	28.87	92.40
						6,019.43	105.40	55.73
						1,061.75	5.79	118.69
						15,103.37	2.40	6,516.45
						32,287.35	305.90	191.87
						888,546.73	1,969.08	370.64
						877,612.55	683.20	597.93
						18,497.04	93.64	1,534.68
\$ 8,875,975.51	15,129.11	\$ 380.82				\$ 11,498,781.87	46,006.69	\$ 256.85

TABLE No. 39—CURRENT

Railroad.	Cash
Ames & College	\$ 8,883.84
Atchison, Topeka & Santa Fe	6,927,019.70
Chicago, Anamosa & Northern	421.83
Chicago, Burlington & Quincy	9,297,517.28
Chicago Great Western	1,355,053.98
Mason City & Fort Dodge	890,973.02
Wisconsin, Minnesota & Pacific	85,055.47
Chicago, Milwaukee & St. Paul	8,495,294.78
Chicago & North Western	6,808,023.17
Chicago, St. P., Minn. & Omaha	945,537.43
Chicago, Rock Island & Pacific	8,683,112.41
Colfax Northern	1,085.84
Crooked Creek	1,622.78
Davenport, Rock Island & N. W.	5,835.21
Des Moines, Iowa Falls & Northern	17,438.22
Des Moines Union	898.91
Des Moines Western	1,622.78
Dubuque & Sioux City (Ill. Cent.)	5,835.21
Iowa Central	215,062.83
Albia & Centerville	1,844.87
Manchester & Onetida	5,927.59
Minneapolis & St. Louis	494,159.05
Muscatine North & South	4,290.05
Newton & Northwestern	2,107.84
Tabor & Northern	2,447.83
Union Pacific	3,967,165.67
Washash	1,554,539.78
Willmar & Sioux Falls (Great Northern)	65,216.72
Total	\$19,190,059.81

a On deposit and on hand.

b As conductors.

c United States government.

d Conductors and paymasters.

e Included due from United States government.

f Including dues from M. N. & S. B. R. Receiver.

g Including United States government transportation, etc.

ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.							
Bills receivable.	Due from agents.	Net traffic freight balance on other companies.	Due from solvent firms and individuals.	Other cash including materials on hand.	Balance liabilities.	Total.	
\$ 2,858,033.87	\$ 245,499.96	\$ 3,911.48	\$ 7,786,975.44			\$	6,383.84
794,681.70	4,227.04	615,149.00	2,882,586.19	53,721.00		\$	17,291,350.95
	204,145.86		1,211,480.93				1,004.75
			955,779.37				18,026,186.28
			355,610.56				2,750,062.77
			970,497.54				1,326,152.99
			141,184.53				433,946.13
			179,186.14				10,554,531.46
							2,945,638.45
							14,514,585.98
							16,759.18
							1,673,659.77
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							1,673,659.77
							2,945,638.45
							14,514,585.98
							16,759.18
							1,673,659.77

TABLE No. 40—CURRENT ASSETS

Railroads.	Current Liabilities to and		
	Loans and bills payable.	Audited vouchers and accounts.	Wages and salaries.
Ames & College			
Atchison, Topeka & Santa Fe.....		\$ 8,288,405.86	\$ 1,525,936.45
Chicago, Anamosa & Northern.....			1,578.42
Chicago, Burlington & Quincy.....		2,651,245.21	2,182,206.84
Chicago Great Western.....		743,110.88	857,111.20
Mason City & Fort Dodge.....		782.84	
Wisconsin, Minnesota & Pacific.....		249,786.76	
Chicago, Milwaukee & St. Paul.....		1,219,868.92	2,079,109.77
Chicago, & North-Western.....		2,652,036.29	2,185,490.94
Chicago, St. P., Minn. & Omaha.....		515,581.32	485,985.18
Chicago, Rock Island & Pacific.....	\$ 7,852,435.59	2,075,459.07	1,851,117.92
Colfax Northern.....	15,790.71		
Crooked Creek.....		1,138.25	
Davenport, Rock Island & N. W.....	239,067.10	16,198.51	7,890.14
Des Moines, Iowa Falls & Northern.....	128,900.00	16,277.10	
Des Moines Union.....	251,268.01	20,008.81	14,290.19
Des Moines Western.....	2,590.31	121.49	718.48
Dubuque & Sioux City (Ill.)Cent.....		711.60	
Iowa Central.....	2,000,000.00	126,041.50	90,283.55
Albia & Centerville.....		8,570.98	840.04
Manchester & Oneida.....			
Minneapolis & St. Louis.....		82,267.72	109,669.87
Muscataine North & South.....		9,200.00	5,238.27
Newton & Northwestern.....		119,906.40	11,766.88
Tabor & Northern.....		41,328.42	8,180.62
Union Pacific.....	-11,198,374.98	1,467,740.28	1,080,617.59
Wabash.....	2,230,828.40	2,185,986.03	770,961.32
Willmar & Sioux Falls (Great Northern).....		767,814.22	40,047.12
Total.....	\$23,952,578.59	\$18,216,897.54	\$12,642,804.67

AND LIABILITIES—CONTINUED.

including June 30, 1905.

Net traffic balance due other companies.	Dividends not called for.	Matured interest coupons unpaid.	Rents due July 1, 1906.	Miscellaneous.	Balance cash assets.	Totals.	Materials and supplies on hand.
	\$ 7,969.75	\$ 485,876.45			\$ 6,828.84	\$ 6,828.84	
					12,088,162.94	17,291,850.95	2,720,002.78
	6,151.25	2,318,912.25			421.33	1,994.75	
\$ 221,814.89				\$ 106,781.77	5,811,888.44	18,026,185.26	4,810,456.64
					1,458,627.82	2,780,668.77	717,552.88
					1,855,420.85	1,856,152.99	
					174,209.27	423,946.13	
	33,481.00	2,723,886.25			4,495,790.62	10,554,581.66	2,742,295.79
780,421.44	3,799.25	302,881.02	6,000.00	2,168,722.00	1,999,049.75	9,996,400.69	3,820,956.94
48,820.78	1,045,189.00	80,276.25	25,864.55	793,471.47		2,942,688.45	879,678.83
885,810.50		2,132,545.00	17,219.00			14,314,585.88	4,645,009.63
988.47						16,729.18	
186.98					251.06	1,576.24	
						260,155.75	
919.28				8,282.24		144,828.57	
				1,066.59		286,628.00	19,294.90
	18,756.95			6,737.59		28,924.82	
	2,842.05	8,150.00				6,208.65	
	779.50	22,780.00		48,811.26		2,288,645.81	216,041.27
1,270.27						10,680.69	
6,715.52						6,785.52	550.00
		90,587.50	20.00	489,291.68	880,828.65	1,096,140.87	288,815.61
				62.87		21,818.94	
	4,485.85					188,357.62	
						45,140.48	
						77,778,289.22	2,981,401.02
182,690.74	26,704.00	2,058,790.00		761,010.78	61,190,051.64	6,808,548.97	1,419,258.10
		288,735.75		1,196,851.78		812,661.84	20,022.21
		4,200.00					
\$1,538,786.70	\$1,154,558.10	\$10,410,070.47	\$47,103.55	\$5,509,539.88	\$88,908,470.51	\$162,430,189.94	\$25,156,897.24

TABLE No. 41—

Railroads.	Total mileage operated, including sidings, sidings and cut-offs.	New lines constructed during year.	Miles	
			Lines Represented by Capital Stock	
			Main line	Branches and spurs
Ames & College.....	1.98	1.98		
Atchison, Topeka & Santa Fe.....	6,555.14	83.61	2,700.26	2,022.98
Chicago, Annamos & Northern.....	30.20	8.20	19.00	
Chicago, Burlington & Quincy.....	11,922.19	182.22	222.41	7,532.14
Chicago Great Western.....	1,252.54	27.52	713.02	20.24
Chicago Milwaukee & St. Paul.....	439.64	4.63	389.54	18.29
Chicago, North-Western.....	308.44		218.00	37.10
Wisconsin, Minnesota & Pacific.....	9,282.01	101.52	5,397.37	
Chicago, Milwaukee & St. Paul.....	2,260.12	25.00	1,618.28	
Chicago, St. Paul, Minneapolis & Omaha.....	6,423.47	44.32	5,145.43	1,738.86
Chicago, Rock Island & Pacific.....	12.00	6.00		
Colfax Northern.....	20.89	17.81		
Crooked Creek.....	72.41	45.70		
Davenport, Rock Island & Northwestern.....	75.89	70.44		
Des Moines, Iowa Falls & Northern.....	18.00	4.00		
Des Moines Union.....	5.19	4.93		
Des Moines Western.....	954.72	.32	825.26	423.83
Dubuque & Sioux City (Illinois central).....	630.09	2.43	576.05	127.21
Iowa Central.....	27.00		24.44	
Albia & Centerville.....	8.00	8.00		
Manchester & Oneida.....	917.75		238.90	371.61
Manchester & St. Louis.....	31.00		25.00	
Muscatine North & South.....	112.08		102.50	
Newton & Northwestern.....	11.75		8.79	1.90
Tabor & Northern.....	4,023.44	20.10	1,901.07	1,052.78
Union Pacific.....	8,818.10	17.90	1,680.20	75.00
Wabash.....	485.61	.28	304.25	
Willmar & Sioux Falls (Great Northern).....				
Total	61,607.76	531.61	21,611.68	17,749.80

MILEAGE—ENTIRE LINE.

Lines of proprietary companies	Lines operated under lease.	Lines operated under contract.	New lines constructed during year.	Total mileage operated during year.	Total mileage trackage rights.	Lines operated under trackage rights.	Miles Owned.					
							Lines Represented by Capital Stock.		New lines constructed during year.	Total mileage.	Miles of iron.	Miles of steel.
							Main line.	Branches and spurs.				
553.85				10.23	5,004.08	89.24	1.04	2,053.25	10.23	4,685.00	22.31	4,033.19
				8.69	19.60	19.60		19.60	8.60	19.60		19.60
				64.27	8,528.53	203.00	822.41	7,532.14	68.47	8,258.56	58.32	8,170.00
					73.25	85.10	713.02	43.18	745.20		745.20	
					378.13	8.12	359.54	19.60	378.13		378.13	
					271.00		218.00	57.10	271.00		271.00	
				60.00	6,397.27	228.18	6,297.57	6.74	6,397.27	228.18	6,303.21	
				19.81	7,229.88	33.25	3,050.28	4,228.02		7,229.88	102.08	7,188.53
				10.00	1,618.28	69.59	1,618.28		10.00	1,618.28	58.83	1,558.05
				1,123.16	1,123.16	102.81	10.70	6,296.45	468.57	8,146.45	1,752.56	4,924.29
				8.00	11.00		6.00			8.00		6.00
					17.61		17.61			17.61		17.61
					45.70	8.20	45.70			45.70		45.70
					70.44		70.44			70.44		70.44
					4.00		4.00			4.00		4.00
					5.13		5.13			5.13		5.13
					759.88		322.25	428.63	83	759.88		759.88
				32	539.27	15.16	374.08	127.21		509.27	5.44	492.83
				87.00	24.44		24.44			24.44		24.44
					8.00		8.00			8.00		8.00
				188.08	370.09	25.21	329.00	371.57		681.47	14	681.27
					25.07		25.07			25.07		25.07
					102.50		102.50			102.50		102.50
					9.79	1.96	8.79	1.90		9.79	1.90	8,043.00
				12	2,055.45		1,002.07	1,053.38	12	2,022.40	19.60	2,043.00
				280.40	9,044.70	472.50	1,680.20	81.80	17.00	1,723.00		1,723.00
				123.16	423.41	5.23	504.25			504.25		504.25
755.75	1,153.80	897.98	133.24	44,718.47	1,678.85	24,006.80	17,728.00	128.24	42,485.64	865.06	42,107.31	

TABLE NO. 42—

Railroads.	Mileage Owned in Iowa.				
	Single track.	Second track.	Third and fourth track.	Yard tracks and sidings.	Mileage owned—all tracks.
Ames & College.....	1.98				1.98
Atchison, Topeka & Santa Fe.....	19.86			25.97	45.83
Chicago, Anamosa & Northern.....	19.60			.60	20.20
Chicago, Burlington & Quincy.....	1,869.05	248.67		818.18	1,925.85
Chicago Great Western.....	400.02	7.73		109.78	517.53
Mason City & Fort Dodge.....	850.80			80.68	481.46
Wisconsin, Minnesota & Pacific.....	22.50			8.03	25.58
Chicago, Milwaukee & St. Paul.....	1,870.84	28.29	11.38	898.89	2,808.88
Chicago & North-Western.....	1,574.53	841.08		478.91	2,894.52
Chicago, St. Paul, Minneapolis & Omaha.....	74.55			82.61	107.16
Chicago, Rock Island & Pacific.....	1,870.11	81.59		419.48	2,871.18
Colfax Northern.....	6.00			1.00	7.00
Crooked Creek.....	17.61			8.28	29.89
Davenport, Rock Island & North Western.....	34.57	1.06		11.97	47.54
Des Moines, Iowa Falls & Northern.....	70.44			5.45	75.89
Des Moines Union.....	4.00	2.00		12.00	18.00
Des Moines Western.....	4.82			.50	5.12
Dubuque & Sioux City (Ill. Cent.).....	714.94	3.75		184.16	902.85
Iowa Central.....	413.07			92.64	505.71
Albia and Centerville.....	24.44			8.18	27.62
Manchester & Oneida.....	8.00				8.00
Minneapolis & St. Louis.....	212.26			32.06	244.32
Muscatine North & South.....	28.97				28.97
Newton & Northwestern.....	102.50			9.58	112.08
Tabor & Northern.....	8.79			1.00	9.79
Union Pacific.....	2.46	1.63		34.89	38.97
Wabash.....	203.40			28.80	231.70
Willmar & Sioux Falls (Great Northern).....	76.70			10.79	87.49
Total.....	9,504.95	710.80	11.86	2,998.85	12,521.74

MILEAGE—IOWA.

Mileage owned in Iowa.		Mileage Operated by Companies Making Reports.							
Miles of iron.	Miles of steel.	Lines represented by Capital Stock.		Lines of proprietary companies.	Lines operated under lease.	Lines operated under contract.	New lines built during year.	Total mileage excluding trackage rights.	Lines operated under trackage rights.
		Main lines.	Branches and spurs.						
	1.98	1.98						1.98	
	45.44	19.86						19.86	
	20.20	19.60					8.60	19.60	
73.11	1,853.74	274.55	1,094.50					1,869.05	71.05
	517.53	370.60	7.48					378.08	8.95
	481.46	882.21	18.59					350.80	2.66
	25.58	22.50						22.50	
87.26	2,241.62	1,870.84						1,870.84	69.91
29.65	2,864.87	863.78	1,210.75					1,574.53	8.07
24.52	82.64	74.55						74.55	27.50
	2,371.18	1,104.62	765.49			162.31		2,082.42	80.16
	7.00	6.00			5.00			11.00	
	20.70	17.61						17.61	
	47.54	34.51						34.51	.81
	75.89	70.44						70.44	
	18.00	4.00						4.00	
	5.12	4.62	.50					5.12	
	902.85	326.26	388.68				.82	714.94	
14.14	491.57	285.86	127.21			37.00		450.07	4.00
3.18	24.44	24.44						24.44	
	8.00	8.00						8.00	
1.29	243.08	187.88	74.43			128.65		850.91	19.10
	28.67	28.67						28.67	
	112.08	102.50						102.50	
1.00	8.79	8.79	1.00					9.79	1.96
4.14	84.83	2.46						2.46	
	281.70	109.80		94.10				208.40	5.50
10.79	76.70	76.70						76.70	2.56
229.68	12,292.10	5,708.08	8,688.68	94.10	5.00	387.96	8.92	9,828.77	291.41

TABLE No. 43—EMPLOYES AND

SALARIES—IOWA.

Railroads.	General Officers.			Other Officers.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College.....	4	\$ 360.00	\$.25			
Atchison, Topeka & Santa Fe.....	1			1	2,400.00	6.87
Chicago, Anamosa & Northern.....	1	621.00	4.16			
Chicago, Burlington & Quincy.....	10	25,297.97	6.93			
Chicago Great Western.....						
Mason City & Fort Dodge.....						
Wisconsin, Minnesota & Pacific.....						
Chicago, Milwaukee & St. Paul.....	11	93,348.05	22.86	13	43,005.55	9.89
Chicago & North-Western.....				4	18,774.96	11.00
Chicago, St. Paul, Minneapolis & Omaha.....						
Chicago, Rock Island & Pacific.....	1	1,800.00	4.98	13	59,957.60	8.04
Golfax Northern.....				1	1,450.00	8.97
Crooked Creek.....	4	1,931.19	1.80			
Davenport, Rock Island & Northwestern.....	2	1,936.82	4.72			
Des Moines, Iowa Falls & Northern.....	8	4,630.00	4.98			
Des Moines Union.....	2	5,780.00	5.18			
Des Moines Western.....						
Dubuque & Sioux City (Illinois Central).....	12	32,989.96	7.59			
Iowa Central.....	8	30,359.59	10.54	13	25,394.86	4.12
Albia & Centerville.....						
Manchester & Oacida.....	1	1,300.00	3.28			
Minneapolis & St. Louis.....	7	9,305.97	3.54	17	6,558.08	1.05
Muscatine North & South.....	5	5,090.00	6.09			
Newton & Northwestern.....	3	6,600.00	5.27			
Tabor & Northern.....	2	2,750.00	4.39			
Union Pacific.....				1	3,700.00	7.40
Wabash.....	1	6,191.63	16.92	3	6,824.63	6.98
Willmar & Sioux Falls.....				3	6,828.18	6.45
Total.....	82	228,240.16	8.89	79	168,493.86	6.80

Number.	General Office Clerks.		Station Agents.		Other Station Men.		Engine Men.					
	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.				
				3,154.00	2.19	31	13,498.92	1.51	67	1,398.00	1.92	
				199.59	1.33				1	107,656.20	5.18	
45	31,923.53	2.27	191	126,444.74	1.81	336	191,730.54	1.61	109	368.00	8.00	
				64,204.53	2.14	145	75,872.70	1.71	115	284,533.43	3.93	
				35,074.83	1.82	28	11,812.60	1.60	42	140,708.20	4.01	
				1,500.00	1.34	1	420.00	1.15	2	68,493.72	3.84	
155	111,354.24	2.39	336	187,720.86	1.78	1,013	502,338.02	1.53	371	2,095.73	3.91	
				185,534.67	2.15	371	178,133.88	1.66	316	2,095.73	3.91	
				8,433.54	2.33	49	26,037.77	1.70	17	493,456.31	3.87	
				671.17	1.67	319	231,783.41	1.80	523	470,819.63	4.64	
2	1,333.87	1.97	1	750.00	2.08		244,304.88	1.83	331	23,310.27	4.38	
				942.40	1.35				2	467,132.38	3.94	
2	1,090.83	2.14	3	1,240.78	1.73	6	3,481.05	1.78	1	1,954.19	2.93	
5	3,761.00	2.40	10	4,840.00	1.40				4	930.00	2.63	
5	3,333.89	1.97	1	1,380.00	3.78	52	80,155.73	1.80	5	381.84	3.18	
				1,200.00	3.23	4	2,880.00	2.31		4	5,872.80	3.6
45	30,938.89	1.94	122	89,364.08	1.93	153	78,886.16	1.85	78	5,644.95	3.1	
37	49,220.60	1.88	78	44,945.61	1.57	52	20,543.18	1.10	59	169,369.23	4.34	
				1,433.01	1.62	3	632.73	.49		84,327.89	4.10	
						8	970.00	1.18	1	733.81	2.09	
90	7,333.23	.22	51	22,530.84	1.79	28	4,688.52	.91	19	26,016.17	3.82	
1	511.75	1.40	4	2,600.00	1.80	3	1,500.00	1.36	2	1,990.00	3.16	
2	932.49	2.10	14	7,400.00	1.45	4	312.00	.25	4	4,610.80	4.89	
				893.25	2.93				1	1,037.51	3.41	
8	7,029.81	2.86	3	4,805.65	4.33	173	110,435.85	1.89				
14	10,528.27	2.47	12	9,511.81	2.46	41	24,028.60	1.89	21	27,463.93	4.17	
9	6,145.37	2.18	14	9,427.69	2.01	18	9,104.35	1.53	7	7,235.43	3.95	
470	266,183.94	1.80	1,555	1,024,333.33	2.09	2,022	1,584,180.86	1.59	1,457	2,391,636.06	4	

TABLE NO. 44.—EMPLOYEES AND

Railroads.	Firemen.			Conductors.		
	Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.
Ames & College.....						
Atchison, Topeka & Santa Fe.....	70	\$ 67,574.90	322	2	\$ 1,200.00	\$ 164
Chicago, Anamosa & Northern.....	1	202.52	166	1	42,676.20	493
Chicago, Burlington & Quincy.....	203	71,681.64	232	139	244.00	200
Chicago Great Western.....	114	84,470.00	243	70	188,943.64	333
Mason City & Fort Dodge.....					82,965.00	350
Wisconsin, Minnesota & Pacific.....	2	1,228.92	231	30	37,008.58	355
Chicago, Milwaukee & St. Paul.....	357	289,116.32	23	1	1,302.85	357
Chicago & North-Western.....	463	516,946.55	247	258	310,628.34	385
Chicago, St. P., Minn. & Omaha.....	17	14,299.45	247	246	307,689.24	389
Chicago, Rock Island & Pacific.....	347	288,601.90	243	11	15,086.11	438
Colfax Northern.....	2	1,213.55	182	279	346,322.28	387
Crooked Creek.....	1	530.00	146	1	627.62	200
Davenport, Rock Island & N. W.....	1	242.72	202	1	635.25	163
Des Moines, Iowa Falls & Northern.....	4	2,938.20	201	4	3,600.00	301
Des Moines Union.....	5	3,459.90	190			247
Des Moines Western.....						
Dubuque & Sioux City (Ill. Cent.).....	77	93,569.55	254	61	111,454.01	400
Iowa Central.....	69	48,962.88	216	47	47,871.15	326
Albia & Centerville.....						
Manchester & Oneida.....	1	733.31	209	1	733.31	209
Minneapolis & St. Louis.....	19	15,882.82	234	13	18,051.08	394
Muscatine North & South.....	2	1,404.00	225	1	300.00	287
Newton & Northwestern.....	4	2,442.00	227	4	3,503.16	317
Tabor & Northern.....	1	540.00	172	1	619.95	198
Union Pacific.....						
Wabash.....	21	16,049.28	248	12	15,826.73	466
Willmar & Sioux Falls (Great Northern).....	7	4,504.20	239	9	7,151.62	370
Total.....	1,770	\$ 1,466,728.01	264	1,220	\$ 1,506,179.48	\$ 304

SALARIES—IOWA—CONTINUED.

Other Trainmen.			Machinists.			Carpenters.			Other Shopmen.		
Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.
84	\$ 63,217.76	\$ 237		\$ 41,522.40	\$ 322	62	\$ 35,150.40	\$ 188	462	\$ 240,047.40	\$ 165
1	183.00	150									
238	177,112.74	206	178	141,934.14	255	172	124,533.32	231	342	536,936.23	294
150	113,337.19	256	50	51,997.00	321	120	84,500.00	265	495	149,557.50	255
96	49,061.82	290	4	4,222.90	345	14	05.00	246	51	28,062.00	180
3	2,091.00	246									
530	371,483.95	221	164	146,492.91	332	225	182,371.10	207	1,994	699,533.74	188
474	386,715.70	228	253	186,155.66	288	208	133,431.04	227	1,275	674,097.37	183
29	23,228.52	256	120	88,730.15	236	59	33,438.05	184	67	34,312.91	183
529	423,652.13	232	158	72,530.80	318	221	120,862.65	230	644	376,801.09	202
4	2,047.11	166	1	634.09	196		77.48	244	1	12.83	188
			1	681.80	221				1	509.50	143
			1	304.98	216	4	2,330.61	228	4	2,416.90	172
	534.65	265	1	1,925.00	307	2	1,721.50	276	6	3,549.42	189
	4,060.57	140	2	20,740.80	298	10	5,661.00	185	65	28,255.50	162
			24								
187	215,450.37	260	164	131,743.15	248	111	82,235.75	245	121	60,950.48	23
132	26,729.19	211	107	91,826.09	248	48	88,890.28	231	115	63,427.86	160
1	738.80	209									
41	35,781.70	247	28	19,294.07	313	17	16,803.97	280	64	31,617.81	185
8	2,112.75	225	1	1,020.00	279				2	1,080.00	148
			2	1,920.00	288	1	612.00	182	4	2,565.96	223
4	1,650.00	170	1	400.00	400						
			7	10,993.80	334	4	4,215.26	276	113	60,599.14	218
23	23,914.73	303	40	26,952.54	215	14	10,703.55	249	40	23,930.58	180
44	37,035.00	237	8	8,198.47	343	3	1,053.14	239	40	19,969.44	166
16	6,720.37	247									
2,602	\$ 2,036,337.35	250	1,350	\$ 1,045,326.25	\$ 247	1,294	\$ 835,896.00	\$ 306	5,422	\$ 3,110,522.61	\$ 183

TABLE No. 45—EMPLOYES AND

Railroads.	Section Foremen.			Other Trackmen.		
	Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.
Ames & College.....	1	\$ 530.00	\$ 1.45			
Atchison, Topeka & Santa Fe.....	5	3,130.00	1.73	47	14,901.36	1.25
Chicago, Anamosa & Northern.....	1	183.00	1.50	3	457.50	1.25
Chicago, Burlington & Quincy.....	274	3,297.91	1.53	1749	619,653.68	1.13
Chicago Great Western.....	81	4,050.00	1.50	980	416,389.00	1.53
Mason City & Fort Dodge.....	51	3,950.00	1.58	185	58,143.41	1.27
Wisconsin, Minnesota & Pacific.....	2	1,080.00	1.50	4	1,683.00	1.38
Chicago, Milwaukee & St. Paul.....	285	142,232.47	1.59	902	382,382.79	1.35
Chicago & North-Western.....	306	176,569.52	1.88	2122	546,622.94	1.48
Chicago, St. Paul, Minn. & Omaha.....	14	8,329.50	1.90	61	28,200.22	1.48
Chicago, Rock Island and Pacific.....	845	224,617.50	1.60	1948	798,688.99	1.47
Colfax Northern.....	7	1,710.00	1.66	10	3,470.10	1.50
Crooked Creek.....	3	1,627.50	1.54	9	2,978.88	1.44
Davenport, Rock Island & Northwestern.....	2	1,029.18	1.68	7	3,011.89	1.44
Des Moines, Iowa Falls & Northern.....	12	6,540.00	1.71	32	14,623.86	1.46
Des Moines Western.....	3	2,160.00	2.87	45	20,068.00	1.40
Dubuque & Sioux City (Ill. Cent.).....	1	680.00	2.10	4	1,891.62	1.45
Iowa Central.....	124	68,255.88	1.58	650	255,340.86	1.86
Albia & Centerville.....	84	50,280.00	1.65	327	172,292.40	1.47
Manchester & Oneida.....	4	1,947.71	1.85	12	4,638.66	1.28
Minneapolis & St. Louis.....	1	570.00	1.57	3	1,250.62	1.50
Muscatine North & South.....	70	26,405.76	1.62	192	5,147.04	1.28
Newton & Northwestern.....	5	1,680.00	1.78	12	5,258.40	1.40
Tabor & Northern.....	15	3,340.00	1.85	71	25,590.96	1.42
Union Pacific.....	1	600.00	1.91	3	665.16	1.50
Wabash.....	3	8,088.88	2.67	32	15,802.74	1.41
Willmar & Sioux Falls (Great Northern).....	11	7,315.95	1.99	66	29,342.20	1.48
	14	6,444.86	1.62	79	19,758.81	1.40
Total.....	1728	\$ 971,525.84	\$ 1.79	9545	\$ 3,447,897.08	\$ 1.15

SALARIES—IOWA—CONTINUED.

Switchmen, Flagmen and Watchmen.			Telegraph Operators and Dispatchers.			Employees Account of Floating Equipment.			All Other Employees and Laborers.		
Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.
			9	7,653.96	\$ 2.56				75	\$ 32,864.60	\$ 2.30
159	\$ 114,817.16	\$ 1.97	102	72,401.91	1.94				644	539,909.86	2.68
40	88,750.00	2.50	48	85,722.00	2.12				415	323,599.11	2.54
10	5,280.00	1.45	26	19,500.00	2.06				12	9,372.94	2.55
									8	3,340.00	2.18
492	364,411.64	2.87	170	122,713.50	2.30				1,749	1,250,878.89	2.20
296	249,452.27	2.58	189	185,516.93	2.32				466	289,127.12	2.09
21	17,633.62	2.88	10	5,859.81	1.71				111	61,667.27	1.77
88	82,663.47	1.09	208	148,651.68	2.09				1,354	631,628.89	1.73
1	505.73	1.6				1	180.00	\$.66		9.90	2.48
									8	1,471.82	1.59
1	221.41	1.14	2	1,504.37	2.60				2	788.63	1.84
			1	1,039.98	3.33						
48	27,985.04	1.86	3	2,160.00	1.97				9	4,182.43	1.46
									8	1,800.00	1.80
									881	292,234.86	2.66
42	20,842.72	1.80	97	57,871.26	2.02				99	54,957.12	1.69
5	2,952.12	1.46	27	18,080.40	1.79				1	247.59	1.58
			8	759.28	1.17						
1	410.00	1.12									
7	4,818.04	1.46	12	6,408.96	1.55				64	39,308.09	1.76
									1	1,020.00	2.79
4	1,846.70	1.47	1	780.00	2.13				8	878.00	1.43
6	2,480.00	1.32	1	657.00	2.45						
14	9,837.26	1.92	1	784.85	2.12				74	47,906.08	1.66
16	7,844.57	1.56	14	9,625.65	2.16				42	24,741.16	1.66
									22	9,152.16	2.05
			7	2,563.67	1.77						
1,251	\$ 901,146.74	\$ 2.30	926	\$ 649,045.21	\$ 2.28	1	\$ 180.00	\$.66	5,584	\$ 3,600,865.08	\$ 2.07

TABLE NO. 46—EMPLOYES AND SALARIES—

Railroads.	Total, Including General Officers.			Total, Excluding General Officers.		
	Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.
Ames & College.....	9	\$ 8,488.00	\$ 1.28	5	\$ 3,123.00	\$ 1.78
Atchison, Topeka & Santa Fe.....	934	674,925.10	2.31	934	674,925.10	2.31
Chicago, Anamosa & Northern.....	10	2,459.52	16.40	9	1,835.52	12.24
Chicago, Burlington & Quincy.....	5,529	8,483,760.33	1.93	5,519	3,458,462.36	1.92
Chicago Great Western.....	2,606	1,688,008.26	2.18	2,608	1,686,066.26	2.18
Mason City & Fort Jodge.....	650	387,779.02	2.07	650	387,779.02	2.07
Wisconsin, Minnesota & Pacific.....	23	14,741.53	2.04	23	14,741.53	2.04
Chicago, Milwaukee & St. Paul.....	8,333	5,648,508.38	2.19	8,322	5,555,180.33	2.15
Chicago & North Western.....	7,175	4,212,117.88	2.17	7,175	4,212,117.88	2.17
Chicago, St. Paul, Minneapolis & Omaha.....	597	392,390.48	2.10	597	392,390.48	2.10
Chicago, Rock Island & Pacific.....	7,301	4,474,443.12	2.00	7,300	4,472,648.12	2.00
Colfax Northern.....	30	16,733.21	1.87	30	16,733.21	1.87
Crooked Creek.....	26	12,280.41	1.62	22	10,329.21	1.58
Davenport, Rock Island & North Western.....	40	21,086.41	1.97	38	19,169.59	1.86
Des Moines, Iowa Falls & Northern.....	93	53,190.83	1.93	90	53,510.83	1.84
Des Moines Union.....	277	158,910.29	1.87	275	155,130.29	1.84
Dubuque & Sioux City (Ill. Cent.).....	18	8,371.62	2.02	18	8,371.62	2.02
Iowa Central.....	2,430	1,820,565.75	2.08	2,418	1,787,565.79	2.08
Albia & Centerville.....	1,355	935,080.69	1.95	1,347	904,731.10	1.90
Manchester & Oneida.....	26	9,628.97	1.20	26	9,628.97	1.20
Minneapolis & St. Louis.....	18	7,833.85	10.74	12	6,133.85	7.46
Muscatine North & South.....	736	297,800.05	1.71	719	288,554.08	1.69
Newton & Northwestern.....	45	28,823.60	2.07	40	23,733.60	1.80
Taber & Northern.....	147	70,332.37	1.72	139	68,732.87	1.66
Union Pacific.....	11	7,540.87	2.77	9	4,790.87	2.29
Wabash.....	461	885,869.58	2.03	461	885,869.58	2.03
Willmar & Sioux Falls (Great Northern).....	419	295,481.98	2.26	418	289,286.35	2.21
Total.....	257	119,792.70	2.01	257	119,792.70	2.01

IOWA—CONTINUED—AND ENTIRE LINE.

Distribution.				Entire Line.					
General administration.	Maintenance of way and structure.	Maintenance of equipment.	Conducting transportation.	Total Including General Officers.			Total Excluding General Officers.		
				Number.	Average yearly compensation.	Average daily compensation.	Number.	Average yearly compensation.	Average daily compensation.
\$ 360.00	\$ 530.00		\$ 2,593.00	9	\$ 3,483.00	\$ 1.23	5	\$ 8,128.00	\$ 1.78
11,804.84	35,481.12	\$ 292,935.60	335,173.54	84,181	16,170,947.82	2.16	84,120	15,773,105.57	2.12
624.00		1,835.52	1,835.52	10	2,459.52	16.40	9	1,835.52	13.24
57,224.50	1,077,504.76	853,890.82	1,490,140.75	35,207	24,142,040.60	2.09	35,048	23,408,352.85	2.04
	783,918.11	236,064.50	616,033.65	5,419	3,635,407.22	2.24	5,407	3,556,811.50	2.20
	96,468.35	40,893.80	250,916.47	706	416,552.42	2.08	695	416,552.42	2.06
	6,103.00		8,638.53	336	194,714.14	2.00	336	194,714.14	2.00
247,702.85	1,205,091.50	979,172.04	8,216,536.99	29,879	20,252,790.89	2.19	29,833	19,918,108.08	2.15
	1,071,822.91	512,937.79	2,637,507.19	89,781	22,494,239.27	2.13	89,706	22,240,598.22	2.16
				6,340	4,466,391.45	2.24	6,310	4,310,745.21	2.16
62,428.77	1,354,173.40	659,836.85	2,898,509.60	29,255	17,408,533.16	2.18	29,221	17,057,723.38	2.09
	5,180.10	964.30	10,538.81	30	16,733.21	1.87	30	16,733.21	1.87
	5,519.56	553.64	6,182.31	26	12,280.41	1.62	22	10,329.21	1.58
	7,151.81	1,513.43	9,400.59	71	83,297.59	1.95	69	38,370.76	1.89
8,440.09	22,384.88	5,474.42	21,331.55	93	54,190.83	1.93	90	53,510.83	1.84
7,118.89	25,621.60	19,595.36	106,574.54	277	158,910.29	1.87	275	155,130.29	1.84
	2,491.62		5,890.00	18	8,371.62	2.02	18	8,371.62	2.02
10,500.08	451,876.10	280,573.64	1,097,615.88	2,584	1,832,878.88	2.08	2,571	1,849,878.92	2.06
100,054.63	293,891.68	181,621.73	855,032.75	1,693	1,213,834.08	2.04	1,685	1,171,132.24	1.98
	6,833.95		2,795.02	26	9,628.97	1.20	26	9,628.97	1.20
1,200.00	1,820.02		4,313.23	13	7,333.85	10.74	12	6,133.85	7.46
19,217.69	53,899.05	74,512.55	150,230.56	1,871	1,089,551.18	2.11	1,864	1,047,251.30	2.03
5,601.75	7,958.40	2,100.00	13,163.45	45	28,823.60	2.07	40	23,733.60	1.80
7,532.49	33,930.98	5,100.98	28,747.96	147	70,332.37	1.72	139	68,732.87	1.66
2,750.00	1,265.14	400.00	8,135.71	11	7,540.87	2.77	9	4,790.87	2.29
2,409.29	25,063.58	117,855.59	190,541.83	15,021	11,263,531.69	2.24	14,993	11,097,167.08	2.21
17,848.59	48,833.71	69,132.43	160,237.26	13,943	9,843,899.13	2.26	13,909	9,642,011.54	2.21
12,973.55	27,851.90	28,167.91	55,799.44	868	484,171.98	1.77	848	480,288.75	1.81
\$77,709.57	\$6,657,463.50	\$4,892,374.36	\$13,184,590.49	217,810	\$135,831,352.06	\$ 1.98	217,868	\$132,502,860.26	\$ 1.94

TABLE No. 48—STATIONS—

Railroads.	Stations.			
	On Road Owned.		On Road Operated	
	Entire line.	Iowa.	Entire line.	Iowa.
Ames & College.....				
Arlington, Topeka & Santa Fe.....	918	8	918	8
Chicago, Anamosa & Northern.....	8	8	8	8
Chicago, Burlington & Quincy.....	1,241	246	1,241	246
Chicago Great Western.....	178	91	119	54
Mason City & Fort Dodge.....	65	61	65	61
Wisconsin, Minnesota & Pacific.....	53	4	53	4
Chicago, Milwaukee & St. Paul.....	1,050	804	1,050	804
Chicago & North-Western.....	1,066	256	1,075	256
Chicago St. P., Minn. & Omaha.....	850	17	869	28
Chicago, Rock Island & Pacific.....	685	287	856	281
Colfax Northern.....	3	5	5	5
Crooked Creek.....	5	5	5	5
Davenport, Rock Island & N. W.....	13	9	13	9
Des Moines, Iowa Falls & Northern.....	12	12	12	12
Des Moines Union.....	2	3	2	2
Des Moines Western.....	1	1	1	1
Dubuque & Sioux City (Ill. Cent.).....	125	113	125	113
Iowa Central.....	96	78	104	80
Albia & Centerville.....	3	3	3	3
Manchester & Oneida.....	1	1	1	1
Minneapolis & St. Louis.....	96	31	124	55
Muscatine North & South.....		4		4
Newton & Northwestern.....	20	20	20	20
Tabor & Northern.....	1	1	2	2
Union Pacific.....	671	3	671	3
Wabash.....	511	37	690	55
Willmar & Sioux Falls (Great Northern).....	53	16	75	16
Total.....	7,215	1,612	7,580	1,664
a Telephone.....				

RENEWALS OF RAILS AND TIES.

Number of tele- graph stations in Iowa.	New Rails Laid During Year in Iowa.						New Ties Laid Dur- ing Year in Iowa.	
	Iron.			Steel.			Number.	Average price per tie at dis- tributing point. Cents.
	Tons.	Weight per yard— pounds.	Average price per ton at dis- tributing point.	Tons.	Weight per yard— pounds.	Average price per ton at dis- tributing point.		
	120	60	\$ 32	1,949		\$ 28.00	7,150	54
				6,806		29.05	394,875	
	26			70		30.00	101,195	69
	117			550		30.00	25,067	62
	48						7,596	59
	1			31,750	75	27.95	909,805	46
	257			5,444		29.03	519,779	55
	252			68		29.20	21,094	49
	19			1,278	80	28.00	555,192	
	290							48
	2					29.00	4,055	54
	8					30.00	10,130	60
	12							
	12			270				
	2				75	29.86	7,672	65
	1							
	118			1,448	75	28.00	218,848	38
	74			627		31.95	112,624	58
	3						51	56
	1							
	54			8	70	24.14	74,062	58
	4							
	17						632	67
	1						6,986	51
	1						78,229	60
	37			21,545	67	35.16	9,426	64
	14							
	1,548	120		70,944			8,071,988	

TABLE No. 49—DESCRIPTION OF

Railroads.	Locomotives.				Cars in Passenger Service.							
	Passenger.	Freight.	Switching.	Leased.	Total.	First-class passenger cars.	Second-class.	Combination.	Emigrant.	Dining.	Parlor.	Sleeping.
Ames & College	2				2	3						
Atchison, Topeka & Santa Fe	269	847	184		1,800	326	72	176		22	7	
Chicago, Anamosa & Northern												
Chicago, Burlington & Quincy	302	763	264		1,329	661		188		22	6	
Chicago Great Western	98	141	25		264	65	18	11		4	7	
Mason City & Fort Dodge	7	21			28	4	3					
Wisconsin, Minnesota & Pacific	14	2	1		17	5						
Chicago, Milwaukee & St. Paul	194	651	172		1,017	211	209	6		18	19	78
Chicago & North-Western	239	767	251		1,307	628	48	148		14	34	
Chicago St. P., Minneapolis & Omaha	55	214	47		316	78	38	53		1	81	
Chicago, Rock Island & Pacific	344	678	138		1,210	321	107	160	11	29	2	4
Colfax Northern												
Crooked Creek												
Davenport, Rock Island & North-western												
Des Moines, Iowa Falls & Northern	8	8			16	8		4				
Des Moines Union			5		5							
Des Moines Western												
Dubuque & Sioux City (Illinois Central)	17	80	8		105	28						
Iowa Central	15	65	8		88	14	15	6				
Albia & Centerville												
Manchester & Oneida												
Minneapolis & St. Louis	34	48	14		96	24	23	10				
Muscatine North & South		8			8	1	1					
Newton & Northwestern	2	2	1		5	1						
Tabor & Northern	1				1	1						
Union Pacific	115	298	94		507	143		48		18		
Wabash	155	317	109		581	125	50	65		b 17	c 67	
Willmar & Sioux Falls (Great Northern)	4	10	2		16	8		4				
Total	1,922	4,865	1,376		8,168	2,700	589	869	11	181	175	82

a Including 2nd Class Passenger Cars.
 b Including Cafe Cars.
 c Including Chair Cars.

EQUIPMENT—ENTIRE LINE.

Baggage, express, postal.	Other cars.	Total.	Equipped With			Cars in Freight Service.								Equipped With	
			Train brake.	Auto-matic coupler.	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other.	Total.	Train brake.	Automatic coupler.	
172		8	3	3	15,653	2,114	3,786	7,916	1,068	4,547	1	85,134	85,134	55,134	
232	7	1,114	1,037	1,097	25,287	2,818	6,663	11,503	1	1,049	58	47,222	33,986	44,564	
81	9	144	144	144	4,911	363	325	260		93	702	6,689	5,271	6,689	
8		15	15	15	78	494	193	345				1,830	1,800	1,800	
8		14	14	14	591	91	99	10				761	819	791	
888		973	978	978	28,973	4,631	2,955	1,828		1,549	1,470	41,406	35,531	41,311	
260		1,134	1,134	1,134	27,930	4,538	4,075	3,894		1,338	4,556	51,331	46,753	51,361	
54		255	255	255	8,245	1,443	893	1,150		297	8	11,445	9,947	11,446	
120	5	750	750	750	22,131	2,337	3,914	5,213		1,829		35,454	27,349	35,454	
		3	3	3	1							1	1	1	
					20	2		91			4	88	27	88	
					10	27		70				125	125	125	
		7	7	7	10	27		41				78	78	78	
17		45	45	45	137	24	24	14				199	199	199	
11		46	46	46	1,852		255	831			94	3,035	3,065	3,065	
19	1	77	77	77	2,385	324	118	84		4	25	3,420	1,927	3,420	
		2	2	2		2						2	2		
		2	2	2				45		1		46	46	46	
		2	2	2											
119	4	332	332	332	7,831	220	2,432	2,593		317		13,428	13,423	13,428	
123		446	446	446	9,647	1,073	893	5,934		100	354	18,056	15,784	18,056	
8		15	15	15	768	155	100				50	1,071	1,014	1,014	
1,559	28	6,144	6,121	6,124	157,691	20,727	23,228	46,694	1,068	11,118	7,912	270,888	224,141	268,026	

TABLE NO. 50—DESCRIPTION OF EQUIPMENT

Railroads.	Cars in Company's Service.						
	Gravel.	Derrick.	Caboose.	Other road cars.	Total.	Equipped with.	
						Train brake.	Automatic coupler.
Ames & College.....							
Atchison, Topeka & Santa Fe.....	955	18	466	95	1,534	1,534	1,534
Chicago, Anamosa & Northern.....							
Chicago, Burlington & Quincy.....	500	26	609	1,317	2,451	998	2,155
Chicago Great Western.....	104	6	108	46	264	158	264
Mason City & Fort Dodge.....	100	1	20	2	128	120	123
Wisconsin, Minnesota & Pacific.....		1	9	2	12	6	12
Chicago, Milwaukee & St. Paul.....	14	13	495	102	624	75	628
Chicago & North-Western.....	254	24	667	79	1,024	418	1,024
Chicago, St. P., Minn. & Omaha.....	184	9	143	22	328	160	328
Chicago, Rock Island & Pacific.....	1,170	21	558	855	2,099		
Colfax Northern.....			1	1	1		1
Crooked Creek.....				1	1		
Davenport, Rock Island & N. W.....			2	2	2	2	2
Des Moines, Iowa Falls & Northern.....			6	5	5		
Des Moines Union.....							
Des Moines Western.....							
Dubuque & Sioux City (Ill. Cent.).....			7	7	7		
Iowa Central.....	52	8	87	80	222	118	222
Albia & Centerville.....							
Manchester & Oneida.....							
Minneapolis & St. Louis.....		2	86	87	128		
Muscataine North & South.....			1	1	1		
Newton & Northwestern.....			2	2	2		
Tabor & Northern.....							
Union Pacific.....	537	20	204	916	1,677	1,650	1,654
Wabash.....			271	862	633	438	633
Willmar & Sioux Falls (Great Northern).....		1	7	5	13	12	13
Total.....	8,840	144	8,646	3,521	11,151	5,684	8,567

α Officers and Pay Cars.

—ENTIRE LINE—CONTINUED—

Cars Contributed to Fast Freight Service.			Total Cars Owned.	Cars Leased.			Grand Total.	
Number.	Equipped with.			Number.	Equipped with.		Number of cars owned and leased.	Number of cars and locomotives owned.
	Train Brakes,	Automatic Couplers.	Train brake.		Automatic coupler.			
1			37,432			37,432	86,782	
			50,787			60,777	52,116	
			7,077			7,087	7,841	
			1,964			1,968	1,996	
			817			817	834	
			43,003			49,008	44,020	
			53,519			53,519	54,826	
			12,029			12,029	12,345	
			88,303	7708	7708	88,308	89,513	
			5			5	7	
			89			89	41	
			127			127	138	
			90			90	96	
							5	
			251			251	306	
			3,833			3,833	3,421	
			1			1	8	
			3,625	498	498	498	3,719	
			5			5	8	
			50			50	55	
			2			2	3	
			15,482			15,482	15,989	
			19,185	500	500	500	19,718	
			1,099			1,099	1,115	
1			288,133	998	8,706	8,706	296,298	

*7,708 of these are leased cars.

TABLE No. 51—MILE-

Railroads.	Passenger Traffic.			
	Number of passengers carrying revenue.	Number of freight cars carried one mile.	Average weight of freight carried.	Total passenger revenue.
Ames & College	241,375	477,834	1,080	\$ 13,088.25
Aechinson, Topeka & Santa Fe	1,949	18,875	9,600	47,769.96
Chicago, Anamosa & Northern	1,914,946	39,781,884	30,270	735.00
Chicago, Burlington & Quincy	4,692,130	13,474,932	29,157	805,419.98
Chicago Great Western	3,157	291,849	13,050	314,993.48
Mason City & Fort Dodge	2,400,724	13,517,160	56,814	7,907.08
Wisconsin, Minnesota & Pacific	290,672	10,767,540	99,000	2,251,438.05
Chicago, Milwaukee & St. Paul	3,835,603	143,250,154	12,310	2,961,324.73
Chicago & North-Western	100,829	418,990	4,150	303,073.98
Chicago, St. Paul, Minneapolis & Omaha				3,200,516.73
Chicago, Rock Island & Pacific				\$ 214.51
Colfax Northern				898.75
Orooked Creek				
Davenport, Rock Island & Northwestern	80,671	2,112,714	35,900	46,679.96
Des Moines Union				
Des Moines, Iowa Falls & Northern				
Des Moines Western				
Dubuque & Sioux City (Illinois Central)	1,088,211	51,398,110	49,990	1,088,083.71
Iowa Central	817,189	13,241,708	17,713	893,888.46
Albia & Centerville	15,165	276,751	18,240	3,888.83
Manchester & Oneida				
Minneapolis & St. Louis	277,888	7,497,877	17,940	129,312.93
Minneapolis North & South	19,790	207,003	4,732	6,790.18
Newton & Northwestern	24,844	885,953	7,840	12,536.41
Taylor & Northern	15,037	140,147	10,759	4,479.37
Union Pacific	198,451	353,877	8,910	6,420.84
Wabash	84,794	16,037,058	30,810	334,328.77
William & Sioux Falls (Great Northern)		3,041,726	37,320	49,867.46
Total	10,661,724	64,887,976	41,588	\$19,078,340.81

AGE TRAFFIC—IOWA.

Passenger Traffic.										
Average amount received from each passenger carrying revenue.	Average receipts per passenger mile-carried.	Total passenger earnings.	Passenger earnings of road.	Passenger earnings per train mile.	Highest rate of fare per mile-carried.	Lowest rate of fare per mile-carried.	Average rate of fare for all year.	Cent.	A. m.	Min. passenger.
\$.05	\$ 0.25	\$ 12,088.25	\$ 6,418.78	\$.0584	5.	5.	5.			
\$ 0.102	\$ 0.40	\$ 735.00	\$ 87.50	\$.0853	4.	3.00	3.500			
\$ 0.1586	\$ 0.62	\$ 354,056.23	\$ 1,013.39	\$.4548			2.803			
\$ 0.2599	\$ 0.539	\$ 9,503.77	\$ 481.39	\$.2327			2.529			
\$ 0.2894	\$ 0.717	\$ 3,755,741.16	\$ 2,885.74	\$ 1.0038	8.00	1.00	3.848			
\$ 0.2910	\$ 0.811	\$ 806,995.95	\$ 3,008.39	\$ 1.3429			2.211			
\$ 0.2923	\$ 0.824	\$ 5,807,469.81	\$ 1,811.77	\$ 1.8466			2.848			
\$ 0.172	\$ 0.246	\$ 5,837.23	\$ 485.21	\$.2778	8.00	1.00	1.246			
		\$ 1,844.89	\$ 104.78	\$.400						
\$ 0.2966	\$ 0.200	\$ 62,509.90	\$ 700.79	\$ 67675	8.00					
\$ 0.04	\$ 0.000	\$ 1,542,205.93	\$ 1,894.62	\$ 99719	3.00		3.000			
\$ 0.2929	\$ 0.210	\$ 484,070.96	\$ 1,071.31	\$ 61653			2.010	\$ 816,800.27	.45	\$ 01.649
		\$ 9,917.53	\$ 407.02	\$ 3123			3.000			
		\$ 229,931.86	\$ 968.17	\$ 79181			3.660	\$ 231,110.04	.68	\$ 04.97
		\$ 7,034.08	\$ 203.43	\$ 18304			3.880			
		\$ 16,870.66	\$ 164.59	\$ 26192	8.50	1.75	5.337			
		\$ 5,085.03	\$ 528.84	\$ 43238	4.00					
		\$ 12,003.61	\$ 4,976.69	\$ 1,08859			3.880			
		\$ 448,946.73	\$ 2,120.38	\$ 1,8880	5.00	2.00	3.376	\$ 17,409.90	.10	\$ 01.999
		\$ 65,287.18	\$ 746.10	\$ 50007			3.445			
\$ 1.12876	\$ 0.700	\$ 14,997,418.81	\$ 1,783.49	\$ 11.00004				\$ 857,919.21		

TABLE No. 52—MILEAGE

Railroads.	Freight Traffic.				
	Number of tons carried earning revenue.	Number of tons carried one mile.	Average distance haul of one ton --miles.	Total freight revenue.	Average amount received for each ton of freight.
Ames & College.....				\$ 5,574.04	
Atchison, Topeka & Santa Fe.....				238,175.57	
Chicago, Anamosa & Northern.....	1,505	29,508	19.60	1,582.25	\$1.05186
Chicago, Burlington & Quincy.....					
Chicago Great Western.....	1,855,088	286,241,692	154.30	2,154,420.09	1.16185
Mason City & Fort Dodge.....	587,579	86,509,524	147.23	910,181.03	1.54900
Wisconsin, Minnesota & Pacific.....	188,629	1,202,825	7.13	31,877.32	.18607
Chicago, Milwaukee & St. Paul.....				8,730,808.33	
Chicago & North-Western.....	5,105,464	1,027,551,189	201.00	8,226,544.74	1.61182
Chicago, St. Paul, Minn. & Omaha.....	855,612	48,822,746	56.00	599,231.07	.70350
Chicago, Rock Island & Pacific.....	5,612,326	903,332,015	160.96	7,569,911.29	1.34880
Colfax Northern.....	228,264	1,153,075	5.05	32,712.18	.14330
Crooked Creek.....	47,367			27,794.07	
Davenport, Rock Island & N. W.....					
Des Moines, Iowa Falls & Northern.....	157,132	4,284,337	26.94	39,169.69	.63112
Des Moines Union.....					
Des Moines Western.....					
Dubuque & Sioux City (Ill. Cent.).....	1,988,421	868,681,965	136.29	2,222,636.63	1.12915
Iowa Central.....	1,762,833	237,027,232	134.45	1,804,891.69	.74021
Albia & Centerville.....	61,723	1,163,912	22.50	14,877.66	.27797
Manchester & Oneida.....					
Minneapolis & St. Louis.....	516,977	25,642,603	49.60	415,866.00	.80345
Muscatine North & South.....	112,180	3,214,767	28.67	50,926.24	.41849
Newton & Northwestern.....	154,798	3,459,539	22.35	96,044.87	.62046
Tabor & Northern.....	11,717	125,937	10.75	12,532.96	1.06963
Union Pacific.....	1,805,445	4,100,802	2.27	59,814.70	.03318
Wabash.....	304,023	70,193,107	227.88	552,165.18	1.79260
Willmar & Sioux Falls (Great Northern).....	296,534	19,704,466	66.45	255,753.87	.86249
Total.....	21,607,610	8,089,800,894	148.00	\$33,611,496.09	\$1.55598

TRAFFIC—IOWA—CONTINUED.

Average receipts per ton per mile—cents.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.	Percentage of freight from point to point in Iowa compared with total freight carried in Iowa.	Expense of Handling and Management of Freight Trains.		Average cost per mile to move freight.	Average Number of Tons of Freight.		
					Amount.	Per train.		In train.	In each loaded car.	In each car—L.C.L.
	\$ 5,574.04	\$ 2,815.17								
5.862	233,796.58	12,024.00	\$2.82378					14.17	14.60	.48
	1,532.25	80.72	7.60300							
.753	2,154,420.09	5,650.08	1.70332					224.37	12.95	
1.052	910,181.03	2,575.79	2.02					191.77	13.45	
2.609	31,877.32	1,394.55	1.1454					43.90	4.25	
	8,730,806.45	4,684.00	1.82496							
.801	8,243,639.86	5,225.37	1.84753	22.01				380.29	15.29	
1.240	599,356.57	5,873.17	2.79997							
.838	7,569,911.29	3,518.76	1.78695					218.56	13.53	
2.337	32,712.18	2,978.83	1.40221					63.60	17.51	2.00
	27,794.07	1,578.31								
2.842	99,169.69	1,321.21	1.87018					79.85	16.25	
.606	2,229,849.26	3,118.80	1.80798					215.13	18.55	
.551	1,304,891.69	2,871.49	1.27481		\$1,122,868.22	1.097	.47	281.66	16.29	
1.235	14,877.66	538.28	4.5849					87.12	12.45	
1.620	415,366.00	1,122.56	1.96256					262,206.05	1.24	1.02
1.584	61,680.10	1,802.56	1.95711					7.82	19.42	1.00
2.776	96,044.87	937.02	2.02332	50.52				73.08	19.84	
9.950	12,532.96	1,185.56								
1.459	59,814.70	24,314.92	3.42758					234.99	13.47	
.737	555,895.74	2,658.67	2.36325					298.93	16.22	11.01
1.298	255,428.23	3,235.26	2.72300					209.25	12.09	
1.008	\$ 33,640,607.62	\$ 4,000.98	\$1.88408					\$2,019,892.09		

TABLE No. 53—MILEAGE

Railroads.	Passenger and Freight Traffic.		
	Passenger and freight revenue.	Passenger and Freight per Mile of Road.	
		Miles.	Amount per mile.
Ames & College			
Atchison, Topeka & Santa Fe	\$ 285,945.55	19.86	14,898.06
Chicago, Anamosa & Northern	2,317.25	19.86	118.22
Chicago, Burlington & Quincy			
Chicago Great Western			
Mason City & Fort Dodge	2,959,839.32	891.51	7,762.29
Wisconsin, Minnesota & Pacific	1,227,174.51	850.81	3,472.87
Chicago, Milwaukee & St. Paul	58,744.40	22.51	1,721.96
Chicago & North-Western	10,981,744.51	1,871.85	5,668.79
Chicago, St. Paul, Minneapolis & Omaha	11,189,769.47	61,577.60	7,061.00
Chicago, Rock Island & Pacific	851,310.00	102.05	8,812.09
Colfax Northern	10,770,428.01	2,032.44	5,006.47
Crooked Creek	37,926.61	11.01	8,477.88
Davenport, Rock Island & Northwestern	28,622.82	17.61	1,625.37
Des Moines, Iowa Falls & Northern		35.32	6,440.93
Des Moines Union	151,766.59	70.44	
Des Moines Western			
Dubuque & Sioux City (Illinois Central)			
Iowa Central	8,808,720.84	714.81	4,628.81
Albia & Centerville	1,691,775.15	454.48	3,722.85
Manchester & Oneida	22,763.29	24.44	931.39
Minneapolis & St. Louis			
Muscatine North & South	614,678.98	370.01	1,661.24
Newton & Northwestern	59,219.18	28.67	2,065.64
Tabor & Northern	108,918.28	102.50	1,062.57
Union Pacific	10.75		
Wabash	69,244.25	2.48	26,928.55
Willmar & Sioux Falls (Great Northern)	917,145.94	203.40	4,860.38
Total	\$45,618,748.83	8,503.09	\$ 5,864.87

b Average.

TRAFFIC—IOWA—CONTINUED.

Passenger and Freight Traffic.								
Passenger and Freight Earnings.		Gross Earnings from Operation.		Expense.		Net earnings per mile.	Expense of Running and Management of all Trains.	
Amount	Per mile of road.	Amount.	Per mile of road.	Amount.	Per mile of road.		Total.	Per train mile.
\$ 308,693.55	\$ 15,442.78	\$ 17,640.28	\$ 8,909.28	\$ 17,730.33	\$ 6,429.45	\$ 2,479.78		
2,817.25	118.32	810,180.35	15,617.94	253,141.09	12,746.23	2,871.06		
3,094,556.31	8,115.07	3,180,162.44	8,340.09	2,328,772.19	6,107.29	2,232.80		
1,265,237.25	3,559.08	1,236,238.07	3,609.52	880,730.62	2,471.32	1,148.20		
40,881.06	1,816.94	43,188.58	1,919.49	47,977.23	2,182.32	212.83		
11,666,415.10	6,232.56	11,688,127.83	6,244.12	8,551,550.44	4,568.50	1,675.66		
12,007,281.02	7,611.11	12,027,504.98	7,623.93	7,785,905.08	4,935.29	2,688.21	\$7,785,906.08	.9888
11,467,580.80	5,330.54	11,561,495.99	5,374.19	493,723.69	4,740.07	4,159.68		
38,049.50	8,459.04	32,058.43	8,459.86	28,075.60	2,652.85	907.61		
29,638.42	1,623.04	30,695.72	1,742.51	22,588.92	1,282.78			
182.36	33,694.52	653.96	24,668.61	693.15	255.85			
		158,123.25	2,040.01	181,753.45	1,755.30	284.83		
		264,123.50	60,030.87	211,234.08	52,806.01	18,224.87		
3,583,648.24	5,613.42	3,941,224.26	5,518.66	3,329,180.58	4,657.36	888.30		
1,768,961.75	3,892.70	1,731,773.80	3,920.89	1,489,668.49	3,169.07	752.82	1,489,668.49	.9891
24,325.24	895.20	24,325.24	995.80	28,873.63	1,181.41	186.11	28,873.63	.9200
873,697.31	1,820.75	697,187.82	1,884.23	485,816.09	1,311.62	572.61	485,816.09	.9100
		59,219.18	2,065.54	59,143.69	2,062.91	2.68		
112,915.58	1,101.61	112,924.08	1,101.70	103,892.82	1,008.71	92.92		
		18,429.82	1,714.40	18,407.81	1,747.21	487.16		
71,818.81	29,194.41	259,484.72	105,461.27	248,515.26	101,032.46	4,438.81	248,515.26	8.9500
998,839.47	4,779.03	1,010,889.47	4,836.41	952,228.72	4,558.29	378.26	952,228.72	1.8220
319,685.44	4,033.38	322,627.80	4,070.51	241,830.20	8,051.10	1,019.40		
\$43,831,371.57	\$ 5,689.85	\$ 49,742,092.51	\$ 5,849.94	\$56,142,653.18	\$ 4,250.58	\$ 1,599.41	\$10,940,506.27	

a Proportional.

e Proportional on basis of miles of road.

TABLE No. 54—MILEAGE

Railroads.	Miles Run.			
	By Trains Earning Revenue.			
	Passenger Trains.	Freight Trains.	Mixed Trains.	Total.
Ames & College	71,114	81,755	7,255	160,124
Atchison, Topeka & Santa Fe	2,905			2,905
Chicago, Aurora & Northern				
Chicago, Burlington & Quincy	1,017,907	1,234,456		2,252,363
Mason City & Fort Dodge	794,085	431,192		1,225,277
Wisconsin, Minnesota & Pacific	41,433	87,833		129,266
Chicago, Milwaukee & St. Paul	2,935,544	4,439,291	331,491	7,706,326
Chicago & North Western	3,415,783	4,198,285	319,619	7,933,707
Chicago, St. Paul, Minneapolis & Omaha	234,913	231,479	10,470	446,862
Chicago, Rock Island & Pacific	3,851,867	3,821,329	315,540	7,988,736
Gallex Northern	5,303	7,900	10,349	33,552
Crooked Creek				
Davenport, Rock Island & Western				
Des Moines, Iowa Falls & Northern	9,193	54,022		63,215
Des Moines Union				144,228
Des Moines Western				
Dubuque & Sioux City (Ill. Cent.)				
Iowa Central	1,893,074	1,691,412	18,098	3,592,584
Iowa State	579,897	1,831,538	191,093	3,602,528
Manchester & Oelids			31,357	31,359
Minneapolis & St. Louis	519,293	204,034	7,674	730,999
Missouri North & British			41,110	41,110
Newton & Northwestern				111,107
Tabor & Northern			11,717	11,717
Union Pacific	10,816	11,431		22,247
Walsh	237,812	284,813		522,625
Wilmington & Sioux Falls (Great Northern)	105,931	94,133		199,549
Total	14,914,000	17,988,711	1,999,028	34,901,739

TRAFFIC—IOWA—CONTINUED.

Railroads.	Miles Run.			Average Number of Freight Cars in Train.	Mileage of Freight Cars.						
	By Other Trains.				Loaded north or east.	Loaded south or west.	Empty, north or east.	Empty, south or west.			
	Switching.	Construction and others.	Grand total train mileage.								
Ames & College	75,960	8,904	246,397	32	27	92	1,005,948	1,140,112	420,031	991,583	
Atchison, Topeka & Santa Fe			2,931	1.70	.97	8.8	1,006	991		888	
Chicago, Burlington & Quincy	247,224	18,951	2,595,648	31.83	17.47	6.88	12,061,929	10,008,782	8,817,818	5,337,812	
Mason City & Fort Dodge	61,304	11,935	1,019,928	31.88	14.23	7.11	3,531,716	2,378,225	1,219,439	1,988,046	
Wisconsin, Minnesota & Pacific	8,507	175	73,823	14.49	10.34	4.15	138,669	149,528	58,431	55,078	
Chicago, Milwaukee & St. Paul			7,511,295		17.55						18,874,865
Chicago & North Western	3,115,682	793,380	10,755,929	26.73	7.40		39,265,708	85,008,234	14,146,948	16,874,865	
Chicago, St. Paul, Minneapolis & Omaha	96,048	7,201	559,729								18,788,899
Chicago, Rock Island & Pacific	945,395	230,955	9,054,750	22.51	15.79	6.72	31,905,819	85,476,302	14,701,918	18,788,899	
Gallex Northern			25,393	7.01	8.58	3.98	83,053	2,700	890	60,485	
Crooked Creek											
Davenport, Rock Island & Western	25,692	9,708	85,898				240,550	148,725	89,523	94,038	
Des Moines, Iowa Falls & Northern	4,223	149,048	6,838								
Des Moines Union											
Des Moines Western											
Dubuque & Sioux City (Ill. Cent.)											
Iowa Central	305,751	95,405	1,665,945	14.25	10.34	3.71	12,044,499	1,184,038	666,687	219,275	
Iowa State	303,786	33,458	1,565,440	18.58	14.21	4.87	7,705,709	6,775,532	1,991,293	2,456,417	
Manchester & Oelids		505	81,863	4.03	2.95	1.10	49,069	44,421	11,578	25,085	
Minneapolis & St. Louis			2,311	5.82	14.25	10.34	1,044,499	1,184,038	666,687	219,275	
Missouri North & British			41,110	5	4.02	1.92	77,931	57,497	31,808	28,378	
Newton & Northwestern			117,347	6.83	6.83	1.92	6,310	116,530	15,830	56,230	
Tabor & Northern											
Union Pacific			184,699	23.55	17.44	6.96	1,577,605	146,741	41,429	84,038	
Walsh	105,328	43,006	677,949	23.97	18.43	7.55	2,476,305	1,840,750	642,180	1,120,538	
Wilmington & Sioux Falls (Great Northern)			2,323	301,877	17.31	6.27	7,100,006	618,712	393,143	197,769	
Total	4,882,747	1,971,878	89,893,798				114,083,981	112,890,439	48,800,695		

a Switching Locomotives.

TABLE NO. 55. MILEAGE

Railroads.	Number of passengers carried carrying earnings.
Ames & College.....	241,685
Atchison, Topoka & main &.....	5,184,387
Chicago, Anamona & Northern.....	1,629
Chicago, Burlington & Quincy.....	14,574,481
Chicago Great Western.....	2,406,022
Missouri City & Fort Dodge.....	656,578
Wisconsin, Minnesota & Pacific.....	275,447
Chicago, Milwaukee & St. Paul.....	10,384,755
Chicago & North Western.....	21,016,303
Chicago, St. Paul, Minneapolis & Omaha.....	2,634,050
Coifax Northern.....	11,874,870
Crooked Creek.....	100,876
Davenport, Rock Island & Northwest.....	.....
Des Moines, Iowa Falls & Northern.....	80,071
Des Moines Union.....	.....
Des Moines Western.....	.....
Dubuque & Sioux City (Illinois Central).....	1,119,134
Iowa Central.....	634,618
Albia & Centerville.....	16,165
Manchester & Oread.....	.....
Minneapolis & St. Louis.....	276,282
Muscatine North & South.....	1,216,237
Newton & Northwestern.....	13,780
Tabor & Northern.....	12,284
Union Pacific.....	19,087
Wabash.....	2,250,861
William & Sioux Falls (Great Northern).....	6,618,469
.....	810,204
Total.....	81,541,681

TRAFFIC—ENTIRE LINE.

Number of passengers carried one mile.	Average distance carried—miles.	Total passenger revenue.	Passenger.				
			Average received from each passenger.	Average receipts per mile—cents.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per main mile.
477,824	1.58	\$ 12,068.25	\$.0500	.0225	\$ 12,068.25	\$ 6,099.56	.....
449,874,507	88.00	9,606,209.28	1.8700	.02144	12,560,048.90	2,501.22	\$ 1,57124
18,875	9.50	735.50	.39402	.0444	38.00	37.10	.0681
82,237,012	55.08	15,688,740.48	1.07645	.1304	19,725,130.84	2,808.80	1,23178
2,238,920	40.98	1,077,188.10	.48483	.0438	2,071,189.05	2,836.84	.87223
14,450,880	80.97	941,708.91	.63207	.0286	885,799.89	998.88	.48850
8,755,084	20.98	145,412.88	.16605	.0488	173,988.10	698.08	.62882
451,490,651	48.58	10,199,987.74	.1770	.0284	18,698,137.18	1,997.62	1.11718
681,280,758	80.72	13,839,718.94	.11696	.02017	18,170,815.30	2,152.80	1.07010
138,268,151	49.25	8,081,664.67	1.14787	.02384	8,620,399.68	2,137.60	1.00589
594,878,466	45.08	11,118,218.01	.19124	.0235	18,788,211.48	2,047.05	1.04459
418,390	4.15	5,214.51	.05172	.11240	5,837.82	415.21	.22879
.....	.....	328.78	.....	.....	1,844.80	104.75	.....
9,112,714	25.67	45,670.90	.47808	.12200	58,266.90	700.73	.57675
55,763,289	49.88	1,116,137.07	.19728	.02701	1,896,287.48	1,877.52	94188
28,319,721	41.71	474,014.41	.7490	.02339	668,808.75	1,013.92	.67108
276,282	18.24	8,885.93	.05506	.0808	9,947.58	407.02	.8722
46,891,089	38.11	877,018.85	.11686	.01816	1,047,119.55	1,465.55	.96655
83,008	14.77	6,790.11	.4923	.0880	7,524.08	202.47	.1904
385,589	17.24	12,868.41	.67871	.08887	18,870.08	764.59	.28468
146,147	10.73	4,189.67	.33987	.05306	5,824.08	628.84	.42285
823,160,468	143.87	6,103,517.61	2.71104	.0181	8,762,370.57	2,898.98	1.42605
534,569,484	86.81	8,917,828.77	1.6890	.01696	10,828,152.08	4,213.48	1.54788
18,077,883	40.87	830,088.41	1.48456	.02604	899,818.29	947.12	.67118
4,134,085,010	50.79	588,869,248.17	1.02241	.02016	8104,460,478.28	7,469.78	1,22116

TABLE No. 56—MILEAGE

Railroads.	Freight Traffic.	
	Number of tons of freight carried earning revenue.	Number of tons carried one mile.
Ames & College.....	1,508	29,608
Atchison, Topeka & Santa Fe.....	9,181,018	2,942,187,501
Chicago, Anamosa & Northern.....	1,508	29,608
Chicago, Burlington & Quincy.....	20,399,557	5,188,952,589
Chicago Great Western.....	2,816,707	724,273,240
Mason City & Fort Dodge.....	690,677	90,319,184
Wisconsin, Minnesota & Pacific.....	493,257	25,775,667
Chicago, Milwaukee & St. Paul.....	23,308,918	4,031,408,559
Chicago & North-Western.....	31,189,651	4,294,448,817
Chicago, St. P., Minn. & Omaha.....	5,618,851	875,412,058
Chicago, Rock Island & Pacific.....	13,156,146	3,010,400,486
Colfax Northern.....	238,264	1,153,075
Crooked Creek.....	47,987	1,153,075
Davenport, Rock Island & N. W.....	187,132	4,884,387
Des Moines, Iowa Falls & Northern.....	187,132	4,884,387
Des Moines Union.....	190.57	2,763,583.25
Des Moines Western.....	60.29	2,013,549.32
Dubuque & Sioux City (Illinois Central).....	22.50	14,877.66
Iowa Central.....	1,978,521	876,102,065
Albia & Centerville.....	2,050,024	833,677,181
Manchester & Oneida.....	51,728	1,163,912
Manchester & Oneida.....	28.67	50,926.24
Minneapolis & St. Louis.....	22.85	96,644.87
Muscatine North & South.....	10.75	12,532.96
Newton & Northwestern.....	891.15	25,736,780.06
Tabor & Northern.....	227.89	13,651,185.54
Union Pacific.....	11.717	125,957
Waba-h.....	7,331,914	2,887,665,458
Willmar & Sioux Falls (Great Northern).....	10,337,436	2,887,665,458
Willmar & Sioux Falls (Great Northern).....	642,282	92,694,695
Total.....	131,782,180	27,441,758,894

TRAFFIC—ENTIRE LINE—CONTINUED.

Freight Traffic.										
Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile—cents.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.	Average cost per ton per mile to move freight—cts.	Average No. of tons of freight in train.	Average number of tons of freight in each loaded car.	Average No. of tons of freight in each car—L. C. L.
320.00	\$ 5,574.04	\$ 5.07327	00.959	\$ 5,574.04	\$ 2,815.17	\$ 2,815.17	.....	.....	.....	.....
19.60	28,215,708.12	1.05190	05.362	28,215,708.12	5,021.51	\$2,547.78	.....	285.00	14.00	.....
254.26	1,582.25	2.12486	00.835	1,582.25	80.72	0.07608	.....	14.17	14.60	.....
257.13	43,846,403.78	1.80989	00.704	43,846,403.78	5,076.86	2.78128	0.0079	352.27	15.72	.....
130.77	5,096,543.14	1.43843	01.100	5,096,543.14	6,227.75	1.97134	.....	280.15	14.31	.....
52.28	993,509.38	1.99743	01.909	993,509.38	2,601.54	1.11761	.....	189.93	13.58	.....
175.41	491,992.12	1.54347	00.881	491,992.12	1,815.47	2.83255	.....	148.40	15.86	.....
198.00	35,968,946.47	1.26223	00.915	35,968,946.47	5,082.54	2.35244	.....	255.11	13.74	.....
155.94	39,292,830.47	1.44661	00.930	39,292,830.47	5,322.12	2.88308	.....	259.45	14.73	.....
228.82	8,133,061.57	1.43004	00.931	8,133,061.57	4,837.26	2.17999	.....	234.48	15.12	.....
5.05	28,023,137.42	02.837	.....	28,023,137.42	4,162.74	2.14124	.....	230.02	18.99	.....
.....	32,712.18	1.4830	02.837	32,712.18	2,973.89	1.40221	.....	63.60	17.54	2.00
.....	27,794.07	.....	.....	27,794.07	1,578.31	.....	.....	.....	.....	.....
26.94	99,163.69	02.842	.....	99,163.69	1,321.20	1.87018	.....	79.85	16.25	.....
.....	.....	0.68112	.....	.....	.....	.....	.....	.....	.....	.....
190.57	2,763,583.25	1.40033	00.785	2,763,583.25	3,616.56	1.52793	.....	307.42	18.46	.....
60.29	2,013,549.32	0.98221	00.598	2,013,549.32	1,472.43	1.47248	0.0049	246.20	16.44	.....
22.50	14,877.66	0.27797	01.235	14,877.66	588.28	4.5849	.....	87.12	12.45	.....
.....
98.60	2,031,993.49	1.02765	01.098	2,031,993.49	2,806.80	2.68968	0.0056	244.94	13.88	.....
28.67	50,926.24	0.41849	01.534	50,926.24	1,802.58	1.25711	.....	7.82	19.47	1.00
22.85	96,644.87	0.2046	02.776	96,644.87	937.02	2.02832	.....	73.06	19.84	19.84
10.75	12,532.96	1.06958	09.950	12,532.96	.....	.....	.....	.....	.....	.....
891.15	25,736,780.06	3.51024	00.897	25,736,780.06	8,707.74	8.57081	.....	397.90	16.16	.....
227.89	13,651,185.54	1.32946	00.583	13,651,185.54	5,539.63	1.79768	0.0054	293.93	16.22	11.01
114.32	1,242,698.05	1.03452	01.841	1,242,698.05	2,848.44	2.06726	.....	221.10	15.94	.....
204.22	\$ 287,826,843.14	\$ 1.80097	00.664	\$ 287,826,843.14	\$ 5,618.26	\$ 2,601.19	.....	.....	.....	.....

TABLE No. 58—MILEAGE TRAFFIC

Railroads.	Miles Run.			
	By Trains Earning Revenue.			
	Passenger.	Freight.	Mixed.	Total.
Ames & College.....				
Atchison, Topeka & Santa Fe.....	8,186,951	9,393,834	1,717,304	19,297,639
Chicago, Anamosa & Northern.....	2,081			2,081
Chicago, Burlington & Quincy.....	13,505,797	14,192,894	1,417,868	29,122,059
Chicago Great Western.....	2,369,496	2,580,288	5,082	4,954,806
Mason City & Fort Dodge.....	882,446	475,548		1,307,994
Wisconsin, Minnesota & Pacific.....	286,090	178,622		459,782
Chicago, Milwaukee & St. Paul.....	11,112,163	14,848,678	1,149,746	27,110,587
Chicago, & North-Western.....	14,800,509	16,230,716	1,313,874	31,145,099
Chicago, St. P., Minn. & Omaha.....	3,080,084	3,183,301	547,166	6,810,551
Chicago, Rock Island & Pacific.....	12,427,823	12,368,195	719,172	25,515,190
Colfax Northern.....	5,200	7,800	10,329	23,329
Crooked Creek.....				
Davenport, Rock Island & N. W.....				
Des Moines, Iowa Falls & Northern.....	91,195	53,028		144,223
Des Moines Union.....				
Des Moines Western.....				
Dubuque & Sioux City (Ill. Cent.).....	1,489,484	1,800,176	13,046	3,299,705
Iowa Central.....	651,789	1,175,502	191,998	2,019,289
Albia & Centerville.....			31,559	31,559
Manchester & Oneida.....				
Minneapolis & St. Louis.....	1,043,378	744,192	7,579	1,795,149
Muscatine North & South.....			41,110	41,110
Newton & Northwestern.....	63,755	47,352		111,107
Tabor & Northern.....			11,717	11,717
Union Pacific.....	5,640,902	7,114,110	93,433	12,848,445
Wabash.....	9,593,769	7,827,171		17,420,940
Willmar & Sioux Falls (Great Northern).....	448,592	277,472	141,772	867,836
Total.....	85,411,504	91,502,488	7,411,992	184,325,984

—ENTIRE LINE—CONTINUED.

Railroads.	Miles Run.		Grand total train mileage.	Average number of freight cars in trains.	Average number of loaded cars in trains.	Average number of empty cars in trains.	Car Mileage.						
	By Other Trains.						Loaded freight cars east or north.	Loaded freight cars south or west.	Empty cars north or east.	Empty cars south or west.			
	Switching.	Construction and other.											
Ames & College.....													
Atchison, Topeka & Santa Fe.....	3,449,182	919,223	23,665,984	26.00	19.00	7.00	104,865,658	105,768,924	40,494,805	43,198,284			
Chicago, Anamosa & Northern.....			2,081	1.79	.97	.82	1,080	991	866	853			
Chicago, Burlington & Quincy.....			29,122,059	31.00	21.00	10.00							
Chicago Great Western.....			4,954,806	27.26	19.58	7.66	28,305,579	22,820,466	7,172,343	12,685,653			
Mason City & Fort Dodge.....	785,156	84,889	5,772,851	19.94	18.98	5.96	3,665,111	2,984,062	1,264,801	2,089,877			
Wisconsin, Minnesota & Pacific.....	61,925	12,038	1,881,957	13.75	9.06	4.09	825,781	852,300	869,990	889,885			
Chicago, Milwaukee & St. Paul.....	22,238	2,158	484,176	26.54	18.57	7.97	157,079,428	140,038,494	54,815,641	73,737,413			
Chicago, & North-Western.....			27,110,587	25.09	17.61	7.49	140,742,854	150,582,954	65,948,451	57,378,249			
Chicago, St. P., Minn. & Omaha.....	10,657,101	3,379,066	45,812,258	21.84	15.61	5.88	26,927,148	30,955,768	13,322,362	8,448,940			
Chicago, Rock Island & Pacific.....	1,436,916	287,198	8,537,655	24.28	16.46	7.88	102,219,289	118,143,733	52,461,182	49,976,199			
Colfax Northern.....	862,266		28,329	7.01	3.63	3.88	63,053	2,790	860	60,435			
Crooked Creek.....													
Davenport, Rock Island & N. W.....													
Des Moines, Iowa Falls & Northern.....	67,330	9,760	77,140	2.93	5.63	3.83							
Des Moines Union.....		4,825	149,049				149,990	143,795	82,532	94,083			
Des Moines Western.....													
Dubuque & Sioux City (Ill. Cent.).....													
Iowa Central.....	415,398	245,479	2,948,877	21.70	15.41	6.29	14,598,784	13,347,884	5,765,658	5,644,465			
Albia & Centerville.....		84,503	2,053,792	19.62	14.97	4.65	11,030,929	9,444,004	2,787,582	3,573,879			
Manchester & Oneida.....		608	81,865	4.08	2.98	1.10	49,069	44,421	11,572	22,935			
Minneapolis & St. Louis.....													
Muscatine North & South.....													
Newton & Northwestern.....													
Tabor & Northern.....													
Union Pacific.....													
Wabash.....													
Willmar & Sioux Falls (Great Northern).....													
Total.....	23,435,333	8,744,208	214,505,478	24.05	13.87	5.02	735,160,822	735,607,105	249,549,178	245,746,922			

TABLE No. 59-

Railroads.	Products of Agriculture.			
	Grain.	Flour.	Other mill products.	Hay.
Ames & College				
Atchison, Topeka & Santa Fe				
Chicago, Anamosa & Northern				9
Chicago, Burlington & Quincy		86		
Chicago Great Western				
Mason City & Fort Dodge	324,271	185,891	19,479	17,809
Wisconsin, Minnesota & Pacific	100,359	48,958	4,938	11,281
Chicago, Milwaukee & St. Paul	29,173	15,801	1,754	1,551
Chicago & North-Western	527,946	29,148	43,430	30,897
Chicago, St. Paul, Minneapolis & Omaha	786,651	29,867	49,298	22,364
Chicago, Rock Island & Pacific	45,852	7,239	5,118	8,900
Colfax Northern	899,890	110,276	108,144	52,884
Crooked Creek	359	188	100	
Davenport, Rock Island & North Western	4,706	53		10
Des Moines, Iowa Falls & Northern				
Des Moines Union	22,423	898	422	358
Des Moines Western				
Dubuque & Sioux City (Illinois Central)				
Iowa Central	445,224	74,951	49,365	14,806
Albia & Centerville	181,569	99,192	17,596	6,885
Manchester & Oneida	367	844		24
Minneapolis & St. Louis	127,312	17,241	16,262	13,185
Muscatine North & South	3,320	873		491
Newton & Northwestern	21,069	521	117	670
Tabor & Northern				
Union Pacific	483,147	18,436	10,154	6,307
Wabash	87,529	8,596	7,015	3,223
Willmar & Sioux Falls (Great Northern)				
Total	4,041,297	633,802	333,187	200,884

TONNAGE—IOWA.

Tobacco.	Products of Agriculture.						Products of Animals.						
	Fruit and vegetables.	Grass seed.	Cotton.	Butter.	Eggs.	Cheese.	Live Stock.	Dressed meats.	Other packing house products.	Poultry, game and fish.	Wool.	Hides and leather.	Milk.
							471						
	54,725				19,664		108,894	90,678	59,152	3,896	2,041	1,484	
	11,923				a 8,872		52,340	33,688	19,968	57,994	588	1,527	
	4,334						9,578	3,201	5,148	871	135	456	
235	19,134			c 27,127	14,663		350,128	42,761	75,714	8,751	4,061	5,954	
	61,004	1593		5,442	1,769		350,014	25,954	27,261	5,917	3,793	5,825	369
	4,772						58,369	1,489	11,255	269	103	831	
3	117,615						812,572	22,108	33,621	8,122	3,623	7,643	
	80						617		2				
							485			3			
	997						4,616	683	516			121	
	81,444		308	b 6,292			174,408		53,109	7,070	7,711	2,245	
21	12,839		283	1,043	3,391	80	77,466	991	29,609	1,782	820	1,122	
	209						489						
23	3,519		8	914	1,647		26,811	4,893	549	551	25	22	
	3,093						1,580					24	
	106						3,579				248	25	
1727	215,054		15	c 14,594			d 55,066	336	8,118	25,815	19,849	5,876	
179	5,463		376				11,483	3,444	4,043		829	2,290	
3464	596,120	1593	1497	59,412	50,000	80	1,593,909	230,219	333,056	115,284	42,583	34,444	869

a Includes butter and cheese.
 b Includes cheese.
 c Includes other agricultural products.
 d Includes other animal products.

TABLE No. 60—TONNAGE—

Railroads.	Products of Mines.			
	Anthracite coal.	Bituminous coal.	Coke.	Ore.
Ames & College.....				
Atchison, Topeka & Santa Fe.....		273		
Chicago, Anamosa & Northern.....				
Chicago, Burlington & Quincy.....				
Chicago Great Western.....		242,502	5,978	
Mason City & Fort Dodge.....		61,578		
Wisconsin, Minnesota & Pacific.....		18,832		
Chicago, Milwaukee & St. Paul.....	1,888	897,339	81,189	6,186
Chicago & North-Western.....	4,306	681,527	5,548	19
Chicago, St. P., Minn. & Omaha.....	1,89	23,476	19	15
Chicago, Rock Island & Pacific.....	22,684	884,460	4,779	86,872
Colfax Northern.....	208	241,531		
Creeked Creek.....	491	26,674		
Davenport, Rock Island & N. W.....				
Des Moines, Iowa Falls & Northern.....	1,886	67,664	16	
Des Moines Union.....				
Des Moines Western.....				
Dubuque & Sioux City (Ill. Cen.).....	85,085	290,686	5,851	8,667
Iowa Central.....	14,676	706,948	22,271	37
Albia & Centerville.....	86	35,228	116	
Manchester & Oelwein.....				
Minneapolis & St. Louis.....	8,961	71,108	116	
Missouri North & South.....	5,640	35,711	76	
Newton & Northwestern.....	1,089	118,860	16	
Tabor & Northern.....				
Union Pacific.....	30,201	24,469	5,381	17,846
Wabash.....	9,860	84,882	828	3,377
Willmar & Sioux Falls (Great Northern).....				
Total.....	184,254	4,081,182	98,465	67,818

IOWA—CONTINUED.

Products of Mines.	Products of Forests.	Manufactures.												
		Stones, sand and like articles.	Salt.	Lumber.	Ties, logs and other forest products.	Telegraph, telephone and electric light poles.	Petroleum and other oils.	Sugar.	Iron, pig and bloom.	Iron and steel rails.	Other cast-iron and machinery.	Bar and sheet metal.	Concrete and lime.	
116	328													176
64,858	104,818	55,467	20,148	15,429	10,018	5,678	22,683	5,339						
11,899	29,414	5,646	7,896	9,054	63,897	7,879	10,459	2,579	1,515	1,041	6,162	1,931	17,287	8,676
84,208	739	96,864	81,291	15,182	133,438	13,706	14,882	14,283	5,284	10,616	15,554	7,059	11,810	87,886
16,076	8,844		288,443	47,928	847,909	107,558		706	3,206		591	478		10,188
	8,128		847		3,128		19,611	90,838	67,482	24,928	12,849	24,928	96,724	181,958
	19	482	7,871	19		141	117	28	4	14	15			81
	3,055	849					266	485	568	117	548			3,668
47,772	11,902	161,891	39,018	6,404	163,822	2,700	23,737	24,254	1,648	15,187	83,608	37,828	107,738	
7,670	127	1,156	6,404	163,822	2,700	1,870	23,905	3,411	15,694	8,810	9,001	10,847	11,811	189
			1,977	2,044	81,086	508		3,422	1,416		1,288	140	45,463	
			855	84,889	10,431		535	265	119		2,068	77	5,877	
			759	421	4,896		67		166	108			5,479	
15,681	66,950	106,223	15,015	17,136	6,418		19,586	27,160	2,082	98,558	75,789	82,841	15,798	
							2,399	1,146	1,018	1,898	1,451	7,948	9,848	
870,174	161,828	1,244,620	271,976	19,674	167,648	175,814	189,067	168,806	183,816	191,758	894,808			

a Includes brick.

TABLE. No. 61—TONNAGE—IOWA—CONTINUED.

Railroads.	Manufacturers—Continued.						Other.			Grand total—Iowa.	Originating on own road.	From other roads.
	Brick.	Tile.	Agricultural implements.	Wagons, carriages, tools, etc.	Wines, liquors and beers.	Household goods and furniture.	Ice.	Merchandise.	Miscellaneous.			
Ames & College.....												
Atchison, Topeka & Santa Fe.....												
Chicago, Anamosa & Northern.....								147	52	1,505	525	980
Chicago, Burlington & Quincy.....												
Chicago Great Western.....	35,989		10,760	9,276	7,420	18,913		128,187	162,675	1,858,098		
Mason City & Fort Dodge.....			8,467	2,644		4,407		37,940	54,451	587,579		
Wisconsin, Minnesota & Pacific.....		557	759	454	1,079			9,747	31,230	168,619		
Chicago, Milwaukee & St. Paul.....	65,284		10,548	2,851	14,009	22,069	7,547	269,676	2,291,923	2,811,990	2,416,148	895,842
Chicago & North-Western.....	52,937	45,675	8,705	14,028	4,958	29,271	10,003	195,333	50,040	800,683	175,436	125,247
Chicago, St. Paul, Minneapolis & Omaha.....			1,326	209	2,141	4,988		44,256	44,223	800,683	175,436	125,247
Chicago, Rock Island & Pacific.....	a165,496		64,329	20,294	24,022	38,675		470,777	993,251	5,612,326	2,997,396	2,614,937
Colfax Northern.....			88	12	1	241		480	562	228,864	222,652	5,312
Crooked Creek.....	983	4,478			64			605	219	47,867	45,614	1,753
Davenport, Rock Island & Northwestern.....			891	15	45	716		18,898	3,801	157,182	141,193	15,989
Des Moines Iowa Falls & Northern.....												
Des Moines Union.....												
Des Moines Western.....												
Dubuque & Sioux City (Illinois Central).....		10,332	11,891	7,657	10,977	8,508	2,447	129,969	91,266	1,689,421	826,585	1,141,836
Iowa Central.....	13,650	12,406	11,802	8,858	12,550	7,844	8,854	100,723	124,644	1,762,868	1,159,428	609,410
Albia & Centerville.....	880			89		234		1,944	3,017	51,733	89,461	12,262
Manchester & Oneida.....												
Minneapolis & St. Louis.....	9,089	22,627	723	284	1,118	4,721	347	80,688	15,379	516,977	393,377	121,600
Muscatine North & South.....			185	9		110		6,165	12,384	112,130	46,679	65,451
Newton & Northwestern.....			422	75	61	429		2,224	922	154,796	141,925	12,871
Tabor & Northern.....												
Union Pacific.....			16,480	19,948	82,985	86,476		131,428	168,992	1,805,445	426,187	1,879,258
Wabash.....			1,068	404	2,773	942		19,264	44,954	803,023		
Willmar & Sioux Falls (Great Northern).....												
Total.....	843,158	96,070	142,293	81,555	118,641	178,092	23,698	1,642,956	1,792,062	20,742,878	9,028,599	6,502,728

a Includes tile.

TABLE No. 62—TONNAGE—ENTIRE LINE.

Railroads.	Products of Agriculture.										
	Grain.	Flour.	Other mill stuffs.	Hay.	Tobacco.	Fruit and vegetables.	Grass seed.	Cotton.	Butter.	Eggs.	Cheese.
Ames & College.....	1,255,276	239,937	125,141	146,728		509,018		39,438			
Atchison, Topeka & Santa Fe.....		36		9							
Chicago, Anamosa & Northern.....											
Chicago, Burlington & Quincy.....	478,559	263,925	86,617	22,252		92,670			a30,139		
Chicago Great Western.....	182,953	55,944	5,525	14,849		12,915			a10,860		
Mason City & Fort Dodge.....	86,123	49,031	5,278	4,587		14,058			a5,422		
Wisconsin, Minnesota & Pacific.....	3,526,481	585,485	283,085	188,819	47,888	349,996	b235,320			41,395	c91,805
Chicago, Milwaukee & St. Paul.....	2,982,834	281,912	358,719	219,060	10,934	560,256	11,953		d22,207	17,476	
Chicago & North-Western.....	1,318,996	208,752	161,08	87,147	144	120,005					
Chicago, St. P., Minn. & Omaha.....	2,171,843	349,473	258,481	128,359	1,180	281,217	19,813	174,606			
Chicago, Rock Island & Pacific.....	859	188	100		3	30					
Colfax Northern.....	4,766	53		10							
Crooked Creek.....											
Davenport, Rock Island & N. W.....	22,423	898	422	863		997					
Des Moines Iowa Falls & Northern.....											
Des Moines Union.....											
Des Moines Western.....	446,802	75,095	49,365	14,366	271	81,495		308	d7,331		
Dubuque & Sioux City (Illinois Central).....	221,615	109,137	17,826	9,274	21	13,937		1,950	1,135	3,457	81
Iowa Central.....	867	344		24		209					
Albia & Centerville.....											
Manchester & Oneida.....	479,201	213,382	62,950	14,800	50	43,082		56	4,830	3,421	85
Minneapolis & St. Louis.....	3,320	878		491		3,098					
Muscatine North & South.....	21,069	524	117	670		106					
Newton & Northwestern.....											
Tabor & Northern.....	1,134,873	157,576	56,873	72,956	2,787	548,176		1,865	b35,859		
Union Pacific.....	1,256,951	119,877	233,819	107,610	5,950	182,085		29,212			
Wabash.....	237,979	5,532	4,602	9,705		3,293			e1,832		b3,889
Willmar & Sioux Falls (Great Northern).....											
Total.....	15,776,040	2,711,971	1,555,001	1,040,617	69,128	2,766,636	316,586	240,936	118,226	65,781	98,810

a Includes eggs and cheese. b Other agricultural products. c Dairy products. d Includes cheese. e Includes eggs.

TABLE No. 63—TONNAGE—ENTIRE LINE—CONTINUED.

Railroads.	Products of Animals.							Products of Mines.						
	Live stock.	Dressed meat	Other pack- ing house products	Poultry, fish, and	Wool.	Hides and leather.	Milk.	Anthracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sand, etc.	Salt.	
Ames & College														
Atchison, Topeka & Santa Fe	773,612	36,157	45,570	24,277	13,701	25,455	69,474	1,610,869	216,118	245,080	811,499	116		
Chicago, Anamosa & Northern	471							275						
Chicago, Burlington & Quincy														
Chicago Great Western	175,481	127,490	96,467	4,788	5,948	6,478	59,714	399,127		6,478	100,163			
Mason City & Fort Dodge	18,132	41,371	24,396	760	1,934			70,108			14,711			
Wisconsin, Minnesota & Pacific	28,836	3,477	14,896	1,085	393	1,038		75,468			1,480	33,842		
Chicago, Milwaukee & St. Paul	1,035,786	139,275	133,247	10,431	11,252	72,866	774,472	2,473,136	860,516	1,761,873	1,081,145	169,863		
Chicago & North-Western	1,163,189	165,053	54,178	50,740	13,529	87,206	210,119	792,965	736,686	303,479	7,240,611	1,425,141		
Chicago, St. Paul, Minn. & Omaha	288,918	15,607	47,636	17,321	1,566	6,491		158,938	411,012	22,107	22,766	117,784		
Chicago, Rock Island & Pacific	866,414	96,019	64,609	11,441	10,280	16,595		318,627	2,690,368	41,390	85,994	618,784		
Colfax Northern	617							205				547		
Crooked Creek	485							491				7,871		
Davenport, Rock Island & N. W.														
Des Moines, Iowa Falls & Northern	4,616	658	516					1,220	97,934	16		2,955		
Des Moines Union														
Des Moines Western														
Dubuque & Sioux City (Ill. Cent.)	174,434		53,106	7,070	7,711	2,245		35,036	390,758	5,381	3,661	50,171		
Iowa Central	98,564	991	38,104	2,023	1,295	6,316		15,702	778,323	24,900		11,746		
Albia & Centerville	439							55	38,226	114		7,670		
Manchester & Onida	50,551	19,812	4,828	2,247	608	1,823		28,087	239,161	8,348		18,094		
Minneapolis & St. Louis												5,741		
Muscatine North & South	1,640							8,540	25,711	76		355		
Newton & Northwestern	3,579			248		25		1,059	113,899	15		759		
Tabor & Northern												421		
Union Pacific	529,823	16,537	29,970	39,741	28,917	8,847	13,258	33,603	1,899,611	6,720	396,680	213,702		
Wabash	352,733	114,205	184,774		10,960	70,319		308,875	2,851,181	27,597	106,224	430,267		
Wilmar & Sioux Falls (Great N.)	62,961	4,151	1,794			107		83,379	51,218			12,618		
Total.	6,695,260	790,331	884,938	181,197	104,276	319,430	223,418	2,639,879	18,116,873	938,620	9,582,440	4,669,058	478,477	

a Other animal products. b Other mineral products.

TABLE No. 64—TONNAGE—ENTIRE LINE—CONTINUED.

Railroads.	Products of Forest.					Manufactures.							
	Lumber.	Timber, logs, cutwood and other forest products.	Telegraph, and electric light poles.	Petroleum and other oils.	Sugar.	Iron, pig and bloom.	Iron and steel rails.	Other castings and machinery.	Bar and sheet metal.	Cement and lime.	Brick.		
Ames & College													
Atchison, Topeka & Santa Fe	495,120					70,848	48,699	19,046	81,215	227,508	65,067	4,991,886	
Chicago, Anamosa & Northern	285											176	
Chicago, Burlington & Quincy													
Chicago Great Western		61,688				30,708	16,055	10,988	12,894	22,748	4,788	1,175	
Mason City & Fort Dodge	27,281					12,432	4,008			6,830	207	11,225	
Wisconsin, Minnesota & Pacific	27,721					10,457	8,147	8,816	10,874	5,959	740	14,847	
Chicago, Milwaukee & St. Paul		2,342,231				2,825	8,716	215,094	105,391	192,918	228,031	4,701,624	
Chicago & North-Western	2,144,097		230,776			219,048	67,680	865,222	149,088	294,769	491,144	340,804	
Chicago, St. P., Minn. & Omaha	874,915					27,632	23,493	23,029	19,213	23,848	561	1,351,541	
Chicago, Rock Island & Pacific	918,105					103,026	147,912	114,784	84,844	62,028	189,456	6,668,327	
Colfax Northern	3,128					117	23	14	41	23	1	181	
Crooked Creek	432											993	
Davenport, Rock Island & N. W.													
Des Moines, Iowa Falls & Northern						260	455	563	117	545		8,958	
Des Moines Union													
Des Moines Western													
Dubuque & Sioux City (Ill. Cent.)	160,617	908				23,787	24,284	1,548	15,187	23,709	27,925	4,107,733	
Iowa Central	170,688	2,979	1,904			25,878	3,277	19,127	16,725	13,352	15,070	11,978	
Albia & Centerville	1,155	99	31									960	
Manchester & Onida													
Minneapolis & St. Louis	284,447	23,590	7,880			18,084	10,793	14,065	13,841	17,857	4,395	58,611	
Muscatine North & South	84,887	10,453				636	385	119		2,654	77	5,577	
Newton & Northwestern		4,990						108				3,479	
Tabor & Northern													
Union Pacific	444,336	3,261				37,460	78,751	33,923	101,077	118,240	65,712	146,807	
Wabash	571,877	313,949				79,980	38,908	33,981	48,598	48,709	234,940	4,808,286	
Wilmar & Sioux Falls (Great North)	88,749		37,884			2,470		1,302	141	1,068	686	8,981	
Total.	6,887,944	6,885,922	378,462	878,886	476,128	604,431	668,460	1,268,692	1,271,749	2,917,017	471,576		

a Includes brick. b Includes brick and tile. c Naval stores. d Includes brick. e Includes naval stores, lath and shingles, and sash doors and blinds.

TABLE No. 65—TONNAGE—ENTIRE LINE—CONTINUED.

Railroads.	Manufactures—Continued.					Other Items.			Total Tonnage.	Originating on own road.	Receiv. from other lines.
	Tons.	Agricultural implements.	Wagons, carriages, tools, etc.	Wines, liquors and beers.	Household and furniture.	Ice.	Merchandise.	Miscellaneous.			
Ames & College.....											
Atchison, Topeka & Santa Fe.....	51,787	25,777	59,888	70,181		634,551	738,941	9,181,116	6,538,880	2,627,146	990
Chicago, Anamona & Quincy.....						147	52	1,505	525		
Chicago, Burlington & Quincy.....	19,882	10,140	6,197	13,898		270,122	227,806	2,814,707			
Chicago Great Western.....	8,605	6,285		7,398		134,818	59,500	690,067			
Mason City & Fort Dodge.....	2,762	1,373	3,653			8,095	30,194	493,237			
Wisconsin, Minnesota & Pacific.....	187,314	595,725	607,716	106,931	834,492	1,699,405	697,934	23,398,968	20,138,752	3,170,156	
Chicago, Milwaukee & St. Paul.....	173,943	305,478	296,200	128,281	539,886	1,729,855	51,129,651	27,078,884	4,095,267	1,110,937	
Chicago, St. Paul, Minn. & Omaha.....	32,392	8,919	39,438	49,598		392,510	903,059	5,013,351	4,998,394		
Chicago, Rock Island & Pacific.....	105,538	38,647	77,265	105,974		872,939	1,189,208	13,156,140	8,036,111	5,127,025	
Colfax Northern.....	32	1	1	24		480	568	238,574	222,652	5,313	
Crooked Creek.....	4,478			65		65	219	47,367	45,014	1,753	
Davenport, Rock Island & North Western.....		18		716				157,132	141,103	16,989	
Des Moines, Iowa Falls & Northern.....	891					13,398					
Des Moines Western.....											
Dubuque & Sioux City (Ill. Cent.).....	10,876	11,402	7,657	10,877	8,518	2,458	190,678	9,092	1,978,521	576,170	1,097,851
Iowa Central.....	16,468	15,159	5,501	16,737	9,237	3,675	132,463	173,278	1,905,024	1,085,017	434,067
Albia & Centerville.....			38		254		1,944	8,017	51,723	59,461	12,262
Manchester & Oneida.....	22,961	8,830	1,128	18,905	18,750	8,468	179,590	86,071	1,907,599	1,436,699	437,060
Minneapolis & St. Louis.....	195	9		110		6,105	12,984	112,151	46,079	65,451	
Muscataine North & South.....	482	75	61	420		2,224	922	154,706	141,926	12,871	
Newton & Northwestern.....											
Tabor & Northern.....	38,748	33,248	58,989	49,094		883,032	998,358	7,381,914	8,930,759	8,401,115	
Union Pacific.....	35,618	18,476	92,443	31,407		642,121	1,498,458	10,267,439			
Wabash.....	8,648	708	1,831	119	8,015	37,553	18,772	642,283			
Wilmar & Sioux Falls (Great Northern).....											
Total	1,18,234	690,484	1,047,466	1,266,377	681,110	882,078	7,435,914	7,438,153	111,370,406	74,158,005	22,807,542

TABLE No. 66—CONSUMPTION OF FUEL BY LOCOMOTIVES—IOWA.

Railroads.	Bituminous Coal.		Wood.				Total Fuel Consumed.		Miles run.	Average pounds of fuel per mile.
	Tons.	Average cost.	Hard.		Soft.		Tons.	Average price at firing point.		
			Cords.	Average cost.	Cords.	Average cost.				
Ames & College.....	14,009.85	1.54	220.80	1.75	13.00		14,163.85	1.55	246,397.00	114.95
Atchison, Topeka & Santa Fe.....	210.00	2.50					210.00		2,081.00	208.00
Chicago, Anamona & Quincy.....	179,787.00	1.70			911.00	2.36	180,242.64		3,582,475.00	141.82
Chicago, Burlington & Quincy.....	79,012.00	2.25			404.00	3.37	79,233.00	2.26	1,339,223.00	118.32
Chicago Great Western.....	3,795.00	2.22			62.00	2.89	3,859.00		11,733.00	106.67
Wisconsin, Minnesota & Pacific.....										
Chicago, Milwaukee & St. Paul.....	643,495.00	1.88	1,768.00	2.73	8,533.00	2.72	646,497.00		11,316,567.00	114.85
Chicago, St. Paul, Minn. & Omaha.....	27,818.00	2.77			415.00	1.49	27,556.00	2.71	372,408.00	97.29
Chicago, Rock Island & Pacific.....	589,897.00	1.84			5,458.29	2.39	602,692.29		9,458,198.00	137.60
Colfax Northern.....	2,081.00	1.52			60.00	2.56	2,111.00		23,329.00	324.66
Crooked Creek.....	1,772.88	3.00					1,772.88		2,100.00	124.34
Davenport, Rock Island & North Western.....	4,797.00	2.01					4,797.00		35,368.00	89.57
Des Moines, Iowa Falls & Northern.....							6,520.00	2.00	1,490.48	85.60
Des Moines Western.....										
Dubuque & Sioux City (Illinois Central).....	253,487.00	1.89	1,478.00	2.11			254,469.00	1.84	3,770,612.00	136.97
Iowa Central.....	188,283.00	1.56			1,006.00	3.11	188,791.00	1.63	2,076,646.00	133.73
Albia & Centerville.....										
Manchester & Oneida.....	89,453.00	2.38			182.00	2.40	89,611.00	2.38	585,119.00	114.55
Minneapolis & St. Louis.....	3,790.00	1.84			68.00	2.06	3,824.00		41,110.00	136.10
Muscataine North & South.....	7,630.00	1.86					7,630.00	1.86	123,197.00	133.77
Newton & Northwestern.....	670.00	3.23					670.00	3.23	11,717.80	114.86
Tabor & Northern.....	16,461.63	1.48				1.26	16,469.94	1.48	211,142.00	166.01
Union Pacific.....										
Wabash.....										
Wilmar & Sioux Falls (Great Northern).....										
Total	2,012,690.06		3,467.80		12,104.76		2,027,808.45		82,379,741.48	

TABLE No 68—

Railroads.	Killed.					
	Passengers.	Employees.	Others.	Total.	Cause of Death.	
					Derailment.	Collision. Caught in frog of switch.
Ames & College						
Atchison, Topeka & Santa Fe						
Chicago, Anamosa & Northern						
Chicago, Burlington & Quincy	1	12	15	28	2	1
Chicago Great Western		5		5		
Mason City & Fort Dodge		1		1		
Wisconsin, Minnesota & Pacific						
Chicago, Milwaukee & St. Paul	2	6	17	25		1
Chicago & North-Western		14	38	52	8	1
Chicago, St. P., Minn. & Omaha		1		1		
Chicago, Rock Island & Omaha	4	23	25	52	7	6
Clifax Northern						
Crooked Creek			2	2		
Davenport, Rock Island & N. W.						
Des Moines, Iowa Falls & Northern						
Des Moines Union						
Des Moines Western						
Dubuque and Sioux City (Illinois Central)		8	7	10		
Iowa Central		6	1	7	2	
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis			2	2		
Muscotine North & South						
Newton & Northwestern		1		1		
Tabor & Northwestern						
Union Pacific			1	1		
Wabash			1	1		
Willmar & Sioux Falls (Great Northern)		2		2	2	
Total	7	74	109	190	21	7

ACCIDENTS.

Coupling car ^s	Killed.								Injured.															
	Cause of Death.								Cause of Injury.															
	Falling from train.	Getting on or off trains.	Highway crossings	Miscellaneous	Overhead obstructions.	Stealing ride.	While intoxicated.	Trespassers on track.	Passengers.	Employees.	Others.	Total injured.	Derailment.	Collision.	Caught in frog of switch.	Coupling car.	Falling from train.	Getting on or off trains.	Highway crossings.	Miscellaneous	Overhead obstructions.	Stealing ride.	While intoxicated.	Trespassers on track.
								1	86	1	88		1		6	2			79					
	8	12	4	8			8	6	21	484	66	571	14	3	1	26	6	476		1	12	1	12	
	1	1						11	87	3	52	3	3	9		3	30							
				1				6	17	1	24	1		1		1	17							
	1							20	58	23	106	5	39		24	20		101		1				
								20	58	60	56	25	10		14	37	68	9	850		1	9		13
				1				1	38	8	37	1	1		2	1	1	31						
	6	2	2				2	1	18	4	5	18	22	1	1	4	3	3	1			2	1	5
								2																
	1		2	1	1			5	1	33	8	42	1		2	2	4	1	29		1		2	
	1							6	61	5	72	3	4		3	7	8		44				3	
								1	2	6	4	12			1	1			7		1		2	
										31		37			1	4	1		31					
									7	2	10				2	1			7					
									8		8	2	1		1				4					
5	11	15	13	52	1	8	8	59	146	1,378	190	1,712	46	82	45	102	144	24	1,207	6	24	8	8	

TABLE No. 1—INCOME—(Electric Lines.)

	Gross earnings.	Operating expenses.	Net earnings.	Miscellaneous income.	Gross income less operating expenses.	Deductions from income.				Net income.	Dividends paid.	Surplus.	Surplus at beginning of year.	Credits.	Debits.	Surplus at close of year.
						Taxes.	Interest.	Other deductions.	Total.							
Boone Suburban.....	\$ 6,307.00	\$ 8,930.00	\$ 2,927.00		\$ 2,927.00	\$ 201.70				\$ 201.70	\$ 2,725.30					
Cedar Rapids & Iowa City.....	71,867.08	20,678.58	51,918.50		51,918.50						31,918.50					
Cedar Rapids & Marion.....	38,198.67	29,450.47	8,743.20		8,743.20	531.59				831.59	8,211.61					
Iowa & Illinois.....	40,485.98	27,747.36	12,738.62		12,738.62						998.32					\$ 998.32
Inter-Urban.....	143,941.98	75,023.03	68,919.95	\$100.41	68,420.51	3,141.69	826,191.74	957.68		29,421.11	38,999.20					
Mason City & Clear Lake.....	25,921.44	30,090.94	5,854.60		5,854.60						5,854.60					
Tama & Toledo.....	11,004.05	9,913.47	1,090.58		1,090.53	838.67				838.67	751.91					
Waterloo, Cedar Falls & Northern.....	180,194.11	88,898.80	61,277.81		61,297.81		30,000.00				61,297.81					108,854.61
Total.....	\$497,644.96	\$ 116,795.05	\$180,849.91	\$100.41	\$180,950.31	\$4,213.66	\$58,191.74	\$97.68		\$30,495.07	\$150,487.75				\$608.32	\$109,752.95

a Includes taxes.

TABLE No. 2—EARNINGS—(Electric Lines.)

	Car Earnings.							Miscellaneous earnings.	Total earnings.
	Passenger.	Chartered cars.	Freight.	Mail.	Express and Supplies.	Other cars.	Switching.		
Boone Suburban.....	\$ 6,307.00								\$ 6,307.00
Cedar Rapids & Iowa City.....	69,761.10		\$ 9,601.84		\$ 434.14				71,597.08
Cedar Rapids & Marion.....	33,960.15				4,003.95			\$ 190.60	38,163.67
Iowa & Illinois.....	39,041.53	\$ 184.00			916.03			40,445.56	
Inter-Urban.....	111,837.89	859.50	2,225.29		191.41	\$ 2,287.86		144,012.94	
Mason City & Clear Lake.....	27,441.04		7,550.48		249.96			379.96	39,021.44
Tama & Toledo.....			54,487.08					3,952.88	11,004.05
Waterloo, Cedar Falls & Northern.....	91,754.70								150,194.11
Total.....	\$ 371,042.89	\$ 993.50	\$ 100,004.67	\$ 219.96	\$ 5,515.55	\$ 6,240.21		\$ 2,065.00	\$ 497,743.27

TABLE No. 3—OPERATING EXPENSES—(Electric Lines.)

	Maintenance										
	Way and Structure*				Equipment						
	Track and roadway.	Electric line.	Buildings and fixtures.	Total.	Steam plant.	Electric plant.	Cars.	Electric equipment of cars.	Miscellaneous equipment.	Shop expense.	Total.
Boone Suburban	\$ 200.00	\$ 180.00		\$ 380.00							
Cedar Rapids & Iowa City	7,135.40	829.34	41.83	8,006.57	197.41	180.77	2,968.07	1,191.17	183.70	741.95	8,328.53
Cedar Rapids & Marion	8,773.67	794.38	480.88	9,948.93	111.54	58.04	2,750.19	2,371.11		207.16	8,333.74
Iowa & Illinois	901.94	7.84	39.48	938.86	232.15	4.82	821.07	849.61		108.40	1,710.08
Inter-Urban	11,164.28	937.06	544.55	12,645.89		56.78	3,575.08	1,681.64	631.87		4,893.61
Mason City & Clear Lake	8,652.07	190.43	487.85	9,330.35	364.69		1,370.48	1,535.41	701.88		3,908.90
Tama & Toledo											
Waterloo, Cedar Falls & Northern	14,756.31	2,899.70	390.02	18,046.03		46.88	6,407.74		114.90		6,568.95
Total	\$40,643.84	\$ 5,490.45	\$ 1,946.59	\$48,080.88	\$80.79	\$288.88	\$17,828.50	\$7,225.04	\$ 1,637.04	\$ 1,147.51	\$28,037.21

TABLE No. 4. OPERATING EXPENSES (Electric Lines.) CONTINUED.

	Transportation.						
	Operation of Power Plant						
	Wages.	Fuel.	Water.	Lubricant and waste	Miscellaneous supplies etc.	Hired power.	Total.
Boone Suburban							
Cedar Rapids & Iowa City	\$ 678.44	2,285.83		\$ 53.80	6.14		\$ 3,023.71
Cedar Rapids & Marion	1,012.31	1,504.10		140.35			2,656.84
Iowa & Illinois	4,048.72	5,338.96		395.00	334.15	78.40	10,185.68
Inter-Urban	1,203.84	4,874.55		240.56		2,953.12	2,953.12
Mason City & Clear Lake							6,378.59
Tama & Toledo							
Waterloo, Cedar Falls & Northern	5,335.29	18,607.01	80.84		890.80		23,013.54
Total	\$ 10,808.17	\$7,818.87	\$ 30.64	\$ 699.11	\$ 1,300.85	\$ 3,031.54	\$48,283.88

*Reports from December 22, 1905 to June 30, 1905.

TABLE No. 5. OPERATING EXPENSES (Electric Lines.) CONTINUED.

	Transportation—Continued.									
	Operation of Cars.									
	Superintendence.	Wages of conductors	Wages of motormen	Wages of other car employes.	Wages of car house employes.	Car service supplies.	Car service expense.	Hired equipment	Removal of snow and ice.	Total.
Boone Suburban	\$ 720.00	\$ 1,140.00	\$ 1,140.00							\$ 3,000.00
Cedar Rapids & Iowa City	8,718.61	4,838.81	4,667.58	218.81	1,165.78	705.82	5,840.98	100.20	898.06	21,901.54
Cedar Rapids & Marion		4,985.69	4,360.35	717.75	884.88	312.28			545.17	10,026.19
Iowa & Illinois	3,533.58	4,369.84	10,425.73	9,133.57	638.72	783.15			90.14	6,208.45
Inter-Urban		1,717.47	2,445.67			707.68	67.85	8,085.39	1,949.48	40,163.98
Mason City & Clear Lake						38.56	48.07	94.82	738.27	5,840.16
Tama & Toledo										
Waterloo, Cedar Falls & Northern	4,218.36	7,330.16	7,893.28	4,312.00				5,082.13	391.03	30,507.00
Total	\$ 19,409.85	\$3,873.56	\$3,818.27	\$14,715.30	\$ 2,086.87	\$ 2,994.79	\$ 9,978.74	\$ 9,977.79	\$ 4,471.29	\$114,133.85

*Reports from December 22, 1903 to June 30, 1905.

c Includes clear ing & sanding track.

a Includes wages of motormen.

b Includes labor & express sub. stations

TABLE NO. 6—OPERATING EXPENSES—(Electric Lines)—CONTINUED.

	General,							
	Salaries of general officers.	Salaries of clerks.	Printing and stationery.	Office expenses.	Stores expenses.	Stable expenses.	Advertising and attractions.	Miscellaneous.
Boone Suburban								
Cedar Rapids & Iowa City								
Cedar Rapids & Marion								
*Iowa & Illinois	\$ 1,808.19		\$ 79.47	\$ 53.16	\$ 161.47		\$ 62.82	\$ 50.39
Inter-Urban	8,863.46	\$ 1,770.61	108.99				89.61	338.55
Mason City & Clear Lake	855.00		949.64	1,039.93			351.10	580.95
Tama & Toledo	1,880.85	800.30	724.17	404.88	126.85	\$ 24.00	1,103.14	508.91
Waterloo, Cedar Falls & Northern			200.02	411.51			51.39	260.63
Total	3,651.07		489.89				2,803.02	5,070.21
	\$12,453.47	\$ 3,452.24	\$ 2,546.18	\$ 1,905.83	\$ 288.33	\$ 24.00	\$ 4,518.17	\$ 6,809.64

*Reports from December 22, 1909 to June 30, 1915. a Includes salaries of clerks.

TABLE No. 7—OPERATING EXPENSES—(Electric Lines)—CONTINUED.

	General—CONTINUED.							Grand Total.
	Damages.	Legal expenses in damage cases.	Other legal expenses.	Rent of land and building.	Rent of tracks and terminals.	Insurance.	Total.	
Boone Suburban								
Cedar Rapids & Iowa City								
Cedar Rapids & Marion								
*Iowa & Illinois	\$ 3,128.42	\$ 230.00		\$ 6.41	\$ 104.47	\$ 125.00	\$ 3,448.42	\$ 6,828.42
Inter-Urban	56.60	7.06				408.08	1,411.71	30,678.58
Mason City & Clear Lake	875.15	993.09	158.24			430.80	4,729.65	28,918.88
Tama & Toledo	2,965.10			915.00	\$ 9,758.02	549.39	20,743.26	39,787.86
Waterloo, Cedar Falls & Northern	5,143.85			1,200.00	2,959.12	1,090.00	15,298.56	75,622.03
	6,451.17	239.00				984.87	11,049.44	30,063.84
Total	477.18					2,699.41	14,590.78	88,896.30
	\$17,041.87	\$ 1,439.15	\$ 144.65	\$ 2,219.47	\$12,711.74	\$ 5,687.58	\$71,241.82	\$ 369,798.41

*Reports from December 22, 1906 to June 30, 1906. a Includes legal expenses in damage cases.

TABLE No. 8.—CONSTRUCTION AND EQUIPMENT. (Electric Lines).

	Total Cost to June 30, 1905							
	Organization	Engineering and superintendence.	Right of way	Track and roadway construction.	Real estate used in operation of road.	Buildings and fixtures used in operation of road.	Investment, real estate.	Power plant equipment.	Electric line construction.
Boone Suburban								
Cedar Rapids & Iowa City								
Cedar Rapids & Marion								
*Iowa & Illinois	\$ 18,357.43	\$ 36,669.00	\$ 207,108.43	\$ 727,454.74	\$ 2,075.00	\$ 33,477.28	\$ 1,500.00	\$ 103,486.29
Inter-Urban	8,735.58	26,786.81	78,617.92	413,940.94	293.62	11,304.41		21,192.06
Mason City & Clear Lake								47,005.28
Tama & Toledo		437.41	6,296.94	65,833.52	722.81			9,964.78
Waterloo, Cedar Falls & Northern								1,319.23
Total	\$ 27,093.06	\$ 63,893.21	\$ 292,222.31	\$1,212,220.20	\$ 3,691.43	\$ 44,781.69	\$ 1,500.00	\$ 134,648.07
								\$ 189,447.83

* Reports from December 22, 1903 to June 30, 1905.

TABLE No. 9—CONSTRUCTION AND EQUIPMENT—CONTINUED.

	Total Cost to June 30, 1905.								
	Shop tools and machinery.	Cars.	Electric equipment of cars.	Miscellaneous equipment.	Interest and discount.	Miscellaneous.	Other.	Total.	Additions for years.
Boone Suburban									
Cedar Rapids & Iowa City									
Cedar Rapids & Marion									
*Iowa & Illinois	\$ 953.48	\$45,586.97	\$29,899.78	\$ 3,786.70	\$ 61,835.47	\$14,391.02		\$ 1,378,334.41	
Inter-Urban		25,552.53	16,390.24	10,202.03	50,600.00	2,083.84		717,905.25	\$112,834.21
Mason City & Clear Lake								367,322.97	11,990.49
Tama & Toledo									
Waterloo, Cedar Falls & Northern	683.44	7,637.63	25.93	8,184.31	31,886.27	31,647.06		164,647.09	
Total	\$ 1,638.92	\$78,777.13	\$46,315.95	\$ 22,123.04	\$144,421.74	\$48,121.95		\$ 2,628,239.72	

* Reports from December 22, 1903 to June 30, 1905. a Fuel and trains.

TABLE No. 10—CAPITAL STOCK AND FUNDED DEBT (Electric Lines.)

	Capital Stock.									
	Total par authorized.	Numbers of shares issued.	Par value.	Total par issued.	Per Mile.		Dividends paid during	Total number of stockholders.	Number of stockholders in Iowa.	Amount of stock held in Iowa.
					Miles.	Amount				
Boone Suburban	\$ 15,000			\$ 15,000						
Cedar Rapids & Iowa City										
Cedar Rapids & Marion										
* Iowa & Illinois	1,800,000	15,000	100.00	1,800,000	98 019	\$41,652.80		18	14	\$1,499,985.00
Inter-Urban	1,000,000	5,410	100.00	541,000	23,754	15,297.73				
Mason City & Clear Lake	300,000	3,000	100.00	300,000	17,340	11,524.98				
Tama & Toledo	40,000	400	100.00	40,000	2,760	14,846.45				40,000.00
Waterloo, Cedar Falls & Northern		12,000	100.00		39,660	30,257.18				
Total	\$3,055,000	84,810	\$ 100.00	\$2,896,000	129 516	\$17,737.83		23	22	\$1,539,985.00

* Reports from December 22, 1905, to June 30, 1905.

TABLE No. 11—CAPITAL STOCK AND FUNDED DEBT—(Electric Lines)—CONTINUED.

	Debt.					Stock and Debt Per Mile.	
	Amount authorized.	Amount outstanding.	Interest.		Miles.	Debt per mile.	Mile.
			Total.	Amount secured.			
Boone Suburban					4.70		
Cedar Rapids & Iowa City							
Cedar Rapids & Marion							
* Iowa & Illinois	\$3,000,000.00	\$1,080,000.00	5%		56 012	29,156.98	95 019
Inter-Urban		600,000.00			38 754	17,808.28	38 754
Mason City & Clear Lake	100,000.00	83,000.00	6	4,920.00	17 340	4,728.99	17 149
Tama & Toledo	10,000.00	10,000.00	6	600.00	2 760	3,638.38	2 750
Waterloo, Cedar Falls & Northern	800,000.00	600,000.00			39 660	15,128.59	39 660
Total	\$3,910,000.00	\$2,343,000.00		\$39,920.49	134 216	\$18,090.42	129 516

* Reports from December 22, 1905, to June 30, 1905.

TABLE No. 12—DESCRIPTION OF ROAD AND EQUIPMENT.

	Miles.										Total line operated.	Total.	
	Road Owned.					Road Leased.							
	First main track.	Second main track.	Total main track.	Sidings and turnouts.	Total single track.	First main track.	Second main track.	Total main track.	Sidings and turnouts.	Total single track.			
Boone Suburban	4.70		4.70		4.70							4.70	29 53
Cedar Rapids & Iowa City	27.650		27.65		27.65							27.65	30 839
Cedar Rapids & Marion	23.958		31.988	1.90	30.012							31.988	17 84
* Iowa & Illinois	83 836		83 836	3 044	86 012							86 012	2 75
Inter-Urban	14 620		14 620	2 72	17 34							17 34	68 01
Mason City & Clear Lake	2 760		2 76		2 76							2 76	110 005
Tama & Toledo	34 3	55	84.92	4 75	39 66	19 84		19 84	56	10 88		11 78	
Waterloo, Cedar Falls & Northern					162 828							162 828	
Total	150 864	55	151 414	12 414	162 828	19 84		19 84	56	20 88		11 78	110 005

* Reports from December 22, 1905 to June 30, 1905.

TABLE No. 13.—DESCRIPTION OF ROAD AND EQUIPMENT (CONTINUED.)

	Cars.																				Grand Total.
	Passenger Cars.				Other Cars.																
	Closed.		Combination.	Total.	Freight.	Mail.		Express.	Baggage.	Combination.		Work.	Snow plow.	Storage.	Miscellaneous.	Loop-motives.	Total.				
	A	B				A	B			A	B							A	B	A	
Boone Suburban.....	1																				3
Cedar Rapids & Iowa City.....			1		6			1													14
Cedar Rapids & Marion.....																					28
* Iowa & Illinois.....	4	3																			80
Inter-Urban.....	5	1			16						1										28
Mason City & Clear Lake.....	1	6			1																10
Tama & Toledo.....	1	6			1																10
Waterloo, Cedar Falls & Northern.....	11	6			1																70
Total	35	10	1		24						1										168

* Reports from December 22, 1903 to June 30, 1905. A With electric equipment. B Without electric equipment.

TABLE No. 14—MILEAGE TRAFFIC AND MISCELLANEOUS—(Electric Lines.)

	Mileage.			Hours.			Passengers Carried.			Fare and earning.				Earnings Per Car-Hour.		
	Passenger car.	Freight mail and express.	Total car.	Passenger car.	Freight mail and express.	Total car.	Fare.	Transfer.	Total number carried.	Average fare revenue per passenger.	Average fare per car-mile.	Miscellaneous earnings per car-mile.	Gross earnings per car-mile.	Car earnings.	Miscellaneous earnings.	Gross earnings per car-hour.
Boone Suburban.....																
Cedar Rapids & Iowa City.....	25,845	16,088	289,731				225,181		235,181	\$ 248		\$ 283		\$ 283		
Cedar Rapids & Marion.....	190,138	11,936	322,044				377,696		377,696	1924		1896	\$ 0.0094	3800		
* Iowa & Illinois.....	124,322	880	124,902				147,944		147,944	218		2645	112	2787		
Inter-Urban.....	629,041	48,938	677,979	10,572	66,630	1,256,955	150,727	1,407,676	1,088		0.791	2128	2123	\$ 2.16		\$ 2.16
Mason City & Clear Lake.....																
Tama & Toledo.....																
Waterloo, C. F. & N.....																
Total	1,106,344	77,362	1,278,606	56,058	10,572	66,630	1,007,181	150,727	2,087,908							

From December 22, 1903 to June 30, 1905.

TABLE No. 15—MILEAGE TRAFFIC & MISCELLANEOUS—(CONTINUED)—AND ACCIDENTS (Electric Lines.)

	Operating Expenses.						Officials & Employees during year.		Accidents to Persons.					
	Per Car Mile	And Taxes	Per Mile	Per Car Hour.	And Taxes	Percent of Gross Earnings.	Average Number.	Aggregate Salary.	Passengers.	Employers.	Killed.	Injured.	Total.	Total.
Boone Suburban.....														
Cedar Rapids & Iowa City.....	1.62													
Cedar Rapids & Marion.....	1.491		1.4570											
* Iowa & Illinois.....	1.115		1.135		1.188	62.5	54.70	41	16,255.12	12	12	12	12	
Inter-Urban.....														
Mason City & Clear Lake.....														
Tama & Toledo.....														
Waterloo, Cedar Falls & Northern.....														
Total								41	16,255.12	12	12	12	12	

* Reports from December 22, 1903 to June 30, 1905.

TABLE No. 16—COMPARATIVE GENERAL BALANCE SHEET—Assets—(Electric Lines) Close of Year Ending June 30, 1905

	Construction & Equipment.		Other Permanent Investments.		Current Assets.			
	Total.	Increase for year.	Stocks and other companies.	Other.	Cash.	Bills receivable.	Accounts receivable.	Material and supplies.
Boone Suburban.....								
Cedar Rapids & Iowa City.....								
Cedar Rapids & Marion.....								
* Iowa & Ill.....					\$ 1,407.01		\$ 4,779.81	\$ 4,697.61
Inter-Urban.....	\$ 1,225,205.28	\$ 144,634.21			\$ 4,772.22	\$ 40.00	\$ 18,686.95	\$ 4,696.83
Mason City & Clear Lake.....	387,329.07				4,392.34		2,761.84	1,839.81
Tama & Toledo.....								
Waterloo Cedar Falls & Northern.....	2,048,741.47				4,480.82		1,602.86	56,102.90
Total	\$ 3,641,256.82	\$ 144,634.21			\$ 14,512.39	\$ 40.00	\$ 27,824.56	\$ 38,737.14

* Reports from December 22, 1903 to June 30, 1905.

TABLE No. 17—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED.

	Current Assets.				Total assets.	Increase.	Decrease.
	Prepaid accounts.	Miscellaneous.	Sinking and other special funds.	Defect.			
Boone Suburban							
Cedar Rapids & Iowa City							
Cedar Rapids & Marion							
• Iowa & Illinois	\$ 1,821.77	\$ 1,806.59			\$ 3,628.36		
Inter-Urban		\$ 7,000.00			\$ 7,000.00		
Mason City & Clear Lake					\$ 375,850.96	\$ 157,426.82	\$ 3,175.06
Tama & Toledo							
Waterloo, Cedar Falls & Northern		\$ 127.40			\$ 127.40		
Total	\$ 1,821.77	\$ 8,933.99			\$ 3,780,530.47	\$ 157,426.82	\$ 3,175.06

* Reports from December 22, 1903 to June 30, 1905. a C. & N. W. R'y. Co., Land Commission b Due from stations.

TABLE No. 18—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—(Electric Lines)
CLOSE OF YEAR ENDING JUNE 30, 1905.

	Capital Stock.		Funded Debt.	Real estate, mortgages.	Current Liabilities.					
	Preferred.	Common.			Loans and notes payable.	Accounts payable.	Matured interest on funded debt unpaid.	Miscellaneous matured interest unpaid.	Rebills due and unpaid.	Dividends unpaid.
Boone Suburban										
Cedar Rapids & Iowa City										
Cedar Rapids & Marion										
• Iowa & Illinois					\$ 2,767.81	\$ 9,453.56				
Inter-Urban		\$ 511,000.00	\$ 601,000.00		\$ 20,000.00	\$ 7,278.15				
Mason City & Clear Lake	\$ 300,000		\$ 82,000.00		\$ 20,640.00	\$ 2,288.13			\$ 888.51	
Tama & Toledo		\$ 1,200,000.00								
Waterloo, Cedar Falls & Northern			\$ 600,000.00			\$ 24,631.39		\$ 67,893.94		
Total	\$ 990,000	\$ 1,741,000.00	\$ 1,283,000.00		\$ 43,407.81	\$ 44,850.28	\$ 67,893.94	\$ 67,893.94	\$ 888.51	

* Reports from December 22, 1903 to June 30, 1905.

TABLE No. 19—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED.

	Current Liabilities.		Accrued Liabilities, Not yet Due.					Surplus.	Total Liabilities.	Increase.	Decrease.
	Miscellaneous.	Taxes.	Interest on funded debt.	Miscellaneous interest.	Rentals.	Miscellaneous.					
Boone Suburban.....											
Cedar Rapids & Iowa City.....											
Cedar Rapids & Marion.....											
* Iowa & Illinois.....	\$ 120.00					\$ a 961.58	\$ 698.82	\$ 14,002.77			
Inter-Urban.....	b 480.00		\$ 7,512.50				c 81,279.20	1,259,194.85	\$ 157,426.82	\$41,479.88	
Mason City & Clear Lake.....	d 8,504.27		2,665.00				64,905.99	376,286.96			
Tama & Toledo.....											
Waterloo, Cedar Falls & Northern.....	80,873.92						108,654.64	2,081,054.89			
Total.....	\$ 84,428.19		\$10,177.50			\$ 961.58	\$ 255,598.15	\$ 8,790,539.47	\$ 157,426.82	\$41,479.88	

a Accrued damages. * Reports from December 22, 1903 to June 30, 1905. b Motormen and conductors departments. c Reserves.
 d Includes bills payable, unpaid wages, joint freight balances.

STEAM RAILWAY COMPANIES.

MILEAGE, OFFICERS AND DIRECTORS

OF

MILEAGE, OFFICERS AND DIRECTORS OF RAILWAY COMPANIES.

AMES & COLLEGE RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock
a Main line.

Name.	Terminals.		Miles of line for each line named.
	From—	To—	
Ames & College.....	East Ames.....	West Ames....	1.98

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	W. M. Greeley.....	Ames, Iowa
President.....	W. M. Greeley.....	Ames, Iowa
First vice-president.....	E. W. Stanton.....	Ames, Iowa
Secretary.....	M. K. Smith.....	Ames, Iowa
Treasurer.....	H. Westerman.....	Ames, Iowa
General manager.....	M. K. Smith.....	Ames, Iowa
Assistant general manager.....	H. Westerman.....	Ames, Iowa

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
W. M. Greeley.....	Ames, Iowa.....	January 9, 1906
E. W. Stanton.....	Ames, Iowa.....	January 9, 1906
M. K. Smith.....	Ames, Iowa.....	January 9, 1906
H. Knapp.....	Ames, Iowa.....	January 9, 1906
H. Westerman.....	Ames, Iowa.....	January 9, 1906
C. F. Ourlis.....	Ames, Iowa.....	January 9, 1906
G. H. France.....	Des Moines, Iowa.....	January 9, 1906

- Total number of stockholders at date of last election, 34.
- Date of last meeting of stockholders for election of directors, January 9, 1905.
- Give postoffice address of general office, Ames, Iowa.
- Give postoffice address of operating office, Ames, Iowa.

ATCHISON TOPEKA & SANTA FE RAILWAY COMPANY.
PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spur.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.	
	From—	To—			
1 a The Atchison Topeka & Santa Fe Railway Company.	Chicago (Stewart Av.)	Ft. Madison, Ia.	33.18		
	Ft. Madison, Ia.	Big Blue Jct., Mo.	213.75		
	Kansas City, Mo.	Emporia, Kas.	714.71		
	North Ottawa, Kas.	Wellington, Kas.	211.15		
	Chanute, Kas.	Longton, Kas.	44.13		
	Emporia, Kas.	Newton, Kas.	74.04		
	Newton, Kas.	Arkansas City, Kas.	17.08		
	Florence, Kas.	Winfield, Kas.	72.73		
	Arkansas City, Kas.	Purcell, I. T.	155.82		
	Wellington, Kas.	State Line, Tex.	288.89		
	Newton, Kas.	La Junta, Colo.	267.59		
	Hathinson, Kas.	Kingsley, Kas.	83.83		
	La Junta, Colo.	Denver, Colo.	182.83		
	La Junta, Colo.	Albuquerque, N. M.	345.73		
	Albuquerque, N. M.	State Line, Tex.	231.18		
	Rison, N. M.	Denning, N. M.	64.55		
				2,650.25	
	b The Atchison Topeka & Santa Fe Railway Company.	Ancona, Ill.	Streator Jct., Ill.	51.80	
		Pekin, Ill.	Pekin, Ill.	21.31	
		Leaington Jct., Mo.	St. Joseph, Mo.	76.40	
		St. Joseph, Mo.	Emporia, Kas.	110.09	
		Holiday, Kas.	Topeka, Kas.	53.80	
		Wilder, Kas.	Hawthorne, Kas.	45.41	
Lawrence, Kas.		North Ottawa, Kas.	27.19		
Burlingame Kas.		Alma, Kas.	31.84		
Orange City, Kas.		Geneseo, Kas.	19.42		
Burlington, Mo., Kas.		Leidley, Kas.	52.30		
Colony, Kas.		Yates Center, Kas.	24.71		
Chanute, Kas.		Cherokee, Kas.	57.71		
Benedict Jct., Kas.		Madison Jct., Kas.	40.57		
Cherry Vale, Kas.		Jeffersville, Kas.	17.94		
Independence, Kas.		Cardinals, Kas.	64.78		
Havana, Kas.		Caney, Kas.	5.34		
State Line, Kas.		Tulsa, I. T.	67.13		
Emporia, Kas.		Moline, Kas.	83.88		
Mulvane, Kas.		Wellington, Kas.	16.57		
Strong City, Kas.		Bazar, Kas.	11.89		
Myra, Kas.		State Line, Neb.	111.53		
Ableton, Kas.		Salina, Kas.	32.54		
Manchester, Kas.		Barnard, Kas.	43.57		
Florence, Kas.	Elmwood, Kas.	98.21			
Little River, Kas.	Hilyrood, Kas.	26.40			
Augusta, Kas.	Mulvane, Kas.	40.41			
Hatchinson, Kas.	Fontas City, O. T.	141.38			
Algon, Kas.	Medicine Lodge, Kas.	31.08			
Mulvane, Kas.	Englewood, Kas.	165.33			
Wellington, Kas.	Caldwell, Kas.	53.44			
Wellington, Kas.	Tonkawa, O. T.	48.95			
Wichita, Kas.	Pratt, Kas.	59.77			
Larned, Kas.	Jctmore, Kas.	45.33			
			1,737,320,000.25		

Great Bend, Kas.	Scott City, Kas.	190.07	
Canyon Junction, Col.	Canyon City and Rockvale, Colo.	43.04	
Lamy, N. M.	Santa Fe, N. M.	13.13	
Socorro, N. M.	Magdalena, N. M.	27.89	
Deming, N. M.	Silver City, N. M.	46.40	
Nurs, N. M.	Lake Valley, N. M.	12.55	
Whitewater, N. M.	Santa Rita, N. M.	18.80	
Hanover June, N. M.	Fierro, N. M.	6.06	
2,626.08			
2. Rio Grand & El Paso R. R., Eastern Oklahoma Railway.	State Line, Tex.	El Paso, Tex.	20.17
	Newkirk, O. T.	Pauls Valley, I. T.	133.87
	Guthrie, O. T.	Cushing, O. T.	47.88
	Ripley, O. T.	Esau, O. T.	40.41
	Seward, O. T.	Jashion, O. T.	10.62
	Pauls Valley, I. T.	Lindsay, I. T.	24.18
886.88			
5. C. & W. I. R. R.	Dearborn Station	Stewart Ave., Chicago, Ill.	1.49
T. P. & W. Ry.	Streator Junction, Ill.	Pekin Junction, Ill.	5.91
K. C. Belt Railway Terminal.	Big Blue Junc't'n, Mo.	Kansas City, Mo.	6.00
C. R. & P. R. R.	St. Joseph, Mo.	Union Depot Co.	.03
St. Joe Terminal R. R.	St. Joseph, Mo.	Atchison Kas.	.31
		Union Depot Co. (St. Joe)	.07
Missouri Pacific Ry.	Caney, Kas.	Atchison Bridge	19.56
C. & N. W. Ry.	State Line.	Atchison I. T. & R.R. State Line, I. T.	.59
		Superior, Neb.	.13
Midland Valley R. R.	Midland Valley Jct'n	Tulsa, I. T.	1.36
C. & S. Railway	C. & S. Jct'n, Denver, Colorado.	I. T.	2.53
		Union Depot, Denver, Colorado	.75
		U. D. Co.	.17
89.34			
Miles operated June 30, 1904.....			5,048.30
Added during year:			5,080.74
Owa-so, I. T. to Tulsa, I. T.			11.08
Sundry Adjustments.....			1.83
Operated mileage June 30, 1905.....			10,129.85
			5,048.90

OFFICERS.

Title.	Name.	Location of Office.
President	E. P. Ripley	Chicago
Assistant to president	W. E. Jansen	Chicago
Assistant to president	A. H. Payson	San Francisco
First vice president	E. D. Kenna	Chicago
Third vice president	J. W. Kendrick	Chicago
Secretary & treasurer	E. Wilder	Topeka
Assistant secretary	L. C. Deming	New York
Assistant treasurer	H. W. Gardiner	New York
General counsel	Victor Morawetz	New York
Comptroller	D. L. Gallup	New York
Deputy comptroller	D. J. Enselan	New York
General auditor	H. O. Whitehead	Chicago
Assistant general auditor	W. E. Bailey	Chicago
Auditor of disbursements	J. W. White	Topeka
Freight auditor	W. J. Healy	Topeka
Assistant freight auditor	J. D. Stearns	Topeka
Ticket auditor	J. F. Mitchell	Topeka
General manager	J. E. Hurley	Topeka
Chief engineer, system	James Dun	Chicago
Chief engineer	W. B. Storey Jr.	Topeka
Assistant chief engineer	C. A. Morse	Topeka
General superintendent	D. E. Cain	Topeka
General superintendent	F. C. Fox	La Junta
Superintendent of telegraph	O. H. Gaunt	Topeka
Signal engineer	T. B. Stevens	Topeka
Superintendent of transportation	C. W. Koons	Chicago
Car accountant	J. W. Nowers	Topeka
Superintendent of motive power	Alfred Lovell	Chicago
General purchasing agent	W. E. Hodges	Chicago
Assistant general purchasing agent	M. J. Collins	Chicago
General solicitor	Gardiner Lathrop	Chicago
General attorney	Robert Dunlap	Chicago
General attorney	F. T. A. Jankin	Chicago
Claims attorney	J. D. M. Hamilton	Topeka
Tax commissioner	E. T. Carthidge	Topeka
Chief engineer	J. P. Kaster	Topeka
Freight traffic manager	J. E. Gorman	Chicago
Assistant freight traffic manager	F. B. Houghdon	Chicago
Assistant freight traffic manager	E. Chambers	San Francisco
Passenger traffic manager	G. T. Nicholson	Chicago
Assistant traffic manager	W. A. Bevell	San Francisco
General freight agent	J. B. Koozitz	Topeka
Assistant general freight agent	F. C. Maegly	Chicago
Assistant general freight agent	F. H. Manser	Chicago
Assistant general freight agent	C. W. Cook	Chicago
Assistant general freight agent	J. J. Coleman	Chicago
General passenger agent	W. J. Black	Topeka
General baggage agent	P. Walsh	Topeka

DIRECTORS.

Names of Directors.	Address.	Date of expiration of term.
George G. Haven	New York	1906
A. H. Rogers	New York	1906
Benjamin P. Cheney	Boston	1906
Edward P. Ripley	Chicago	1906
Charles Steele	New York	1906
Lyron L. Smith	Chicago	1906
Lowell Jones	Topeka	1906
A. Rieman Duval	New York	1907
Thomas P. Fowler	New York	1907
Chas S. Glead	Topeka	1907
Victor Morawetz	New York	1907
Edward J. Berwind	New York	1906
Henry C. Frick	Pittsburg	1906
John G. McCullough	Vermont	1906
Andrew C. Jobs	Wichita, Kansas	1906

NOTE—Term of Director expires at the annual election in the year opposite name.

1. Total number of stockholders at date of last election, 18,140.
2. Date of last meeting of stockholders for election of Directors, October, 27, 1904.
3. Give postoffice address of general office, Topeka, Kansas.
4. Give postoffice address of operating office, Topeka, Kansas.

CHICAGO, ANAMOSA & NORTHERN RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad lines represented by capital stock:
 a Main line.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Chicago, Anamosa & Northern Railway	Anamosa	Coggon	19.00	

BOARD OF RAILROAD COMMISSIONERS.

OFFICERS.

Title.	Name.	Location of Office.
President	Henry Kiene	Dubuque, Iowa
First vice president	D. C. Glasser	Dubuque, Iowa
Assistant to president	Peter Kiene	Dubuque, Iowa
Secretary	T. W. Ruete	Dubuque, Iowa
Treasurer	C. H. Eighmey	Dubuque, Iowa
General manager	John Wunderlich	Anamosa
Chief engineer	D. M. McKey	Anamosa
Traffic manager	John Wunderlich	Anamosa

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Henry Kiene	Dubuque, Iowa	December 1, 1905
Peter Kiene	Dubuque, Iowa	December 1, 1905
D. C. Glasser	Dubuque, Iowa	December 1, 1905
T. W. Ruete	Dubuque, Iowa	December 1, 1905
C. H. Eighmey	Dubuque, Iowa	December 1, 1905
W. T. Shaw	Anamosa, Iowa	December 1, 1905

1. Total number of stockholders at date of last election, twenty (20).
2. Date of last meeting of stockholders for election of directors, December 31, 1905.
3. Give postoffice address of general office, Dubuque, Iowa.
4. Give postoffice address of operating office, Anamosa, Iowa.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

PROPERTY OPERATED.

1. Railroad line represented by capital stock.
 a Main line.
 b Branches and spurs.

5. Line operated under trackage rights.

Name.	Terminals.		Miles of line.	Miles of line.
	From—	To—		
1. a Chicago, Burlington & Quincy	Chicago, Ill.	Pacific Junction, Iowa.	474.44	
	Galesburg, Ill.	Quincy, Ill.	99.91	
	Galesburg, Ill.	Peoria, Ill.	62.77	
Burlington & Missouri River Railroad in Nebraska.	Pacific Junction, Iowa.	Kearney, Neb.	195.29	823.41
1. b Chicago, Burlington & Quincy Railroad	Aurora, Ill.	West Chicago, Ill.	12.85	
	Yates City, Ill.	Lewistown, Ill.	80.18	
	Lewistown, Ill.	Rushville, Ill.	33.66	
	South Aurora, Ill.	Forreston, Ill.	78.46	
	Flag Center, Ill.	Rockford, Ill.	29.50	
	Geneva, Ill.	Streator, Ill.	67.25	
	Streator, Ill.	Walnut, Ill.	59.63	
	Shabbona, Ill.	Sterling, Ill.	47.95	
	Sheridan Junction, Ill.	Paw Paw, Ill.	19.54	
	Mendota, Ill.	Fulton, Ill.	65.40	
	Clinton, Iowa.	Clinton, Iowa.	44.83	
	Elnwood, Ill.	Rio, Ill.	12.22	
	Galesburg, Ill.	New Boston, Ill.	50.93	
	Galva, Ill.	Keokuk, Ill.	6.35	
	Keokuk Junction, Ill.	Keokuk, Ill.	40.44	
	Carthage Junction, Ill.	Carthage, Ill.	227.54	
	Carthage, Ill.	Quincy, Ill.	71.21	
	Quincy, Ill.	Barstow, Ill.	40.44	
	Sterling, Ill.	East Alton, Ill.	45.54	
	Rock Island, Ill.	Keokuk, Ill.	17.13	
	Gladstone, Ill.	Keokuk, Ill.	9.90	
	Concord, Ill.	Centrals, Ill.	118.43	
	Jacksonville, Ill.	East Louisiana, Ill.	45.83	
	Quincy, Ill.	East Hannibal, Ill.	32.97	
	Albia, Iowa.	Knaxville, Iowa.	38.93	
	Albia, Iowa.	Des Moines, Iowa.	85.95	
	Chicago, Fort Madison, Iowa.	Batavia, Iowa.	85.95	
	Chariton, Iowa.	Leon, Iowa.	36.54	
	Chariton, Iowa.	Leon, Iowa.	36.54	
Leon, Mt. Ayer & Southwest Railroad	Oreston, Iowa.	Hopkins, Mo.	44.61	
	Red Oak, Iowa.	Hamburg, Iowa.	39.17	
	Leon, Iowa.	Grant City, Mo.	67.78	
	Belhany Junction, Mo.	Belhany, Mo.	45.56	
	Albany, Mo.	St. Joseph, Mo.	45.18	
	Grant City, Mo.	Albany Junction, Mo.	10.98	
	Chariton, Iowa.	Chariton, Iowa.	80.59	
	Oreston, Iowa.	Fontanelle, Iowa.	37.60	
	Fontanelle, Iowa.	Cumberland, Iowa.	20.83	
	Willcox, Iowa.	Burlington Junction, Mo.	85.02	
	Clarinda, Iowa.	Northboro, Iowa.	17.35	
	Red Oak, Iowa.	Griswold, Iowa.	19.04	
	Hastings, Iowa.	Sidney, Iowa.	21.12	
	Hastings, Iowa.	Carson, Iowa.	15.79	
	Oregon, Ill.	St. Paul, Minn.	319.49	
	Fulton, Illinois.	Savanna, Illinois.	16.40	
	E. Winona, Wis.	Winona, Minn.	1.84	
	Galesna Junction, Iowa.	Kansas, Missouri.	3.82	
	At Dubuque, Iowa.	At Dubuque, Iowa.	53	
	York, Nebraska.	Central City, Neb.	41.36	
	Nemaha, Nebraska.	Salem, Nebraska.	17.73	
	Nemaha, Nebraska.	Beatrice, Nebraska.	65.19	
	Beatrice, Nebraska.	Wymore, Nebraska.	11.69	
	Hastings, Nebraska.	Colorado State Line.	239.41	
	Aurora, Nebraska.	Grand Island, Neb.	18.21	
	Aurora, Nebraska.	Hastings, Nebraska.	27.72	
	Table Rock, Nebraska.	Lester, Nebraska.	143.26	
	Omaha, Nebraska.	Emporia, Nebraska.	15.88	
	Crete, Nebraska.	Beatrice, Nebraska.	81.14	
	Papplo, Nebraska.	Gilmore Junction, Neb.	8.87	
	Nemaha, Nebraska.	York, Nebraska.	136.63	
	Nebraska City Bridge Line.	Nebraska City, Nebraska.	5.02	
	Lincoln, Nebraska.	Columbus, Nebraska.	78.49	
	Aschinson, Kansas.	Lincoln, Nebraska.	144.96	
	Rulo Bridge Line.	Rulo, Nebraska.	3.42	
	Nepesin, Missouri.	Nepesin, Missouri.	5.86	
	Chester, Nebraska.	Fairmont, Nebraska.	45.19	
	Kennesaw, Nebraska.	Orford, Nebraska.	60.67	
	DeWitt, Nebraska.	Colorado State Line.	298.52	
	Edgar, Nebraska.	Superior, Nebraska.	28.53	
	Odell Junction, Nebraska.	Concordia, Kansas.	71.04	
	Republican Nebraska.	Oberlin, Kansas.	78.28	
	Republican Nebraska.	Kansas State Line.	53.61	
	Colorado State Line, Neb.	Denver, Colorado.	174.57	
	Colorado State Line, Neb.	Wyoming State Line, Colo.	144.58	
	Colorado State Line, Wyo.	Cheyenne, Wyoming.	29.01	
	Nebraska State Line.	St. Francis, Kansas.	74.13	
	Central City, Neb.	Erickson, Nebraska.	62.94	
	Greeley Center, Neb.	Burwell, Nebraska.	40.56	
	Palmer, Nebraska.	Palmer, Nebraska.	71.43	
	Grand Island, Neb.	Wyoming State Line, B. D.	401.52	
	Ridgemont Junction, B. D.	Deadwood, S. D.	106.40	
	Minnekahta, S. D.	Hot Springs, S. D.	18.31	

Kansas City & Omaha Railroad.....	Englewood, S. D.....	Spearfish, S. D.....	31.91
Grand Island & North Wyoming.....	Hill City Junction.....	Keystone, S. D.....	9.50
Big Horn South Railroad.....	Stromsburg, Nebraska.....	Alma, Nebraska.....	149.55
Denver, Utah & Pacific.....	McCool Junction, Neb.....	Kan City & Omaha Jc. Neb.....	43.53
Republican Valley & Wyoming Railroad.....	Wyoming State Line, Neb.....	Montana State Line, Wyo.....	239.59
Omaha & North Platte.....	New Castle, Wyoming.....	Cambria, Wyoming.....	7.00
Nebraska Wyoming & Western Railroad.....	Montana State Line.....	Huntley, Montana.....	101.74
Nebraska Wyoming & Western Railroad.....	Denver, Colorado.....	Utah Junction, Colo.....	3.00
Denver & Montana Railroad.....	Burns Junction, Colorado.....	Lyons, Colorado.....	82.67
Chicago, Burlington & Quincy Railroad.....	Culbertson, Nebraska.....	Imperial, Nebraska.....	49.17
Black Hills & Fort Pierre.....	Omaha, Nebraska.....	Schuyler, Nebraska.....	80.59
Keokuk & West Railroad.....	At South Omaha, Neb.....	Guernsey, Wyoming.....	86
Humeston & Shenandoah Railroad.....	Alliance Junction, Neb.....	Colorado State Line.....	128.83
Des Moines & Kansas City.....	Northport, Nebraska.....	Sterling, Colorado.....	53.88
Hannibal & St Joseph Railroad.....	Colorado, Nebraska St. Line.....	Brush, Colorado.....	27.85
Quincy Bridge Railroad Company.....	Union, Colorado.....	Cody, Wyoming.....	11.89
Quincy & Palmyra Railroad.....	Toluca, Montana.....	Piedmont, South Dakota.....	180.15
Kansas City & Cameron Railroad.....	Lead, South Dakota.....	Est. South Dakota.....	38.57
Keokuk & St. Paul Railroad.....	Bucks.....	Van Wert, Iowa.....	18.88
St. Louis, Keokuk & Northwestern Railroad.....	Alexandria, Missouri.....	Shenandoah, Iowa.....	142.71
Old Monroe & Mexico Railroad.....	Van Wert, Iowa.....	Gainsville, Missouri.....	95.84
Keokuk & Northwestern Railroad.....	Des Moines Iowa.....	St. Joseph, Missouri.....	109.03
Kansas City, St. Joseph & Council Bluffs Railroad.....	Hannibal, Missouri.....	At St. Joseph, Missouri.....	206.63
Nodaway Valley Railway.....	At Quincy, Illinois.....	Palmyra, Junction.....	2.57
Tarkio Valley Railroad.....	West Quincy, Missouri.....	Kansas City, Missouri.....	1.04
Chicago Burlington & Kansas City Railroad.....	At Quincy, Illinois.....	Keokuk, Iowa.....	1.02
Iowa & St. Louis Railway.....	Cameron Junction Missouri.....	St. Louis, Missouri.....	12.70
Burlington & Western Railroad.....	Burlington, Iowa.....	Felton.....	53.88
Burlington & Northwestern Railroad.....	Keokuk, Iowa.....	Keokuk, Iowa.....	42.33
Deadwood Central Railroad.....	Old Monroe.....	Council Bluffs, Iowa.....	177.77
	Mt. Pleasant Junction.....	Stillings, Missouri.....	63.27
	Kansas City Missouri.....	Winthrop, Missouri.....	48.01
	East Leavenworth, Missouri.....	Hopkings, Missouri.....	190.89
	Armour, Missouri.....	Burlington Junction.....	1.05
	Amazonia, Missouri.....	Northboro, Iowa.....	8.51
	Bigelow, Missouri.....	Bloomfield, Iowa.....	50.44
	Corning, Missouri.....	Carrrollton, Missouri.....	81.54
	Viele, Iowa.....	Mercyville, Missouri.....	27.61
	Moulton, Iowa.....	Oskaloosa, Iowa.....	59.79
	Sedan, Iowa.....	Tracey, Iowa.....	121.84
	Mediapolis, Iowa.....	Washington, Iowa.....	58.04
	Oskaloosa, Iowa.....	Lead City, South Dakota.....	90.82
	Winfield, Iowa.....	Terry, South Dakota.....	13.16
	Pluma, South Dakota.....	Nevada Gulch Line.....	18.64
	Kirk, South Dakota.....	White tail above Nevada.....	2.00
	Nevada Gulch Line.....	Extention up North Fork of.....	3.60
	White tail above Nevada.....	White Tail.....	2.58
	Extention up North Fork of.....	Galena Junction, S. Dak.....	1.67
	White Tail.....	Galena, South Dakota.....	.90
	Galena Junction, S. Dak.....		6.95
			7,536.14

5. Pennsylvania Railroad.....	At Chicago, Illinois.....	East Dubuque, Illinois.....	1.22
Illinois Central Railroad.....	Portage Curve.....	Dubuque, Iowa.....	12.41
Dunleith & Dubuque Bridge Company.....	East Dubuque, Illinois.....	Clinton Iowa.....	1.12
Chicago & Northwestern Railway Company.....	Clinton Iowa.....	East St. Louis, Illinois.....	.98
C. C. C. & St. Louis Railway.....	East Alton, Illinois.....	Clinton, Iowa.....	19.65
D. R. I. & Northwestern Railway.....	Rock Island, Illinois.....	Moulton, Iowa.....	83.62
Wabash Railroad.....	Bloomfield, Iowa.....	Omaha, Nebraska.....	14.11
Union Pacific Railway.....	Union Pacific Transfer.....	South Omaha, Nebraska.....	2.79
Great Northern Railway.....	Gilmore, Nebraska.....	Union, Colorado.....	4.54
St. Paul Union Depot Company.....	Sterling, Colorado.....	Minneapolis, Minnesota.....	23.67
Minneapolis Union Railway Company.....	St. Paul, Minnesota.....	At St. Paul, Minnesota.....	11.65
Winona Bridge Railway.....	At Minneapolis.....	Winona, Minnesota.....	.58
Terminal Railroad Association.....	East Winona, Wisconsin.....	East St. Louis, Illinois.....	2.21
Missouri, Kansas & Texas Railway.....	At St. Louis, Missouri and to.....	At St. Louis, Illinois.....	.98
Wabash Railroad.....	At Hannibal, Mo.....	At Hannibal, Mo.....	7.03
Keokuk & Hamilton Bridge Company.....	At Hannibal, Mo.....	At Keokuk, Iowa.....	.36
Chicago & Alton Railroad.....	At Keokuk, Iowa.....	At Louisiana, Missouri.....	.44
Kansas City Union Depot Company.....	At Louisiana, Missouri.....	At Kansas City, Missouri.....	.09
Atehison & Eastman Bridge Company.....	At Kansas City, Missouri.....	Winthrop, Missouri.....	.84
Atehison Union Depot & Railroad Co.....	Winthrop, Missouri.....	At Atehison, Kansas.....	.20
Leavenworth Bridge & Terminal Co.....	At Atehison, Kansas.....	Stillings, Missouri.....	.39
South Omaha & S. Y. Company.....	Stillings, Missouri.....	At South Omaha, Nebraska.....	.10
Colorado & Southern Railway Company.....	At South Omaha, Nebraska.....	Utah Junction, Colorado.....	1.78
Northern Pacific Railway.....	Utah Junction, Colorado.....	Huntley, Montana.....	.41
Chicago, Rock Island & Pacific Railway.....	Huntley, Montana.....	At Carson, Iowa.....	11.80
Chicago & Alton Railway.....	At Carson, Iowa.....	East Louisiana, Illinois.....	12.62
Chicago, Rock Island & Pacific Railway.....	East Louisiana, Illinois.....	Burlington, Iowa.....	.23
Union Pacific Railway.....	Burlington, Iowa.....	Stromsburg, Nebraska.....	2.07
St. Joseph & Grand Island Railroad.....	At Stromsburg, Nebraska.....	Kansas City & Omaha Jct., Neb.....	13.77
Des Moines Union Railroad Company.....	Kansas City & Omaha Jct., Neb.....	At Fairfield, Nebraska.....	.22
Quincy, Omaha & Kansas City.....	At Fairfield, Nebraska.....	At Des Moines, Iowa.....	12.00
Chicago & Alton Railroad.....	At Des Moines, Iowa.....	At Milan, Missouri.....	2.75
Jacksonville Midland.....	At Milan, Missouri.....	At Felton, Missouri.....	2.89
Chicago, Pacific & St. Louis Railroad.....	At Felton, Missouri.....	At Jacksonville.....	.52
	At Jacksonville.....		.02
			.07
			.48
			203.09
			8,561.64

OFFICERS.

Title.	Name.	Location of Office.
President.....	Geo. B. Harris.....	Chicago, Ill.
First vice president.....	D. Miller.....	Chicago, Ill.
Second vice president.....	D. Willard.....	Chicago, Ill.
Secretary.....	T. S. Howland.....	Chicago, Ill.
Treasurer.....	T. S. Howland.....	Chicago, Ill.
General counsel.....	J. W. Byrnes.....	Burlington, Ia.
General solicitor.....	C. M. Dawes.....	Chicago, Ill.
General solicitor.....	C. F. Manderson.....	Omaha, Neb.
General solicitor.....	C. M. Spencer.....	St. Joseph, Mo.
General auditor.....	C. I. Sargis.....	Chicago, Ill.
Auditor.....	W. P. Durkee.....	Omaha, Neb.
General manager.....	M. S. Gruber.....	Chicago, Ill.
General manager.....	G. W. Holdrege.....	Omaha, Neb.
Chief engineer.....	T. E. Calvert.....	Chicago, Ill.
General superintendent.....	H. D. Judson.....	Chicago, Ill.
General superintendent.....	G. T. Ross.....	Burlington, Ia.
General superintendent.....	H. O. Nait.....	St. Louis, Mo.
General superintendent.....	H. E. Bryant.....	Lincoln, Neb.
General superintendent.....	J. R. Phelan.....	Alliance, Neb.
Supervisor of telegraph.....	W. W. Ryder.....	Chicago, Ill.
Freight traffic manager.....	Geo. H. Crosby.....	Chicago, Ill.
General freight agent.....	W. B. Hamblin.....	Chicago, Ill.
General freight agent.....	D. O. Ives.....	Omaha, Neb.
General freight agent.....	W. Gray.....	St. Louis, Mo.
Assistant general freight agent.....	E. R. Puffer.....	Chicago, Ill.
Assistant general freight agent.....	G. F. Lyman.....	St. Paul, Minn.
Assistant general freight agent.....	Geo. Morison.....	Chicago, Ill.
Assistant general freight agent.....	C. E. Spens.....	Chicago, Ill.
Assistant general freight agent.....	A. B. Smith.....	Omaha, Neb.
Assistant general freight agent.....	F. C. Montgomery.....	Omaha, Neb.
Assistant general freight agent.....	W. C. Maxwell.....	St. Joseph, Mo.
Assistant general freight agent.....	W. A. Holley.....	Chicago, Ill.
Assistant general freight agent.....	W. W. Johnston.....	Omaha, Neb.
Passenger traffic manager.....	P. S. Enstis.....	Chicago, Ill.
General passenger agent.....	John Francis.....	Chicago, Ill.
General passenger agent.....	W. W. Wesley.....	Omaha, Neb.
Assistant general passenger agent.....	W. A. Lator.....	St. Louis, Mo.
Assistant general passenger agent.....	J. E. Buckingham.....	Omaha, Neb.
General baggage agent.....	John DeWitt.....	Chicago, Ill.
Land commissioner.....	W. W. Baldwin.....	Burlington, Ia.

ORGANIZATION.

Name of Director.	Postoffice Address.	Date of Expiration of term.
Robert Bacon.....	New York City.....	November 1, 1905
George F. Baker.....	New York City.....	November 1, 1905
George C. Clark.....	New York City.....	November 1, 1905
William P. Clough.....	New York City.....	November 1, 1905
George E. Harris.....	Chicago, Ill.....	November 1, 1905
James J. Hill.....	St. Paul, Minn.....	November 1, 1905
James N. Hill.....	St. Paul, Minn.....	November 1, 1905
John J. Mitchell.....	Chicago, Ill.....	November 1, 1905
Charles E. Perkins.....	Burlington, Ia.....	November 1, 1905
Norman B. Ream.....	New York City.....	November 1, 1905
Samuel Thorne.....	New York City.....	November 1, 1905

- Total number of stockholders at date of last election, 480.
- Date of last meeting of stockholders for election of directors, November 2, 1904.
- Give postoffice address of general office, 203 Adams street, Chicago, Ill.
- Give postoffice address of operating office, 209 Adams street, Chicago, Ill.

CHICAGO GREAT WESTERN RAILWAY COMPANY.
PROPERTY OPERATED.

- Railroad line represented by capital stock.
 - Main line.
 - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other consideration.
- Line operated under trackage rights.

Name.	Terminals.		Miles of line for road owned.	Miles of line for stockholders' road owned.
	From—	To—		
Chicago Great Western R. R.	Minneapolis Depot.....	Minneapolis & St. Louis Railroad.....	41	
	St. Paul, Minn.....	Dubuque, Ia.....	263.80	
	Galena Junction, Ill.....	Forest Home, Ill.....	147.31	
	Osweira, Ia.....	Des Moines, Ia.....	198.33	
	Freight Line through Des Moines, Ia.....	Des Moines, Ia.....	2.48	
	South Des Moines, Ia.....	St. Joseph, Mo.....	155.48	
	Mantorville Branch.....	Mantorville, Minn.....	23.98	718.99
	Waverly Branch (see p. 8.).....	Waverly, Ia.....	6.96	
	DeKalb Branch Gr's West'nb Cedar Falls Branch.....	DeKalb, Ill.....	5.31	
	Wilson Junction, Ia.....	Cedar Falls, Ia.....	7.48	
728.95				
DeKalb Great Western.....	Included in b.....			
	St. Paul.....	St. Paul.....	.11	
Minneapolis & St. Louis Ry. St. Paul & Northern Pacific. St. Paul Union Depot Co. Dubuque & Danieish Bridge Co. Illinois Central Railroad Chicago, Burlington & North ern. Chicago Terminal Transfer Co. Des Moines Union Railway. Kansas City & Kansas City Ry. St. Joseph, St. Joe & Conn. ell Bluffs Railroad. St. Joseph Terminal R. R. Aitchison, Topeka & Santa Fe Railroad. Chicago, Rock Island & Pacific Railroad. Leavenworth Term'l Bridge Co. Leavenworth, Topeka & South West. Aitchison, Topeka & Santa Fe Railroad. Kansas City & Northwestern. Suburban Belt.	In Minneapolis.....	Minneapolis.....	.59	
	In St. Paul.....	East Dubuque, Ill.....	.90	
	Dubuque, Ia.....	East Dubuque, Ill.....	12.33	
	East Dubuque, Ill.....	Portage Curve, Ill.....	.51	
	Portage Curve, Ill.....	Galena Junction, Ill.....	10.84	
	Forest Home, Ill.....	Chicago.....	2.23	
	In Des Moines, Ia.....		3.98	
	In St. Joseph, Mo.....		.61	
			.40	
	St. Joseph, Mo.....	Bee Creek, Mo.....	7.08	
		Stilling, Mo.....	.05	
		Leavenworth, Kan.....	1.38	
	Leavenworth, Kan.....	So. Leavenworth, Kan.....	1.40	
	So. Leavenworth, Kan.....	Soldiers' Home, Kan.....	2.80	
		Kansas City, Kan.....	27.31	
	Kansas City, Mo.....	2.20	88.10	
818.26				

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	A. B. Stickney.....	St. Paul, Minn.....
President.....	A. B. Stickney.....	St. Paul, Minn.....
First vice president.....	Ansel Oppenheim.....	St. Paul, Minn.....
Secretary.....	R. O. Wight.....	St. Paul, Minn.....
Treasurer.....	R. O. Barnard.....	St. Paul, Minn.....
General counsel.....	T. B. Kellogg.....	St. Paul, Minn.....
General attorney.....	A. G. Briggs.....	St. Paul, Minn.....
Auditor.....	C. O. Kalman.....	St. Paul, Minn.....
General manager.....	S. C. Stickney.....	St. Paul, Minn.....
Assistant general manager.....	Tracy Lyon.....	St. Paul, Minn.....
Chief engineer.....	A. Munster.....	St. Paul, Minn.....
General superintendent.....	G. A. Goodell.....	St. Paul, Minn.....
Division superintendent.....	C. E. Dafoe.....	St. Paul, Minn.....
Division superintendent.....	C. P. Stembel.....	Chicago, Ill.....
Division superintendent.....	C. L. Nichols.....	Des Moines, Ia.....
General freight agent.....	S. E. Stobe.....	St. Paul, Minn.....
Assistant general freight agents.....	W. E. Pinckney.....	St. Paul, Minn.....
	G. T. Thomas.....	St. Paul, Minn.....
	C. A. Johnson.....	Chicago.....
	C. R. Berry.....	St. Joseph.....
General passenger agent.....	J. P. Elmer.....	St. Paul, Minn.....
Assistant general passenger agent.....	R. F. Malone.....	St. Paul, Minn.....
General ticket agent.....	J. P. Elmer.....	St. Paul, Minn.....
Assistant general ticket agent.....	R. F. Malone.....	St. Paul, Minn.....
General baggage agent.....	G. T. Spoilman.....	Chicago, Ill.....

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of term.
Frederick Weyerhauser.....	St. Paul, Minn.....	September, 1907
A. B. Stickney.....	St. Paul, Minn.....	September, 1907
Ansel Oppenheim.....	St. Paul, Minn.....	September, 1905
J. W. Lusk.....	St. Paul, Minn.....	September, 1906
S. C. Stickney.....	St. Paul, Minn.....	September, 1906
R. O. Wight.....	St. Paul, Minn.....	September, 1906
M. D. Flower.....	St. Paul, Minn.....	September, 1907
T. H. Wheeler.....	New York, N. Y.....	September, 1905
H. E. Fletcher.....	Minneapolis, Minn.....	September, 1905

1. Total number of stockholders at date of last election, 5117.
2. Date of last meeting of stockholders for election of directors, September, 3rd, 1904.
3. Give postoffice address of general office, St. Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

MASON CITY & FORT DODGE RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. a Mason City & Ft. Dodge Railroad.....	Hayfield, Minnesota..	Clarion, Iowa.....	91.71	859.54
	Clarion, Iowa.....	Fort Dodge, Iowa.....	28.05	
	Spur to.....	Fort Dodge Depot..	.79	
	Fort Dodge, Iowa.....	Council Bluffs, Iowa..	132.96	
	Oelwein, Iowa.....	Clarion, Iowa.....	98.09	
b Lehigh Branch.....	Fort Dodge, Iowa....	Lehigh, Iowa.....	15.69	18.50
Coalville Branch.....	Carbon Junction....	Coalville.....	2.90	
2.				878.13
3.				
4.				
5. Union Pacific Railroad.....	Council Bluffs, Iowa.	Omaha, Nebraska.....	3.11	8.12
	Omaha, Nebraska....	South Omaha, Neb....	6.01	
Total.....				886.25

OFFICERS.

Title.	Name.	Location of Office.
President.....	A. B. Stickney.....	St. Paul, Minn.....
First vice president.....	A. F. Fairchild.....	New York, N. Y.....
Secretary.....	H. S. Pace.....	New York, N. Y.....
Treasurer.....	C. E. Seekworth.....	St. Paul, Minn.....
Assistant treasurer.....	C. O. Kalman.....	St. Paul, Minn.....
Attorney, or general counsel.....	A. G. Briggs.....	St. Paul, Minn.....
Auditor.....	C. O. Kalman.....	St. Paul, Minn.....
General manager.....	S. C. Stickney.....	St. Paul, Minn.....
Assistant general manager.....	Tracy Lyons.....	St. Paul, Minn.....
Chief engineer.....	A. Munster.....	St. Paul, Minn.....
General superintendent.....	G. A. Goodell.....	St. Paul, Minn.....
Assistant general superintendent.....		
Division superintendent.....	O. Cornelison.....	Clarion, Iowa.....
General freight agent.....	S. E. Stehr.....	St. Paul, Minn.....
Assistant general freight agent.....	S. O. Parkhurst.....	Omaha, Neb.....
General passenger agent.....	J. P. Elmer.....	St. Paul, Minn.....
Assistant general passenger agent.....	R. F. Malone.....	St. Paul, Minn.....
General ticket agent.....	J. P. Elmer.....	St. Paul, Minn.....
Assistant general ticket agent.....	R. F. Malone.....	St. Paul, Minn.....
General baggage agent.....	G. T. Spoilman.....	Chicago, Ill.....

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
A. B. Stickney	St. Paul, Minn.	September 19, 1908.
J. O. Kernaghan	New York, N. Y.	September 19, 1908.
T. H. Wheeler	New York, N. Y.	September 19, 1908.
S. A. Hutchings	New York, N. Y.	September 19, 1908.
Myron T. Herrick	Cleveland, Ohio	September 19, 1908.

1. Total number of stockholders at date of last election, six.
2. Date of last meeting of stockholders for election of directors, third Tuesday in May, 1908.
3. Give postoffice address of general office, St. Paul, Minnesota.
4. Give postoffice address of operating office, St. Paul, Minnesota.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY,

PROPERTY OPERATED.

1. Railroad line represented by capital stock:

- a Main line.
- b Branches and spurs.

Name.	Terminals.		Miles of line for which no road named.	Miles of line for which name of road named.
	From—	To—		
Wisconsin, Minnesota & Pacific railroad company	Markato, Minn.	Red Wing, Minn.	95.70	
a	Red Wing, Minn.	Osgae, Iowa.	118.20	
b	Winona, Minn.	Sampson, Minn.	51.20	
	Claybank Junction, Minn.	Claybank, Minn.	2.00	
	Red Wing, Minn.	Sewerpipe Works .....	.00	
Total			267.10	218.90

OFFICERS.

Title.	Name.	Location of office.
President	F. B. Kellogg	St. Paul, Minn.
First vice-president	A. B. Stickney	St. Paul, Minn.
Secretary	G. F. Philco	St. Paul, Minn.
Treasurer	R. O. Bernard	St. Paul, Minn.
Assistant secretary	Howard S. Pace	New York
General solicitor	F. B. Kellogg	St. Paul, Minn.
Auditor	C. O. Kalman	St. Paul, Minn.
General manager	B. C. Stickney	St. Paul, Minn.
Chief engineer	A. Munster	St. Paul, Minn.
General superintendent	G. A. Goodell	St. Paul, Minn.
Division superintendent	C. S. Weston	Red Wing, Minn.
General freight agent	S. E. Skohr	St. Paul, Minn.
Assistant general freight agent	W. E. Pinckney	St. Paul, Minn.
General passenger agent	J. P. Elmer	St. Paul, Minn.
Assistant general passenger agent	R. F. Malone	St. Paul, Minn.
General ticket agent	J. P. Elmer	St. Paul, Minn.
Assistant general ticket agent	R. F. Malone	St. Paul, Minn.
General baggage agent	G. T. Spillman	Chicago, Ill.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of term.
F. B. Kellogg	St. Paul, Minn.	Sept. 8, 1908.
A. B. Stickney	St. Paul, Minn.	Sept. 8, 1908.
A. C. Wight	St. Paul, Minn.	Sept. 8, 1908.
Kenneth Clarke	St. Paul, Minn.	Sept. 8, 1908.
C. A. Severance	St. Paul, Minn.	Sept. 8, 1908.

1. Total number of stockholders at date of last election, 8.
2. Date of last meeting of stockholders for election of directors, September, 1908.
3. Give postoffice address of general office, St. Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock.
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rental is contingent upon earnings or other consideration.
5. Line operated under trackage rights.

Names.	Terminals.		Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	Miles of Line for Each Road Named		Miles of Line for Each Class of Roads Named	Total.
	From—	To—						South Dakota.	Miss'ri		
Chicago and Milwaukee Division.....	Chicago.....	Milwaukee.....	45.06	37.52							82.58
	Rondout.....	Jaunesville.....	31.67	34.57							66.24
	Libertyville.....	Branch.....	.68								.68
Chicago and Evanston Division.....	Chicago.....	Llewellyn Park.....	13.75								13.75
Chicago and Council Bluffs Division (in Illinois).....	North Chicago.....	Pacific Junction.....	8.89								8.89
	Pacific Junction.....	Savanna.....	133.18								133.18
	Galewood.....	Danning.....	2.98								2.98
	Savanna.....	Iowa Line.....	2.30								2.30
	Savanna.....	East Moline.....	47.70								47.70
Chicago and Council Bluffs Division (in Iowa).....	Ashdale.....	Ebner.....	15.10								15.10
	Illinois Line.....	Council Bluffs.....			849.18						849.18
	Sabula Junction.....	Green Island.....			11.90						11.90
	Green Island.....	Browns.....			11.68						11.68
	Blk River Junction.....	Clinton.....			10.58						10.58
	Davenport.....	Connection.....			.64						.64
	Davenport.....	Jackson Junction.....			158.87						158.87
	Eldridge.....	Hurstville.....			84.61						84.61
	Paralta.....	Farley.....			43.63						43.63
	Kansas City Division.....	Marion.....	Ottumwa.....			97.00					
Ottumwa Junction.....		Coburg.....			62.27						62.27
Sudbury.....		Rutledge.....			76.80			140.27			202.54
											76.80

Racine and Southwestern Division.....	Racine.....	Kittridge.....	50.63	69.31							119.94
	Janesville.....	Beloit.....		13.86							13.86
	Elkhorn.....	Eagle.....		16.59							16.59
	Rockton.....	Rockford.....	14.94								14.94
Dubuque Division.....	Green Island.....	River Junction.....			124.50	24.93					149.43
	Bellevue.....	Cascade (Narrow G.).....			85.72						85.72
	Turkey River Jct.....	West Union.....			54.84						54.84
	Waukon Junction.....	Waukon.....			22.95						22.95
	Reno.....	Preston.....			57.77						57.77
Superior Division.....	Preston.....	Isinours.....				4.46					4.46
	North Milwaukee.....	Champion.....		195.41					57.79		253.20
	Green Bay.....	Spur.....		.61							.61
	Hilbert Junction.....	Appleton.....		20.44							20.44
	Menasha.....	Neenah.....		1.39							1.39
	Oconto Junction.....	Oconto.....		11.94					1.52		11.94
	Ellis Junction.....	Menominee.....		21.09							21.09
	Wausaukee.....	Giard Junction.....		17.65							17.65
Channing.....	Ontonagon.....							92.87		92.87	
La Crosse Division.....	Kelso.....	Crystal Falls.....							6.94		6.94
	Milwaukee (Reed St.).....	La Crosse.....		196.69							196.69
	Watertown Junction.....	Madison.....		36.48							36.48
	Portage City.....	East Madison.....		33.01							33.01
	Viroqua Junction.....	Viroqua.....		82.17							82.17
Northern Division.....	Nort La Crosse.....	Onalaska.....		3.76							3.76
	Merrill Park.....	North Milwaukee.....		6.17							6.17
	Chestnut Street.....	North Milwaukee.....		6.29							6.29
	Milwaukee.....	Portage City.....		82.16							82.16
	North Milwaukee.....	Branch.....		2.09							2.09
	Beaver Dam.....	Branch.....		2.70							2.70
	Fox Lake.....	Rock.....		1.06							1.06
	Cement Line Jct.....	North Lake.....		20.08							20.08
	Grauville.....	Fon du Lac.....		30.94							30.94
	Iron Ridge.....	Berlin.....		42.80							42.80
	Horicon.....	Markesan.....		11.49							11.49
	Brandon.....	Oshkosh.....		19.09							19.09
	Ripon.....	Winneconne.....		14.89							14.89
	Rush Lake Junction.....										

Wisconsin Valley Division	New Lisbon	Babeock	31.68					31.68	
	Tomah	Babeock	28.78					28.78	
	Babeock	Star Lake	131.58					151.88	
	Babeock	Branch	9.97					9.97	
	Pittsville Junction	Vesper	2.42					47.65	
	Dexter ville	Romadka	27.65					2.92	
	Nekoosa	Helmsman	2.92					7.65	
	Onis	Helmsman	7.60					4.56	
	Helmsman	Gleason	6.59					4.17	
	Gleason	St. Paulward	14.15						
River Division	North La Crosse	St. Paul	1.89	128.43				129.83	
	St. Paul	Minneapolis	8.30					8.30	
	St. Croix Junction	Sullwater	12.62					21.62	
Wabasha Division	Wabasha	Zambrota		54.21				54.21	
	Wabasha	Chippewa Falls	61.18	1.88				63.01	
Chippewa Valley Division	Wabasha	Meaumonts	16.32					16.32	
	Red Cedar Junction	Ortonville		177.27		107.02		177.27	
Hastings & Dakota Division	South Minneapolis	Aberdeen		53.7				53.71	
	Ortonville Junction	Benton Junction		7.84				18.45	
	Hastings	Lake Minnesota		13.45				37.24	
	Hopkins	Hutchinson				87.24		55.91	
	Glencock	Musseton			17.20				
	Milbank	Harlem		48.29	69.40	1.28		116.97	
	Andover	Fargo							
	Fargo Division	Ortonville	Aberdeen				128.65		138.65
		Ortonville	Egley			31.61			57.02
	James River Division	Mitchell	Aberdeen				82.74		40.65
Aberdeen		Bowdle				57.62		21.59	
Bowdle		Everts				40.65		49.15	
Rosee		Enraka				28.39		40.99	
Enraka		Linton				14.05		398.42	
Rosee		Orient				40.99		15.88	
Southern Minnesota Division		La Crescent	Woonsocket		206.2		15.68		38.30
		Wagonsocket	Westington Springs		38.30				103.62
	Wells	Mankota						103.62	
	Madison	Bristol				103.62		105.86	
	Madison	Mankota						1.20	
Prairie du Chien Division	Milwaukee	Prairie du Chien	105.98		12			10.87	
	Prairie du Chien	North McGregor	1.14					16.12	
	Mazonie	Richland Center	10.37					76.84	
	Lone Rock	Richland Center	16.22					22.78	
Mineral Point Division	Minion	Shullsburg	76.84					32.89	
	Minion	New Glarus	22.78					31.89	
	Warren	Mineral Point	31.89	1.01				17.14	
	Calaurine	Platteville	17.14						

Iowa & Minnesota Division	Calmar	Minneapolis	41.38	130.64				172.02		
	Conover	Decorah	10.00					10.00		
	Austin	Mason City	27.95	11.81				39.89		
	Faribault	Zambrota		31.47				23.47		
	Northfield	Canon Junction		31.36				31.88		
	Farmington	Manly		55.48				55.48		
	Mendota	St. Paul		5.59				5.56		
	Iowa & Dakota Division	North McGregor	Chamberlain	291.48			149.77		441.25	
		Beulah	Elkader	19.20					19.20	
		Spencer	Spirit Lake	29.18					20.18	
Rock Valley		Prairie du Sac	8.96					9.38		
Mason Junction		Running Water				62.85		62.85		
Sioux City and Dakota Division	Manilla	Sioux City	90.27					90.27		
	Sioux City	Spotland Junction	5.63			82.82		87.85		
	Scotland	Mitchell				47.67		47.67		
	Tripp	Armore				20.43		20.45		
	Napsa	Tyndell				31.21		31.21		
	Tyndell	Platte				80.79		60.79		
	Elk Point	Sioux Falls Junction	84.92			57.81		102.73		
Des Moines Division	Des Moines	Fonda	111.96					111.96		
	Fonda	Spencer	48.88					43.48		
	Clive	Beone	34.97					34.97		
	Rockwell City	Storm Lake	33.58					38.68		
	Rochelle & Southern Division	Steward	Mendota	22.0					22.78	
Mendota		Ladd	12.28					12.28		
Ladd		Seatonville Junction	2.39					2.56		
Ladd		Cherry, Illinois	3.41					3.41		
Totals		402.40	1,725.42	1,871.85	1,305.97	159.31	1,853.68	140.27	159.12	6,911.62

Iowa Entire Line.

Miles of Road as per table attached	1,871,816.911.62
Deduct one half joint mileage	1.01 14.05
Miles owned	1,870,846,897.57
Add	
One half joint mileage	1.91 14.05
Miles used under contract	82.97 224.13
Total	1,940,757,185.75

OFFICERS.

Title	Name	Location of Office.
President	Marvin Hughitt	Chicago, Ill.
Second vice president	Eugene E. Osborn	New York, N. Y.
Third vice president	Marshall M. Kirkman	Chicago, Ill.
Secretary	Hiram S. McCullough	Chicago, Ill.
Treasurer	Eugene E. Osborn	New York, N. Y.
General counsel	E. O. Howe	New York, N. Y.
Auditor	Lloyd W. Bowers	Chicago, Ill.
General manager	J. B. Redfield	Chicago, Ill.
Assistant general manager	W. A. Gardner	Chicago, Ill.
Chief engineer	R. H. Ashton	Chicago, Ill.
General superintendent	E. C. Carter	Chicago, Ill.
Assistant general superintendent	W. D. Candillon	Chicago, Ill.
Division superintendent	T. A. Lawson	Chicago, Ill.
Division superintendent Iowa lines	W. H. Whalen	Boone, Ia.
Division superintendent	E. G. Shuevell	Mason City, Ia.
Division superintendent	G. J. Quigley	Eagle Grove, Ia.
Division superintendent	T. Walter	Sioux City, Ia.
Freight traffic manager	G. B. Thayer	Chicago, Ill.
Passenger traffic manager	M. Huzbitt, Jr.	Chicago, Ill.
General freight agent	W. B. Kniskern	Chicago, Ill.
General passenger agent	E. D. Brigham	Chicago, Ill.
General ticket agent	C. A. Cairns	Chicago, Ill.
General baggage agent	C. A. Cairns	Chicago, Ill.
Land commissioner	Frank D. Taylor	Chicago, Ill.
	J. F. Cleveland	Chicago, Ill.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
W. H. Vanderbilt	New York, N. Y.	October, 1905
F. W. Vanderbilt	New York, N. Y.	October, 1905
H. McK. Twombly	New York, N. Y.	October, 1905
Byron L. Smith	Chicago, Ill.	October, 1905
Cyrus H. McCormick	Chicago, Ill.	October, 1905
Marshall Field	Chicago, Ill.	October, 1905
Albert Keep	Chicago, Ill.	October, 1905
Chanancy M. Depew	New York, N. Y.	October, 1905
Samuel F. Berger	New York, N. Y.	October, 1905
James C. Fargo	New York, N. Y.	October, 1905
H. C. Frick	Pittsburgh, Pa.	October, 1905
David P. Kimball	Boston, Mass.	October, 1907
Marvin Hughitt	Chicago, Ill.	October, 1907
Frank Work	New York, N. Y.	October, 1907
James Stillman	New York, N. Y.	October, 1907
Oliver Ames	Boston, Mass.	October, 1907
James Crane	Dalton, Mass.	October, 1907

- Total number of stockholders at date of last election, 4,471.
- Date of last meeting of stockholders for election of directors, October 20, 1904.
- Give postoffice address of general office, Chicago and New York.
- Give postoffice address of operating office, Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

PROPERTY OPERATED.

- Railroad line represented by capital stock,
 - Main line.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. a Chicago, St. Paul, Minneapolis & Omaha	Siroy	St. Paul	192.83	
	North Wisconsin Jct.	Bayfield	177.57	
	San Clair	Boomer	81.51	
	Superior Junction	Duluth	71.70	
	St. Paul	Le Mars	248.42	
	Missouri River at Govington	Omaha	123.08	
	St. Croix Draw Bridge	Stillwater Switch	4.55	
	Stillwater Junction	Stillwater	3.80	
	Hudson	Elsworth	24.85	
	Merrillan	Marshfield	35.07	
	Ashland Junction	Ashland	4.88	
	Ashland shore line		1.32	
	West San Clair	Shaw's Mills	2.74	
	Fairchild	Mondovi	86.73	
	Monomonia Junction	Monomonia City	3.01	
	Lake Crystal	Elmore	43.43	
	Heron Lake	Pipestone	55.10	
	Madelia	Fairmont	22.83	
	Singham Lake	Currie	38.02	
	Trent	Mitchell	150.73	
Louverne	Deon	32.90		
Coburn	Newcastle	28.96		
Emerson	Northfork	45.50		
Wakarusa	Hartington	34.76		
Wayne	Bloomfield	43.14		
Emerald	Weston	35.87		
2. Chippewa Valley & N. W. Ry	Raddison Junction	Raddison	30.00	
	Eau Claire, Chipp. F. & N. E. Ry	Chippewa Falls	49.25	831.60
3. St. Louis River Bridge (Northern Pacific Ry.)	Superior	Rice's Point	1.50	
	Great Northern Ry.	St. Paul	11.40	
4. Minneapolis & St. Louis M. & I. Illinois Central Railroad	Minneapolis	Merriman Junction	27.69	
	Le Mars	Sioux City	25.30	
5. Bridge across Missouri River and tracks at Sioux City	Sioux City	Sioux City Bridge Co's Track	3.90	
	Sioux City		.50	69.59
Total mileage operated			1,676.47	

OFFICERS.

Title.	Name.	Location of Office.
President.....	Marvin Hughitt.....	Chicago, Ill.
First vice-president.....	E. E. Osborn.....	New York, N. Y.
Second vice-president.....	James T. Clark.....	St. Paul, Minn.
Secretary.....	E. E. Woodman.....	Hudson, Wis.
Treasurer.....	S. O. Howe.....	New York, N. Y.
Assistant treasurer and third assistant secretary	R. H. Williams.....	New York, N. Y.
General solicitor.....	Thomas Wilson.....	St. Paul, Minn.
General counsel.....	James B. Shean.....	St. Paul, Minn.
General attorney.....	A. Robinson.....	St. Paul, Minn.
Comptroller.....	W. H. Stennett.....	Chicago, Ill.
Auditor of expenditures.....	Chas. P. Nash.....	St. Paul, Minn.
Local treasurer.....	A. W. Treuholm.....	St. Paul, Minn.
General manager.....	C. W. Johnson.....	St. Paul, Minn.
Chief engineer.....	T. G. Strickland.....	St. Paul, Minn.
General superintendent.....	T. W. Kennedy.....	Eau Claire, Wis.
Division superintendent.....	L. F. Shaker.....	St. James, Minn.
Division superintendent.....	F. E. Nichols.....	Omaha, Neb.
Purchasing agent.....	Isaac Seddon.....	St. Paul, Minn.
Superintendent of telegraph.....	H. C. Hope.....	St. Paul, Minn.
General freight agent.....	H. M. Pearce.....	St. Paul, Minn.
Assistant general freight agent.....	E. B. Ober.....	Minneapolis, Minn.
General passenger agent.....	T. W. Teusdale.....	St. Paul, Minn.
Assistant general passenger agent.....	G. H. Mac Rae.....	St. Paul, Minn.
Second assistant freight agent.....	E. A. Gray.....	St. Paul, Minn.
General baggage agent.....	E. F. Woode.....	St. Paul, Minn.
Car service agent.....	G. L. Cassman.....	St. Paul, Minn.
General claim agent.....	E. L. Poole.....	St. Paul, Minn.
Land commissioner.....	G. W. Bell.....	Hudson, Wis.
Tax commissioner.....	T. A. Polleys.....	St. Paul, Minn.
Superintendent Quincy & Burlington cars.....	J. H. Shattuck.....	Minneapolis, Minn.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Marvin O. Hughitt.....	Chicago, Ill.....	October, 1905.
David P. Kimball.....	Boston, Mass.....	October, 1905.
Horace G. Burt.....	Omaha, Neb.....	October, 1905.
Byron L. Smith.....	Chicago, Ill.....	October, 1905.
Chancey M. Depew.....	New York, N. Y.....	October, 1905.
Eugene E. Osborn.....	New York, N. Y.....	October, 1906.
John M. Whitman.....	Chicago, Ill.....	October, 1906.
Thomas Wilson.....	St. Paul, Minn.....	October, 1906.
John A. Humbird.....	St. Paul, Minn.....	October, 1906.
Albert Keep.....	Chicago, Ill.....	October, 1907.
Wm. K. Vanderbilts.....	New York, N. Y.....	October, 1907.
H. McK. Twombly.....	New York, N. Y.....	October, 1907.
F. W. Vanderbilts.....	New York, N. Y.....	October, 1907.

- Total number of stockholders at date of last election, 1,072.
- Date of last meeting of stockholders for election of directors, October 20, 1904.
- Give postoffice address of general office, St. Paul, Minn.
- Give postoffice address of operating office, St. Paul, Minn.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

PROPERTY OPERATED.

- Railroad line represented by capital stock:
 - Main line.
 - Branches and spurs.
- Proprietary companies whose entire capital stock is owned by this company.
- Line operated under lease for specified sum.
- Line operated under contract, or where the rental is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for each road named.
	From—	To—		
1. a Chicago Rock Island & Pacific Railway Company	Chicago, Ill.....	State Line west of Rock Island, Ill.....	182.06	182.06
	Rock Island, Ill.....	Council Bluffs, Ia.....	318.57	318.57
		Kansas-Nebraska line north of Mahaska, Kan.....	123.74	123.74
		Phillipsburg, Kan.....	115.16	115.16
		Colorado-Kansas line west of Kanorado, Kan.....	157.75	157.75
		Colorado Springs, Col.....	167.27	167.27
		Iowa-Missouri line South of Lineville, Ia.....	194.36	194.36
		Atchison via St. Joseph, Mo.....	198.61	198.61
		Leavenworth (Jct. at Stillings) Kan.....	67.50	67.50
		Rushville Jct., Mo.....	24.66	24.66
		Caldwell, Kan.....	294.33	294.33
		N. W. H. B. of "y" at Horton, Kan.....	1.88	1.88
		M. P. 172 at Herington, Kan.....	.57	.57
		H. B. Stock Yard track Herington, Kan.....	.94	.94
		Union Pacific Connection at Armourdale, Kan.....	2.55	2.55
		M. P. 285 S. of Caldwell, Kan.....	235.41	235.41
		M. P. 172 at Herington, Kan.....	287.18	287.18
		State Line S. of Liberal, Kan.....	55.64	55.64
		Burlington, Ia.....	224.55	224.55

	Northwood, Ia.	State Line south of Gordonville, Minn.	4.14
	State Line South of Gordonville, Minn.	Comus Jet, Minn.	66.41
	Rosemount, Minn. (Jet. with Chicago, Milwaukee & St. P.)	Newport (Jet. C. M. & S. P.) Minnesota	19.46 8.35
	Inver Grove, Minn.	West St. Paul, Minn.	.71
	Jet. South of Albert Lea, Minn.	North of C. M. & S. P. cross- ing Albert Lea, Minn.	2,655.06
1. a Chicago, Rock Island & Pacific Railway Co.	Waverly Junction, Iowa.	Waverly, Iowa.	5.6-
	Vinton, Iowa.	State Line East of Ellis- worth, Iowa.	247.77 53.31
	State Line E. of Ellsworth, Ia.	State Line E. of Ellsworth, S. D.	75.8
	State Line East of warr, S. D.	Watertown, S. D.	109.7
	Gowrie, Iowa.	Sibley, Iowa.	3,146.48
1. b Chicago, Rock Island & Pacific Railway Co.	South Englewood, Ill.	South Chicago, Ill.	7.45
	North Englewood, Ill.	Blue Island, (Dumny) Ill.	6.98
	Peoria (Bridge Street) Ill.	Rock Island (20th Br.) Ill.	90.49
	Peoria, Illinois.	Loyal Junction, Ill.	3.98
	Mt. Morris, Illinois.	Cable, Illinois.	22.37
	Prompton, Illinois.	Sherrard, Illinois.	3.00
	Wilton, Iowa.	Lime Kilns, Iowa.	6.15
	Newton, Iowa.	Monroe, Iowa.	17.02
	Des Moines, Iowa.	Winteret, Iowa.	41.05
	Somerset, Iowa.	Indianola, Iowa.	8.46
	Menlo, Iowa.	Guhrle Center, Iowa.	14.81
	Atlantic, Iowa.	Audubon, Iowa.	25.12
	Atlantic, Iowa.	Gri-wold, Iowa.	14.92
	Avoca, Iowa.	Harlan, Iowa.	11.88
	Avoca, Iowa.	Carson, Iowa.	17.73
	Wilton, Iowa.	Muscatine, Iowa.	11.97
	Mount Zion, Iowa.	Kossauga, Iowa.	4.86
	Washington, Iowa.	Beacon Cut-off.	79.81
	Horton, Kansas.	State Line East of Du Bois, Nebraska.	37.11
	State Line E. of Du Bois, Neb.	Jansen, Nebraska.	69.96
	Fairbury, Nebraska.	Nelson, Nebraska.	51.05
	McFarland, Kansas.	Belleville, Kansas.	172.92
	Herlington, Kansas.	Salina, Kansas.	48.26
	Bucklin, Kansas.	Dodge City, Kansas.	26.57
	North End, Oklahoma.	Billings, Oklahoma.	26.75
	Kingfisher, Oklahoma.	Chisholm, Oklahoma.	16.09
	Chandler, Oklahoma.	Guthrie, Oklahoma.	88.45
	Chickasha, Indian Ter.	Lindsay, Indian Ter.	24.75
	Chickasha, Indian Ter.	Mangum, Oklahoma.	97.78
			2,146.43

1. b Chicago, Rock Island & Pacific Railway Co.	El Reno "Cut off"	Greenfield Junction, Okla.	2.01
	Enid, Oklahoma.	Andarko, Oklahoma.	64.74
	Gulf Junction, Oklahoma.	Waurika, Oklahoma.	392.96
	Andarko, Oklahoma.	Bridgeport, "Cut off"	77.06
	Bridgeport, "Cut off"	Lawton, Oklahoma.	2.94
	Lawton, Oklahoma.	Chattanooga, Oklahoma.	20.98
	DeVall's Bluff.	Searcy, Arkansas.	37.50
	Lin Junction, Iowa.	Decorah, Iowa.	114.26
	Postville Junction, Iowa.	Postville, Iowa.	8.31
	Elmira (via Bennett) Iowa.	Davenport, Iowa.	56.76
	Plato, Iowa.	Quarry, Iowa.	2.96
	Bennett, Iowa.	Hinton, Iowa.	44.84
	Muscatine, Iowa.	Montezuma, Iowa.	87.31
	Thorburn, Iowa.	What Cheer, Iowa.	5.18
	Elmira (via Iowa City) Iowa.	Iowa Junction, Iowa.	23.91
	Ellsworth, Minnesota.	State Line West of Ellsworth, Minnesota.	23.91
	State Line West of Ellsworth, Minnesota.	State Line West of Granite, Iowa.	2.91
	State Line W. of Granite, Iowa.	Stout Falls, S. D.	30.28
	Lake Park, Iowa.	State Line East of Round Lake, Minn.	9.91
	State Line East of Round Lake, Minnesota.	Hardwick, Minnesota.	4.26
	Worthington, Minn.	Chicago, St. Paul, Minn. apolls & Omaha Yard.	44.06
	Froskey, Minnesota.	Jasper, Minnesota.	1.27
	Howa, Iowa.	Germania, Iowa.	8.71
	Garner, Iowa.	Pionks, Iowa.	70.84
	Estherville, Iowa.	State Line South of Bricely, Minnesota.	21.70
3. Choctaw, Oklahoma & Gulf Railroad Co.	State Line S. of Bricely, Minn.	Albert Lea, Minnesota.	50.76
	Hopedfield, Arkansas.	State Line West of Texola, Oklahoma.	31.31
	East End Switch at Little Rock, Arkansas.	Hot Springs, Arkansas.	617.5
	Bartlesfield, Arkansas.	Mt. Vernon, Arkansas.	69
	Ardmore, Junction, Indian Ter.	Ardmore, Indian Ter.	84.97
			5.27
			117.65
			1,788.76
			4,934.16

8. Choctaw, Oklahoma & Gulf Railroad Company

Tecumseh Junction, O. T.	Asher, O. T.	26.41
Geary, O. T.	State Line N. of	106.31
State Line No. of	Amorito, O. T.	
Amorita, O. T.	Anthony, Kansas	14.73
Ingersoll, O. T.	Alva, O. T.	15.56
Wilburton, I. T.	Halleyville, I. T.	10.17
Prairie Creek Branch (American Smokeless Coal Company Mine), Arkansas		2.55
Bolan Darnell Coal Company Spur, near Hartford, Ark.		.81
Central Coal & Coke Company Spur, near Hartford, Ark.		.47
Mexican Gulf Coal & Transportation Company Spur (Potter's Spur)		2.58
Turkey Creek & Le Bosquet Spur, near Hughes		2.77
Benman's Spur		.06
Elliot's Slope No. 4 Spur, near Lutie		.53
Haily Ola Coal Company Spur, near Lutie		.50
Great Western Coal & Coke Company Busby's 1 & 2		.62
Great Western Coal & Coke Company Busby's 3 & 4		.66
Great Western Coal & Coke Company Slope 7		.41
Degnan & McConnel's Slope 4 & 5		.46
Degnan & McConnel's Slope 6 & 7		.48
Degnan & McConnel's Slope 9		.41
Degnan & McConnel's Slope 10 & 11		.87
Degnan & McConnel's Slope 14		.73
Degnan & McConnel's Slope 15		.18
Degnan & McConnel's Slope 16 & 17		.21
Rock Island Coal Co. Shaft 3		8.01

3. Peoria & Bureau Valley Railway Company
 White & Black River Valley Railway Company
 Little Rock & Hot Springs Western Railway Company
 4. Keokuk & Des Moines Valley Railway Company

Rock Island Coal Co. Kola Inla 1		2.06
Rock Island Coal Co. Shaft 7, near Gowan		.71
Rock Island Coal Co. Shaft 8, near Hartshorne		.87
Halley Ola Coal Co. Mine 1, Halleyville		.44
Halley Ola Coal Co. Mine 3, Halleyville		1.11
Halley Ola Coal Co. Shafts 9, Dow (off H. W. Br)		.49
Bolan Darnell Coal Co. Spur, near Craig		.43
Indian Coal & Mining Co. (off H. W. Br)		.72
Shaft 2, Milby & Dow		1.30
Rock Island Coal Co. Shaft 6, near Bache		.52
Rock Island Coal Co. Slope 83, near MP-380		.59
Rock Island Coal Co. Shaft 5, near MP-352		.86
Baker's Spur, Busby's		1.64
D. Edwards & Son Mine, near Edwards		.88
		1,007.94
Bureau, Illinois	Peoria, Illinois	46.99
Brinkley, Arkansas	Jacksonport, Ark	56.80
Wiville, Arkansas	Gregory, Ark	5.98
Hot Springs Junction, Ark	Benton, Ark	21.97
Keokuk, Iowa	Des Moines, Iowa	162.81
		1,139.16
		162.91

Chicago, Milwaukee & St. Paul Railway Company.....	Rosemont, Minn.	57.08
Iowa Central Railway Company.....	Minneapolis, Minn.	18.06
General freight agent.....	Peoria, Ill.	11.82
Peoria & Pekin Union Railway Company.....	Peoria (Bridge Street), Illinois	22
Union Pacific Railroad Company.....	Council Bluffs, Iowa	9.17
.....	Kansas City, Mo.	54.56
.....	St. Joseph, Mo.	56
.....	Wathory, Mo.	15
.....	St. Louis, Mo.	18
.....	Des Moines, Iowa	7
.....	Keokuk, Iowa	66.63
.....	St. Joseph, Kansas line west of St. Joe	.09
.....	Elmwood Junction with C. R. I. & P. Railway	.21
.....	Toppeks, Kansas	66.85
.....	South Omaha, Nebraska	4.90
.....	Pueblo, Colorado	119.46
.....	Atchison, Kansas	175.66
.....	Lawrence, Kansas	8.36
.....	Lawrence, Kansas	3.81
.....	Lawrence, Kansas	3.85

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	D. G. Reid	New York, N. Y.
Chairman executive committee.....	Robert Mather	New York, N. Y.
President.....	B. L. Lincoln	Chicago, Ill.
First vice president.....	R. A. Jackson	Chicago, Ill.
Second vice president.....	H. U. Mudge	Chicago, Ill.
Third vice president.....	W. B. Bibbie	Chicago, Ill.
Assistant to the president.....	S. T. Fulton	Chicago, Ill.
Assistant to the second vice president.....	W. M. Hobbs	Chicago, Ill.
Secretary.....	George H. Crosby	Chicago, Ill.
Treasurer.....	W. W. Stevenson	New York, N. Y.
Comptroller.....	Robert Mather	New York, N. Y.
General counsel.....	C. A. Jackson	Chicago, Ill.
General solicitor.....	M. A. Low	Topeka, Kansas
General attorney.....	Frank Evans	St. Louis Missouri
General auditor.....	Frank Noy	Chicago, Ill.
Auditor disbursements.....	H. M. Sloan	Chicago, Ill.
Auditor freight traffic.....	D. H. Burns	Chicago, Ill.
Auditor passenger traffic.....	D. Langhin	Chicago, Ill.
General manager central and Northern dist.....	F. O. Melcher	Chicago, Ill.
General manager Southwestern & Choctaw dist.....	D. E. Cain	Topeka, Kansas
Chief engineer.....	W. J. Darling	Chicago, Ill.
Purchasing agent.....	S. F. Forbes	Chicago, Ill.
General superintendent Central district.....	C. H. Hubbell	Des Moines, Iowa
General superintendent Southwestern district.....	C. O. Crockett	Little Rock, Ark.
General superintendent Northern district.....	H. S. Cable	Chicago, Ill.
General superintendent Choctaw district.....	W. S. Tinsman	Chicago, Ill.
Division superintendent.....	W. G. Bierd	Chicago, Ill.
Division superintendent.....	J. R. Blair	Kansas City, Mo.
Division superintendent.....	L. B. Allen	Rock Island, Ill.
Division superintendent.....	J. H. Smalley	Des Moines, Iowa
Division superintendent.....	W. H. Given	Des Moines, Iowa
Division superintendent.....	W. M. Whitenton	Trenton, Missouri
Division superintendent.....	C. W. Jones	Topeka, Kansas
Division superintendent.....	C. J. Wilson	Little Rock, Ark.
Division superintendent.....	A. T. Abbott	Fairbury, Neb.
Division superintendent.....	H. M. Hallowell	Osco Springs, Colo.
Division superintendent.....	M. E. Sebree	Osia City, O. T.
Division superintendent.....	H. P. Greenough	Galveston, Texas
Division superintendent.....	C. L. Brown	Cedar Rapids, Iowa
Division superintendent.....	G. A. Merrill	Esterville, Iowa
Division superintendent.....	A. C. McCall	Little Rock, Ark.
Division superintendent.....	T. H. Beacom	Chickasha, I. T.
Superintendent telegraph.....	John G. Jenning	St. Louis, Missouri
Superintendent main.....	Guy Adams	Chicago, Ill.
Freight traffic manager.....	F. Holden	Chicago, Ill.
General freight agent.....	H. Gower	Chicago, Ill.
Assistant general freight agent.....	H. H. Embury	Kansas City, Mo.
Assistant general freight agent.....	T. H. Morrison	Little Rock, Ark.
Assistant general freight agent.....	H. A. Snyder	Chicago, Ill.
Assistant general freight agent.....	H. H. Seaverns	Chicago, Ill.
Assistant general freight agent.....	E. J. Brown	St. Louis, Missouri
Assistant general freight agent.....	F. J. Shubert	Chicago, Ill.
Assistant general freight agent.....	G. R. Albright	Kansas City, Mo.
Assistant general freight agent.....	L. F. Kimball	St. Louis, Missouri
Assistant general freight agent.....	M. A. Patterson	Denver, Colorado
Assistant general freight agent.....	R. H. Johnson	Chicago, Ill.
Assistant general freight agent.....	John Sebastian	Little Rock, Ark.
Assistant general freight agent.....	L. M. Allen	Chicago, Ill.
Assistant general freight agent.....	George H. Lee	Little Rock, Ark.
Assistant general freight agent.....	W. J. Leahy	St. Louis, Missouri
Assistant general freight agent.....	George F. Lee	Chicago, Ill.
Assistant general freight agent.....	James T. Maher	Chicago, Ill.
Real estate and tax agent.....		

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of expiration of term.
D. G. Reid.....	New York, N. Y.....	1905
W. B. Leeds.....	New York, N. Y.....	1905
Robert Mather.....	New York, N. Y.....	1905
Marshall Field.....	Chicago, Ill.....	1905
R. B. Cable.....	Chicago, Ill.....	1906
J. H. Moore.....	Chicago, Ill.....	1906
F. S. Hine.....	New York, N. Y.....	1906
Ogden Mills.....	New York, N. Y.....	1906
A. E. Orr.....	New York, N. Y.....	1906
W. H. Moore.....	New York, N. Y.....	1907
B. F. Yoakum.....	New York, N. Y.....	1907
B. L. Winchell.....	Chicago, Ill.....	1907
George G. McMurtry.....	New York, N. Y.....	1907

1. Total number of stockholders at date of last election, 823.
2. Date of last meeting of stockholders for election of Directors, October 13, 1904.
3. Give postoffice address of general office, Chicago, Illinois.
4. Give postoffice address of operating office, Chicago Illinois.

COLFAX NORTHERN RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
α Main line.
3. Line operated under lease for specified sum.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Colfax Northern Railroad.....	1. α Colfax, Ia..... 3. Colfax, Ia.....	Valera, Ia..... Seevers, Ia.....	6 5	6 5
Total.....			11	11

OFFICERS.

Title.	Name.	Location of Office.
President.....	J. L. Parnise.....	Des Moines, Iowa.
First vice president.....	J. B. Ryan.....	Des Moines, Iowa.
Secretary.....	Frank B. Hooper.....	Colfax, Iowa.....
Treasurer.....	L. W. Bates.....	Colfax, Iowa.....
General Manager.....	Frank B. Hooper.....	Colfax, Iowa.....

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
J. L. Parrist.....	Des Moines, Iowa.....	June 16, 1905.....
J. B. Ryan.....	Des Moines, Iowa.....	June 16, 1906.....
F. H. Griggs.....	Davenport, Iowa.....	June 15, 1906.....
Frank B. Hooper.....	Colfax, Iowa.....	June 16, 1906.....
M. B. Wheelock.....	Colfax, Iowa.....	June 16, 1906.....

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, June 28, 1905.
3. Give postoffice address of general office, Colfax, Iowa.
4. Give postoffice address of operating office, Colfax, Iowa.

CROOKED CREEK RAILROAD AND COAL COMPANY.

PROPERTY OPERATE.

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Crooked Creek Railroad and Coal company.	Lehigh, Iowa	Webster City, Iowa	17.61	17.61

OFFICERS.

Title.	Name.	Location of Office.
President	A. K. Hamilton	Milwaukee, Wis.
First vice-president	John Q. Burnham	Milwaukee, Wis.
Secretary	L. M. McK Sinclair	Milwaukee, Wis.
Treasurer	L. A. McMurray	Webster City, Ia.
Auditor	W. H. Whitford	Lehigh, Iowa.
General manager	F. E. Wilson	Webster City, Ia.
General freight agent	F. E. Willson	Webster City, Ia.
General passenger agent	F. E. Willson	Webster City, Ia.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. E. Wilson	Webster City, Iowa	September 20, 1906.
John Q. Burnham	Milwaukee, Wis.	September 20, 1906.
A. K. Hamilton	Milwaukee, Wis.	September 20, 1906.
F. D. Stone	Oconomowoc, Wis.	September 10, 1906.
Charles T. Burnham	Milwaukee, Wis.	September 20, 1906.
L. McK Sinclair	Milwaukee, Wis.	September 20, 1906.
L. A. McMurray	Webster City, Iowa.	September 20, 1906.

- Total number of stockholders at date of last election, 19.
- Date of last meeting of stockholders for election of officers, September 20, 1905.
- Give postoffice address of general office, Lehigh, Iowa.
- Give postoffice address of operating office, Webster City, Iowa.

DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroadline represented by capital stock.
 a Main line.
 5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
1. Line represented by capital stock Davenport, Rock Island & Northwestern Railway Company.	Clinton, Iowa	Silver Mines, Rock Island County, Ill	48.76	48.76
5. Line operated under trackage rights Chicago, Milwaukee & St. Paul Railway Company.	Waterworks, Davenport, Iowa Seventeenth street, Rock Island, Ill	Iowa Street, Davenport, Iowa. Thirty-eighth Street, Rock Island, Ill	.81	.....
Total			1.45	2.25
				49.09

OFFICERS.

Title.	Name.	Location of Office.
President	H. R. Williams	Chicago, Illinois.
Vice President	Jas. C. Hutchins	Chicago, Illinois.
Secretary	P. L. Hinrichs	Davenport, Iowa.
Treasurer	J. H. Ellis	Davenport, Iowa.
Auditor and Assistant Treasurer	J. H. Ellis	Davenport, Iowa.
General Manager	O. B. Grant	Davenport, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Chas. V. Carpenter		
Herman H. Field		
James H. Eiland	Chicago, Illinois	January 10, 1906.
James C. Hutchins		
Henry W. Weiss		
Darius Willard		
H. B. Williams		

- Total number of Stockholders at date of last election, 9.
- Date of last meeting of Stockholders for election of Directors, January 17, 1905.
- Give postoffice address of General Office, Davenport, Iowa.
- Give postoffice address of Operating Office, Davenport, Iowa.

DES MOINES, IOWA FALLS & NORTHERN RAILROAD COMPANZ,

PROPERTY OPERATED.

1. Railroad line represented by capital stock.

a Main line.

b Branches and spurs.

4. Line operated under contract, or [where the [rental is [contingent upon [earnings or other considerations,]

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Des Moines, Iowa Falls & Northern Railway....	Iowa Falls.....	Des Moines.....	70.44
Des Moines Western Railway.....	Des Moines Term inal Co. only.....		4.62
Total.....			75.06

OFFICERS.

Title.	Name.	Location of Office.
President.....	E. S. Ellsworth.....	Iowa Falls.
First vice president.....	Wm. Welden.....	Iowa Falls.
Secretary.....	J. H. Turk.....	Iowa Falls.
Treasurer.....	W. H. Woods.....	Iowa Falls.
Attorney, or General Counsel.....	J. H. Turk.....	Iowa Falls.
Auditor.....	W. J. Sander.....	Iowa Falls.
Superintendent.....	W. J. Sander.....	Iowa Falls.
General freight agent.....	R. A. Belding.....	Des Moines.
General passenger agent.....	R. A. Belding.....	Des Moines.

ORGANIZATION.

Names of Directors.	Postoffice address,	Date of Expiration of Term.
E. S. Ellsworth.....	Iowa Falls.....	Dec. 13, 1905.
Wm. Welden.....	Iowa Falls.....	Dec. 13, 1905.
J. H. Turk.....	Iowa Falls.....	Dec. 13, 1905.
W. V. Shipley.....	Iowa Falls.....	Dec. 13, 1905.
Geo. A. Fernald.....	Boston, Mass.....	Dec. 13, 1905.
Geo. A. W. Dodge.....	Boston, Mass.....	Dec. 13, 1905.

1. Total number of stockholders at date of last election, 7.
2. Date of last meeting of stockholders for election of directors, second Tuesday in Dec.
3. Give postoffice address of General Office, Iowa Falls, Ia.
4. Give postoffice address of operating office, Iowa Falls, Ia.

DES MOINES UNION RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock.

a Main line.

b Branches and spurs.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Des Moines Union Railway company.	Des Moines, Iowa	Des Moines, Iowa	4	4

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	F. C. Hubbell.....	Des Moines, Iowa.
President.....	F. C. Hubbell.....	Des Moines, Iowa.
First vice president.....	H. D. Thompson.....	Des Moines, Iowa.
Secretary.....	F. M. Hubbell.....	Des Moines, Iowa.
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa.
Auditor.....	E. G. Mitchell.....	Des Moines, Iowa.
Chief engineer.....	A. L. Morgan.....	Des Moines, Iowa.
General superintendent.....	J. A. Wagner.....	Des Moines, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. C. Hubbell.....	Des Moines, Iowa..	January, 1906
F. M. Hubbell.....	Des Moines, Iowa..	January, 1906
H. D. Thompson.....	Des Moines, Iowa..	January, 1906
Cyrus Kirk, Jr.....	Des Moines, Iowa..	January, 1906
C. Huttenlocher.....	Des Moines, Iowa..	January, 1906
A. J. Earling.....	Chicago, Ill.....	January, 1906
Joseph Ramsey, Jr.....	St. Louis, Mo.....	January, 1906
H. R. Williams.....	Chicago, Ill.....	January, 1906

1. Total number of stockholders at date of last election, 12.
2. Date of last meeting of stockholders for election of directors, January 5, 1905.
3. Give postoffice address of general office, Des Moines, Iowa.
4. Give postoffice address of operating office, Des Moines, Iowa.

DES MOINES WESTERN RAILWAY.
PROPERTY OPERATED.

1. Railroad line represented by capital stock:

- a Main line.
b Branches and spurs.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Des Moines Western Railway.....	East Des Moines, Iowa	East Des Moines, Iowa	4.63

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	F. M. Hubbell.....	Des Moines, Iowa.
President.....	F. M. Hubbell.....	Des Moines, Iowa.
First vice president.....	E. S. Ellsworth.....	Iowa Falls, Iowa.
Secretary.....	H. D. Thompson.....	Des Moines, Iowa.
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa.
Auditor.....	H. E. Bates.....	Des Moines, Iowa.
General Manager.....	C. H. Hurston.....	Des Moines, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. M. Hubbell.....	Des Moines, Iowa.....	.....
H. H. Thompson.....	Des Moines, Iowa.....	.....
C. Hustenlocker.....	Des Moines, Iowa.....	.....
E. S. Ellsworth.....	Iowa Falls, Iowa.....	.....
Wm. Walden.....	Iowa Falls, Iowa.....	.....

- Total number of stockholders at date of last election, 8.
- Date of last meeting of stockholders for election of directors, January 7, 1905.
- Give postoffice address of general office, Des Moines, Iowa.
- Give postoffice address of operating office, Des Moines, Iowa.

DUBUQUE & SIOUX CITY RAILROAD COMPANY.
PROPERTY OPERATED.

1. Railroad line represented by capital stock:

- a Main line.
b Branches and spurs.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. a Dubuque & Sioux City R. R.	Dubuque, Iowa.....	Sioux City, Iowa.....	41.88	896.26
1. b Dubuque & Sioux City R. R.	Manchester, Iowa.....	Cedar Rapids, Iowa.....	155.88	
	Oaawa, Iowa.....	Sioux Falls, So. Dak.....	133.88	
	Tara, Iowa.....	Council Bluffs, Iowa.....	94.88	
	Cedar Falls Jct., Iowa.....	Sienville Jcs., Minn.....	7.98	
	Stacyville Jct., Iowa.....	Stacyville, Iowa.....		
Total.....				759.88

OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	New York City, N. Y.
Vice president.....	John C. Welling.....	Chicago, Ill.....
Second vice president.....	J. T. Harahan.....	Chicago, Ill.....
Secretary and assistant treasurer.....	J. F. Merry.....	Dubuque, Iowa.....
Treasurer.....	E. T. H. Gibson.....	New York City, N. Y.
Local treasurer.....	J. E. Titus.....	Chicago, Ill.....
Assistant secretary.....	Chas. H. W. Gunman.....	New York City, N. Y.
Comptroller.....	Con F. Krebs.....	Chicago, Ill.....
General manager.....	J. T. Harahan.....	Chicago, Ill.....
General superintendent.....	F. B. Harriman.....	Chicago, Ill.....

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish.....	New York City, N. Y.....	October, 1905.
E. H. Harriman.....	New York City, N. Y.....	October, 1905.
E. T. H. Gibson.....	New York City, N. Y.....	October, 1905.
J. W. Archinola.....	New York City, N. Y.....	October, 1905.
John E. Welling.....	Chicago, Ill.....	October, 1905.
J. T. Harahan.....	Chicago, Ill.....	October, 1905.
J. V. Rider.....	Dubuque, Iowa.....	October, 1905.
M. M. Walker.....	Dubuque, Iowa.....	October, 1905.
F. D. Bout.....	Chicago, Ill.....	October, 1905.
O. O. Toleslor.....	Sioux City, Iowa.....	October, 1905.
A. R. Loomis.....	Fort Dodge, Iowa.....	October, 1905.
W. H. Torbert.....	Dubuque, Iowa.....	October, 1905.
J. W. Conchar.....	Dubuque, Iowa.....	October, 1905.
W. G. Dows.....	Oedar Rapids, Iowa.....	October, 1905.
Geo. E. Litchy.....	Waterloo, Iowa.....	October, 1905.

- Total number of stockholders at date of last election, 31.
- Date of last meeting of stockholders for election of directors, October 20, 1904.
- Give postoffice address of general office, Dubuque, Iowa.
- Give postoffice address of operating office, Chicago, Ill.

IOWA CENTRAL RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified term.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for which road named.	Miles of line for roads named.
	From—	To—		
1. a Main line.....	Northwood, Iowa.....	Albia Iowa.....	188.96	
Eastern division.....	Oaklaosa, Iowa.....	Iowa-Illinois state line	95.90	
Illinois division.....	Iowa-Illinois state line	Iowa Junction, Ill.....	89.20	375.06
1. b Belmont branch.....	Hampton, Iowa.....	Belmond, Iowa.....	22.20	
Story City branch.....	Minerva Jct., Iowa.....	Story City, Iowa.....	24.51	
State Center branch.....	Newburg, Iowa.....	State Center, Iowa.....	26.54	
Montezuma branch.....	G. & M. Jct., Iowa.....	Montezuma, Iowa.....	13.41	
Newton branch.....	New Sharon, Iowa.....	Newton, Iowa.....	27.75	
	Lynaville, Jct., Iowa.....	Lynaville, Iowa.....	2.50	
2.				137.91
4. Iowa Central & Western Ry.	Belmond, Iowa.....	Algona, Iowa.....	37.00	37.00
5. Main line	Northwood, Iowa.....	Albert Lee Minn.....	14.38	
Illinois division.....	Iowa Junction, Ill.....	Peoria Ill.....	2.80	19.18
Total.....				553.43

OFFICERS.

Title.	Name.	Location of Office.
President.....	Edwin Hawley.....	New York, N. Y.
Vice President.....	F. H. Davis.....	New York, N. Y.
Vice President.....	L. F. Day.....	Minneapolis, Minn.
Secretary.....	A. C. Doan.....	New York, N. Y.
Treasurer.....	F. H. Davis.....	New York, N. Y.
Assistant Treasurer.....	Joseph Gaskell.....	Minneapolis, Minn.
General Counsel.....	Geo. W. Severs.....	Minneapolis, Minn.
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	E. C. Kelley.....	Minneapolis, Minn.
Superintendent.....	C. B. Hoyden.....	Oaklaosa, Ia.
Superintendent of telegraph.....	T. J. Brown.....	Oaklaosa, Ia.
Freight traffic manager.....	J. N. Tittemore.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Ill.
West general freight agent.....	C. P. Eastman.....	Minneapolis, Minn.
Assistant general freight agent.....	E. P. Marsh.....	Minneapolis, Minn.
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Paul Morton.....	Chicago, Ill.....	September, 1905
Jno. E. Bearles.....	New York, N. Y.....	September, 1905
Horace J. Morse.....	New York, N. Y.....	September, 1905
L. C. Weir.....	New York, N. Y.....	September, 1905
Edwin Langdon.....	New York, N. Y.....	September, 1907
Russel Sage.....	New York, N. Y.....	September, 1907
Edwin Hawley.....	New York, N. Y.....	September, 1907
F. H. Davis.....	New York, N. Y.....	September, 1908
Geo. Crocker.....	Chicago, Ill.....	September, 1908
T. P. Shouts.....	New York, N. Y.....	September, 1908
E. C. Bradley.....	New York, N. Y.....	September, 1909
H. K. Huntington.....	Minneapolis, Minn.....	September, 1909
L. F. Day.....	Chicago, Ill.....	September, 1909
Henry A. Gardiner.....	New York, N. Y.....	September, 1909
William Stillaber.....		

1. Total number of stockholders at date of last election, 586.
2. Date of last meeting of stockholders for election of directors, September, 2, 1904.
3. Give postoffice address of general office, Minneapolis, Minn.
4. Give postoffice address of operating office, Minneapolis, Minn.

ALBIA & CENTERVILLE RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:

a Main line.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
1. a Albia & Centerville Railway company.....	Albia, Iowa.....	Centerville, Iowa.....	24.44	24.44
Total.....			24.44	24.44

OFFICERS.

Title.	Name.	Location of office.
President.....	Russell Sage.....	New York City, N.Y.
First vice-president.....	T. P. Shouts.....	New York City, N.Y.
Secretary.....	J. J. Slocum.....	New York City, N.Y.
Treasurer.....	Russell Sage.....	New York City, N.Y.
Assistant treasurer.....	C. W. Osborne.....	New York City, N.Y.
General counsel.....	G. W. Beevers.....	Oakalocsa, Iowa
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	F. G. Kelley.....	Minneapolis, Minn.
Superintendent.....	C. E. Hayden.....	Oakalocsa, Iowa
Superintendent of telegraph.....	T. J. Brown.....	Oakalocsa, Iowa
Freight traffic manager.....	J. M. Tittemore.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Ill.
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minn.
General passenger agent.....	C. P. Eastman.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
Assistant general ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Russell Sage.....	New York City.....	May 18, 1906.
T. P. Shouts.....	New York City.....	May 18, 1906.
C. W. Osborne.....	New York City.....	May 18, 1906.
E. C. Osborn.....	New York City.....	May 18, 1906.
J. J. Slocum.....	New York City.....	May 18, 1906.

- Total number of stockholders at date of last election, 7.
- Date of last meeting of stockholders for election of directors, May 18, 1905.
- Give postoffice address of general office, 31 Nassau St., New York City.
- Give postoffice address of operating office, 1128 Metropolitan Building, Minneapolis, Minn.

MANCHESTER AND ONEIDA RAILWAY COMPANY.

PROPERTY OPERATED.

Railroad line represented by capital stock:

1. a Main line.

d Branches and spurs.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
Manchester & Oneida Railway company.....	Manchester, Iowa.....	Oneida, Iowa.....	8	8
Total.....			8	8

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. M. Carr.....	Manchester, Iowa.....	April, 1906.
E. H. Hoyt.....	Manchester, Iowa.....	April, 1906.
C. J. Seeds.....	Manchester, Iowa.....	April, 1906.
W. N. Wolcott.....	Manchester, Iowa.....	April, 1906.
H. C. Hatcher.....	Manchester, Iowa.....	April, 1907.
A. S. Blair.....	Manchester, Iowa.....	April, 1907.
J. J. Hoag.....	Manchester, Iowa.....	April, 1907.
L. Matthews.....	Manchester, Iowa.....	April, 1907.
Wm. Nockaday.....	Manchester, Iowa.....	April, 1907.
Joe Hutchinson.....	Manchester, Iowa.....	April, 1908.
M. F. LeRoy.....	Manchester, Iowa.....	April, 1908.
R. R. Robinson.....	Manchester, Iowa.....	April, 1908.
A. A. Morse.....	Manchester, Iowa.....	April, 1908.
A. Hollister.....	Omaha, Nebraska.....	April, 1908.
B. W. Jewell.....	Omaha, Nebraska.....	April, 1908.

- Total number of stockholders at date of last election, 288.
- Date of last meeting of stockholders for election of directors, April 4, 1905.
- Give postoffice address of general office, Manchester, Iowa.
- Give postoffice address of operating office, Manchester, Iowa.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for trackage of roads named.
	From—	To—		
1. a The Minneapolis & St. Louis R. R. Co.	Minneapolis, Minn.	Angus, Iowa.....	289.90	289.90
1. b The Minneapolis & St. Louis R. R. Co.	Kalo Junction, Ia Hopkins, Minn.... Manitou Jc., Minn. Winthrop, Minn....	Kalo, Iowa..... Watertown, S D..... Tonka Bay, Minn. Storm Lake, Iowa.....	1.14 215.42 1.45 163.50	
4. The Des Moines & Ft. Dodge R. R. Co.	Ruthvin, Iowa.....	Des Moines, Iowa..... At Ft. Dodge, Ia.....	188.64 .61	971.51
5. Northern Pacific Railway company.....	Minneapolis, Minn.	St. Paul, Minn.....	10.11	138.65
Chicago, Milwaukee & St. Paul Ry. Co.....	Spencer, Iowa.....	Ruthvin, Iowa.....	12.46	
Illinois Central Railroad company.....	Tara, Iowa.....	Ft. Dodge, Iowa.....	6.07	
Des Moines Union Railway company.....		At Des Moines, Ia.....	.88	
				22.21
Total.....			790.27	1769.27

OFFICERS.

Title.	Name.	Location of Office.
President.....	Edwin Hawley.....	New York, N. Y.
Vice president.....	L. F. Day.....	Minneapolis, Minn.
Secretary and assistant treasurer.....	Joseph Gaskell.....	Minneapolis, Minn.
Treasurer.....	F. H. Davis.....	New York, N. Y.
General counsel.....	Geo. W. Seevera.....	Minneapolis, Minn.
Auditor.....	L. S. Scott.....	Minneapolis, Minn.
General Manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	H. G. Kelley.....	Minneapolis, Minn.
Superintendent.....	D. C. Noonan.....	Minneapolis, Minn.
Freight traffic manager.....	J. N. Tuttlemore.....	Minneapolis, Minn.
Assistant general freight agent.....	H. F. Marsh.....	Minneapolis, Minn.
Assistant general freight agent.....	C. P. Eastman.....	Minneapolis, Minn.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Illinois.
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Geo. Crocker.....	New York, N. Y.	October 1905
H. E. Huntington.....	New York, N. Y.	October 1905
Edwin Langdon.....	New York, N. Y.	October 1905
F. H. Davis.....	New York, N. Y.	October 1906
J. E. Searies.....	New York, N. Y.	October 1906
L. F. Day.....	Minneapolis, Minn.	October 1906
Edwin Hawley.....	New York, N. Y.	October 1907
P. E. Palmer.....	New York, N. Y.	October 1907
L. C. Weir.....	New York, N. Y.	October 1907

1. Total number of stockholders at date of last election, 518.
2. Date of last meeting of stockholders for election of directors, October 4, 1904.
3. Give postoffice address of general office, Minneapolis, Minn.
4. Give postoffice address of operating office, Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock.
a Main line.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
Muscatine North & South Railway Company.....	Muscatine, Iowa.	Erick Junction, Iowa.....	28.67	

OFFICERS.

Title.	Name.	Location of Office.
President.....	Harold M. Sill.....	Philadelphia, Pa.
Vice President.....	Chas. Howard.....	Muscatine, Iowa.
Secretary.....	George Reeder.....	Muscatine, Iowa.
Treasurer.....	George Reeder.....	Muscatine, Iowa.
Auditor.....	George Reeder.....	Muscatine, Iowa.
General Manager.....	Chas. Howard.....	Muscatine, Iowa.
Superintendent of Telegraph.....	James A. Coe.....	Muscatine, Iowa.
General Freight Agent.....	G. B. Birch.....	Muscatine, Iowa.
General Passenger Agent.....	G. B. Birch.....	Muscatine, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
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None given.

New company organized on February 8, 1905, but no directors named.

- | | |
|--|--------------------|
| 1. Total number of Stockholders at date of last election, | } No meeting held. |
| 2. Date of last meeting of Stockholders for election of Directors, | |
| 3. Give postoffice address of General Office, Muscatine, Iowa. | |
| 4. Give postoffice address of Operating Office, Muscatine, Iowa. | |

NEWTON & NORTHWESTERN RAILROAD COMPANY.

PROPERTY OPERATED.

- Railroad line represented by capital stock.
a Main line.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
1. a Newton & Northwestern Railroad.....	Newton, Iowa.....	Rockwell City, Iowa.....	10.22	
Total.....			10.22	10.25

OFFICERS.

Title.	Name.	Location of Office.
President.....	Homer Loring.....	Boston, Mass.
First vice president.....	Frederick A. Farrar.....	Boston, Mass.
Secretary.....	Charles F. Cushman.....	Boston, Mass.
Treasurer.....	Frederick A. Farrar.....	Boston, Mass.
Attorney, or General Counsel.....	S. L. Dyer.....	Boone, Iowa.
Auditor.....	J. Chamberlain.....	Boone, Iowa.
General Manager.....	J. L. Blake.....	Boone, Iowa.
General freight agent.....	W. H. Benn.....	Boone, Iowa.
General passenger agent.....	W. H. Benn.....	Boone, Iowa.

ORGANIZA

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Hamilton Browne.....	Geneva, Ill.....	May 8, 1906.
Frederick A. Farrar.....	Boston, Mass.....	May 8, 1906.
Homer Loring.....	Boston, Mass.....	May 8, 1906.
S. D. Loring.....	Boston, Mass.....	May 8, 1906.
Henry W. Poor.....	New York, N. Y.....	May 8, 1906.

- Total number of stockholders at date of last election, 97.
- Date of last meeting of stockholders for election of directors, June 22, 1905.
- Give postoffice address of general office, Boone, Ia.
- Give postoffice address of operating office, Boone, Ia.

TABOR & NORTHERN RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 a Main Line.
 5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each road named.
	From—	To—		
No. 1. a Tabor & Northern Railway Co. No. 5. Chicago, Burlington & Quincy Railway Co., spur track	Tabor.....	Malvern.....	8.79	
	Connection at Malvern		1.66	

OFFICERS.

Title.	Name.	Location of office.
Chairman of the board.....	Robt. McClelland	Tabor.
President.....	Robt. McClelland	Tabor.
First vice-president.....	Thos. McClelland	Galesburg, Ill.
Secretary.....	H. C. Dye	Tabor, Iowa.
Treasurer.....	H. C. Dye	Tabor, Iowa.
Auditor.....	R. S. McClelland	Tabor, Iowa.
General manager.....	Robt. McClelland	Tabor, Iowa.
Traffic manager.....	R. S. McClelland	Tabor, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice address.	Date of Expiration of Term.
Robt. McClelland.....	Tabor, Iowa.....	June 10, 1905
Thos. McClelland.....	Galesburg, Illinois.....	June 10, 1905
H. C. Dye.....	Tabor, Iowa.....	June 10, 1905
R. S. McClelland.....	Tabor, Iowa.....	June 10, 1905
J. M. Beaman.....	Los Angeles, California.....	June 10, 1905

1. Total number of stockholders at date of last election, 41.
 2. Date of last meeting of stockholders for election of directors, June 10, 1905.
 3. Give postoffice address of general office, Tabor, Iowa.
 4. Give postoffice address of operating office, Tabor, Iowa.

UNION PACIFIC RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 a Main line.
 b Branches and spurs.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each road named.
	From—	To—		
1. a Union Pacific railroad company. Nebraska Division.....	Council Bluffs, Iowa.....	North Platte, Nebraska.....	238.88	
Nebraska Division.....	Initial Point Spur, Neb.	Omaha, Nebraska.....	3.95	
Wyoming Division.....	North Platte, Nebraska.....	Green River, Wyoming.....	533.29	
Utah Division.....	Green River, Wyoming.....	Ordan, Utah.....	175.00	
Kansas Division.....	Kansas City, Missouri.....	Ellis, Kansas.....	802.58	
Colorado Division Eastern District.....	Ellis, Kansas.....	Denver, Colorado.....	836.94	
Colorado Division Northern District.....	Cheyenne, Wyoming.....	Denver (Pullman) Colo.....	104.15	
Colorado Division Julesburg District.....	Julesburg, Colorado.....	La Salle, Colorado.....	151.58	1,901.67
1. b Beatrice branch.....	Valley, Nebraska.....	Beatrice, Nebraska.....	99.72	
Stromsburg branch.....	Valparaiso, Nebraska.....	Stromsburg, Nebraska.....	53.30	
Norfolk branch.....	Columbus, Nebraska.....	Norfolk, Nebraska.....	20.57	
Albion branch.....	Conoes, Nebraska.....	Albion, Nebraska.....	34.54	
Oedar Rapids branch.....	Ord branch.....	Spaulding, Nebraska.....	44.42	
Ord branch.....	Scottia Island, Nebraska.....	Ord, Nebraska.....	60.77	
Scottia Spur branch.....	Scottia Jet., Nebraska.....	Scottia, Nebraska.....	1.37	
Loup City branch.....	St. Paul, Nebraska.....	Loup City, Nebraska.....	89.40	
Pleasanton branch.....	Boelus, Nebraska.....	Pleasanton, Nebraska.....	22.06	
Leavenworth branch.....	Kearney, Nebraska.....	Callaway, Nebraska.....	65.78	
Manhattan branch.....	Leavenworth, Kansas.....	Lawrence, Kansas.....	81.63	
Blue Springs branch.....	Manhattan, Kansas.....	Beatrice, Nebraska.....	92.33	
Blue Springs Spur.....	Blue Springs Jet., Neb.....	Blue Springs, Nebraska.....	6.57	
Junction City branch.....	Junction City, Kansas.....	Concordia, Kansas.....	70.86	
Solomon branch.....	Lawrenceburg, Kansas.....	Belleville, Kansas.....	17.15	
McPherson branch.....	Solomon, Kansas.....	Beloit, Kansas.....	95.67	
Colby branch.....	Salina, Kansas.....	McPherson, Kansas.....	55.45	
Plainville branch.....	Salina, Kansas.....	Plainville, Kansas.....	103.53	
Boulder branch.....	Oakley, Kansas.....	Plainville, Kansas.....	122.60	
Park City branch.....	Brighton, Colorado.....	Boulder, Colorado.....	27.46	
Park City branch.....	Echo, Utah.....	Park City, Utah.....	27.59	1,088.78
Total.....			2,955.45	

OFFICERS.

Title.	Name.	Location of office.
Chairman of the executive committee	E. H. Harriman	New York, N. Y.
President	E. H. Harriman	New York, N. Y.
Vice president	Wm. D. Cornish	New York, N. Y.
Secretary	Alex. Miller	New York, N. Y.
Treasurer	Fred V. S. Cronly	New York, N. Y.
Assistants secretary	Joe. Heilen	Omaha, Neb.
General solicitor	R. S. Lovett	New York, N. Y.
Counsel	Maxwell Everts	New York, N. Y.
Attorney	Wm. Mahl	New York, N. Y.
Comptroller	H. S. Bradt	New York, N. Y.
Assistant comptroller	Erastus Young	Omaha, Neb.
General auditor	Edolph Blastedell	New York, N. Y.
Assistant auditor	W. V. S. Thorne	Omaha, Neb.
Director of purchases	A. L. Mohler	Omaha, Neb.
Vice president and general manager	Wm. L. Park	Omaha, Neb.
Chief engineer	J. O. Brinkhoff	Omaha, Neb.
General superintendent	Chas. Ware	Omaha, Neb.
Superintendent	H. W. A. Whitney	Cheyenne, Wyo.
Superintendent	H. C. Ferris	Denver, Colo.
Superintendent	W. V. Hilliker	Salt Lake City, Utah
Superintendent of telegraph	L. H. Korry	Omaha, Neb.
Freight traffic manager	J. A. Munroe	Omaha, Neb.
General freight agent	E. H. Wood	Omaha, Neb.
First assistant general freight agent	Chas. J. Lane	Omaha, Neb.
Assistant general freight agent	W. H. Garraat	Omaha, Neb.
Assistant general passenger agent	Gerrit Fort	Omaha, Neb.
General passenger and ticket agent	E. L. Lomax	Omaha, Neb.
General baggage agent	Andrew Traynor	Omaha, Neb.
Land commissioner	B. A. McAllister	Omaha, Neb.
Traffic director	J. C. Statas	Chicago, Ill.
Assistant traffic director	P. C. Stohr	Chicago, Ill.
Assistant traffic director	E. O. McCormick	Chicago, Ill.
Director of maintenance and operation	J. Kruttschnitt	Chicago, Ill.
Assistant director of maintenance and operation	W. B. Scott	Chicago, Ill.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Oliver Ames	Boston Massachusetts	October 10, 1905
Wm. D. Cornish	New York, New York	October 10, 1905
Thos. P. Eckert	New York, New York	October 10, 1905
Henry O. Frick	Pittsburg Pennsylvania	October 10, 1905
R. H. Harriman	Arden, New York	October 10, 1905
Harvin Hightbit	Chicago, Illinois	October 10, 1905
James H. Hyde	New York, New York	October 10, 1905
Wm. H. Kahn	Hortistown, New Jersey	October 10, 1905
R. S. Lovett	New York, New York	October 10, 1905
Charles A. Peabody	New York, New York	October 10, 1905
W. G. Rookhousen	New York, New York	October 10, 1905
Henry H. Rogers	New York, New York	October 10, 1905
Jacob H. Schiff	New York, New York	October 10, 1905
Joseph P. Smith	Salt Lake City, Utah	October 10, 1905
James Stillman	New York, New York	October 10, 1905

- Total number of stockholders at date of last election, 12,185.
- Date of last meeting of stockholders for election of directors, October 11, 1904.
- Give postoffice address of general office, 120 Broadway, New York, N. Y.
- Give postoffice address of operating office, Omaha, Neb.

WABASH RAILROAD COMPANY.
PROPERTY OPERATED.

- Railroad line represented by capital stock:
 - Main line
 - Branches and spurs.
- Proprietary companies whose entire stock is owned by this company:
- Lines operated under lease for specified sum:
- Lines operated under contract, or where the rest is contingent upon the earnings or other considerations.
 - Lines operated by the Wabash Railroad Company.

Name.	Terminals.		Miles of line for main line and branches	Miles of line for leased or operated by other roads	
	From—	To—			
The Wabash Railroad, a main line	Toledo	Aladdin	460.5		
	Bluffs	Champ	89.4		
	Clayton	Elvaston	34.6		
	Decatur	Bridge Junction	109.4		
	Bridge Junction	E. St. Louis Ft. House	0.6		
	J. & W. I. Junction	Erbsgham	205.0		
	Stumway	Atsmons	9.4		
	Delray	Butler	109.9		
	Montpelier	Clarke Junction	149.6		
	St. Louis (Tayon Ave.)	St. Louis (2d Street)	0.4		
	St. Louis (2d Street)	Harlem	274.6		
	Moberly	Ottumwa	181.8		
Pattersonburg	Council Bluffs	143.7			
Quincy	.....	10.7		
St. Louis (Carr St.)	Ferguson	0.9			
			1,430.3		
The Wabash Railroad, b Branches and spurs.	Sidney	Champaign	11.7		
	Edwardsville	Edwardsville Jct.	2.2		
	Astoria	Covington	14.8		
	Fairbury	Suvarot	80.9		
	Salsbury	Glascow	15.4		
			75.0		
Brunswick & Chillicothe Railroad	Brunswick	Chillicothe	88.8		
	St. Louis Council Bluffs & Omaha Railroad	Chillicothe	.....	
	Chillicothe	Pattersonburg	41.4		
	Columbia	.....	.....
	Centrals	.....	21.6	
	Kansas City, Excelsior S. & Northern Railroad	Excelsior Springs Jct.	Milwaukee Junction	0.7	
	Monkton, Albia & Des Moines Railroad	Monkton	Chesterfield	91.1	
	Toledo & Chicago Railroad	Maumee	Montpelier	49.6	
	Fort Wayne & Detroit Railroad	Butler	New Haven	25.7	
				280.4	
Louisiana & Pike County Railroad	Mayville	Pittsfield	6.9		
	Hannibal Bridge Company	Aladdin	3.9		

PROPERTY OPERATED—CONTINUED.

5. Line operated under trackage rights:

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
Ann Arbor Railroad.....	Toledo.....	Miles.....	80.1	
Grand Trunk Railroad.....	Detroit.....	Black Rock.....	227.3	
Grand Trunk Railroad.....	Welland Junction.....	Edwards Bridge.....	17.3	
Erie Railroad.....	Suspension Bridge.....	Buffalo.....	25.6	
Erie Railroad.....	Black Rock.....	International Jet.....	4.2	
Detroit Union Depot & Station Company.....	Detroit Union Depot.....	Delray.....	4.2	
Paris Marquette Railroad.....	Delray.....		0.1	
Chicago & Western Indiana Railroad.....	Chicago.....	C. & W. I. Junction.....	9.1	
Chicago & Western Indiana Railroad.....	State Line (Ind. & Ill.).....	C. & W. I. Junction.....	11.1	
Chicago & Western Indiana Railroad.....	Clarke Junction.....	State Line (Ind. & Ill.).....	5.7	
Chicago Terminal & Transfer Railroad.....	Camp Point.....	Quincy.....	22.5	
Chicago, Burlington & Quincy Railroad.....	East Hannibal.....	Quincy.....	18.3	
Chicago, Burlington & Quincy Railroad.....	Elvaston.....	Hamilton.....	6.8	
Toledo, Peoria & Western Railroad.....	Forrest Junction.....	Fairbury.....	6.5	
Toledo, Peoria & Western Railroad.....	Hamilton.....	Keokuk.....	1.8	
Keokuk Bridge Company.....	Hannibal Br. Track.....	Hannibal (U. D.).....	0.4	
Missouri, Kansas & Texas Railroad.....	Bridge Junction.....	St. Louis (Union Sta.).....	5.2	
Terminal Railroad Association of St. Louis.....	Altamont.....		0.5	
Chicago & Eastern Illinois Railroad.....	St. Louis (Union Sta.).....	Twenty-third Street.....	0.7	
Terminal Railroad Association of St. Louis.....	Barlem.....	Kansas City.....	1.5	
Hannibal & St. Joseph Railroad.....	Albia.....	Albia Connection.....	0.2	
Iowa Central Railway.....	Hannibal.....	Moberly.....	69.7	
Missouri, Kansas & Texas Railroad.....	St. Louis (Olive St.).....	Carr Street.....	0.5	
Missouri Pacific Railway.....	Chesterfield.....	Des Moines.....	2.4	
Des Moines Union Railway.....	Council Bluffs.....	Omaha.....	2.8	
Union Pacific Railway.....	Wabash, connection.....	Council Bluffs (U. D.).....	0.3	472.5
Chicago, Milwaukee & St. Paul Railway.....				2 517.8
Total mileage operated.....				

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	Geo. J. Gould.....	New York City, N. Y.
President.....	J. Ramsey, Jr.....	St. Louis, Mo.
First vice president.....	F. A. Delano.....	Chicago, Ill.
Vice president.....	Edgar T. Welles.....	New York City, N. Y.
Third vice president.....	Wells H. Bidgett.....	St. Louis, Mo.
Vice president.....	A. C. Bird.....	Chicago, Ill.
Secretary.....	J. C. Otteson.....	New York City, N. Y.
Treasurer.....	F. L. O'Leary.....	St. Louis, Mo.
General solicitor.....	Wells H. Bidgett.....	St. Louis, Mo.
Attorney or general counsel.....	Wells H. Bidgett.....	St. Louis, Mo.
Auditor.....	T. J. Tobin.....	St. Louis, Mo.
General manager.....	Henry Miller.....	St. Louis, Mo.
Chief engineer.....	W. S. Newhall.....	St. Louis, Mo.
General superintendent.....	H. L. Magee.....	St. Louis, Mo.
Division superintendent.....	S. E. Cotter.....	Decatur, Ill.
Division superintendent.....	J. L. Stumff.....	Springfield, Ills.
Division superintendent.....	G. M. Burns.....	Detroit, Mich.
Division superintendent.....	A. E. Robbins.....	Buffalo, N. Y.
Division superintendent.....	D. J. Ferritor.....	Peru, Ind.
Division superintendent.....	J. S. Goodrich.....	Moberly, Mo.
Division superintendent.....	E. Doyle.....	Moberly, Mo.
Superintendent of telegraph.....	S. C. Kintman.....	Decatur, Ills.
General freight agent.....	L. B. Knight.....	St. Louis, Mo.
Assistant general freight agent.....	H. W. Coyle.....	St. Louis, Mo.
General passenger agent.....	C. B. Crane.....	St. Louis, Mo.
Assistant general passenger agent.....	H. V. P. Taylor.....	St. Louis, Mo.
General ticket agent.....	C. B. Crane.....	St. Louis, Mo.
Assistant general ticket agent.....	H. V. P. Taylor.....	St. Louis, Mo.
General baggage agent.....	S. H. Overholt.....	St. Louis, Mo.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Geo. J. Gould.....	New York City, N. Y.....	2d Tues. in October, 1905
Edward T. Jeffery.....	New York City, N. Y.....	2d Tues. in October, 1905
Edgar T. Welles.....	New York City, N. Y.....	2d Tues. in October, 1905
Henry K. Miller.....	New York City, N. Y.....	2d Tues. in October, 1905
Frederic A. Delano.....	New York City, N. Y.....	2d Tues. in October, 1905
James Hazen Hyde.....	New York City, N. Y.....	2d Tues. in October, 1905
S. C. Reynolds.....	Toledo, Ohio.....	2d Tues. in October, 1905
Edwin Gould.....	New York City, N. Y.....	2d Tues. in October, 1905
Thos. H. Hubbard.....	New York City, N. Y.....	2d Tues. in October, 1905
John T. Terry.....	New York City, N. Y.....	2d Tues. in October, 1905
Russell Sage.....	New York City, N. Y.....	2d Tues. in October, 1905
Wislaw S. Pierce.....	New York City, N. Y.....	2d Tues. in October, 1905
Joseph Ramsey, Jr.....	New York City, N. Y.....	2d Tues. in October, 1905

1. Total number of stockholders at date of last election, 2189.
2. Date of last meeting of stockholders for election of directors, October 11, 1904.
3. Give postoffice address of general office, St. Louis, Mo.
4. Give postoffice address of operating office, St. Louis, Mo.

WILLMAR & SIOUX FALLS RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
1. Willmar & Sioux Falls Railway.....	Willmar, Minn....	Sioux City, Iowa	213.75	
	Garretson, S. D....	Yankton, S. D....	80.49	804.85
2. Sioux City & Western Railway.....	So. Sioux City, Neb	O'Neill, Neb.....	129.16	129.16
5. Union Terminal Co.....	In Sioux City, Iowa	Junct. with tracks		
	Junction with W. & S. F. Ry.	of the O., M. & St. P. Ry.	1.87	
Chicago, Milwaukee & St. Paul R'y.....	Junct. with tracks	Junct. with tracks		
	of Union Terminal Company	of Combination Bridge Co.	.60	
Combination Bridge Company.....	Junct. with tracks	of O., M. & St. P. R'y.	1.15	
		South Sioux City, Neb		3.82
Total.....				478.73

OFFICERS.

Title.	Name.	Location of Office.
President.....	Louis W. Hill.....	St. Paul, Minn.
First vice president.....	Hobbs I. Farrington.....	St. Paul, Minn.
Secretary.....	Edward Sawyer.....	St. Paul, Minn.
Treasurer.....	Edward Sawyer.....	St. Paul, Minn.
General solicitor.....	H. A. Wilkinson.....	St. Paul, Minn.
Assistant general solicitor.....	Wm. R. Begg.....	St. Paul, Minn.
Comptroller.....	John G. Drew.....	St. Paul, Minn.
Auditor.....	F. E. Draper.....	St. Paul, Minn.
General manager.....	F. E. Ward.....	St. Paul, Minn.
Chief engineer.....	A. H. Hogeland.....	St. Paul, Minn.
General superintendent.....	Geo. T. Siede.....	St. Paul, Minn.
Assistant general superintendent.....	E. L. Brown.....	St. Paul, Minn.
Division superintendent.....	L. W. Bowen.....	Willmar, Minn.
Superintendent of telegraph.....	E. J. Liddle.....	St. Paul, Minn.
Passenger traffic manager.....	F. I. Whitner.....	St. Paul, Minn.
Freight traffic manager.....	W. W. Broughman.....	St. Paul, Minn.
General freight agent.....	Fred Rogers.....	Sioux City, Iowa
General passenger agent.....	Fred Rogers.....	Sioux City, Iowa
General baggage agent.....	G. A. Smead.....	St. Paul, Minn.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill.....	St. Paul, Minn.....	When successor is elected
H. I. Farrington.....	St. Paul, Minn.....	When successor is elected
E. Sawyer.....	St. Paul, Minn.....	When successor is elected
F. E. Ward.....	St. Paul, Minn.....	When successor is elected
Wm. R. Begg.....	St. Paul, Minn.....	When successor is elected

1. Total number of stockholders at date of last election, six.
2. Date of last meeting of stockholders for election of directors, February 17, 1935.
3. Give postoffice address of general office, St. Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

OFFICERS AND DIRECTORS

OF

ELECTRIC INTER-URBAN LINES.

BOONE SUBURBAN RAILWAY COMPANY.
BOONE IOWA.

PROPERTY OPERATED.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address
John Reynolds.....	President.....	Boone, Iowa.
J. F. Reynolds.....	Vice-president	Chicago, Ill.
F. H. Richardson.....	Secretary.....	Boone, Iowa.
City Bank.....	Treasurer.....	Boone, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
John Reynolds.....	Boone, Iowa.
J. F. Reynolds.....	Chicago, Ill.
T. H. Reynolds.....	Boone, Iowa

Date of close of fiscal year, June 30th.

Date of stockholders' annual meeting, first Monday in October.

CEDAR RAPIDS IOWA CITY RAILWAY AND LIGHT COMPANY.
CEDAR RAPIDS, IOWA.

Historical sketch of organization, construction, leasing, and consolidation of lines now operated.

Present company is a consolidation of Cedar Rapids, Iowa City and Southern Railway and Cedar Rapids Electric Light & Power Company.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
William G. Dows	President	Cedar Rapids, Iowa.
N. M. Hubbard Jr.	Vice President	Cedar Rapids, Iowa.
Isaac B. Smith	Secretary	Cedar Rapids, Iowa.
Isaac B. Smith	Treasurer	Cedar Rapids, Iowa.
Chas. S. Woodward	Auditor	Cedar Rapids, Iowa.
William G. Dows	General manager	Cedar Rapids, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
S. I. Dows	Cedar Rapids, Iowa.
J. H. Smith	Cedar Rapids, Iowa.
William G. Dows	Cedar Rapids, Iowa.
Isaac B. Smith	Cedar Rapids, Iowa.
Ed. H. Smith	Cedar Rapids, Iowa.
Benjamin Thaw	Pittsburg, Pa.
N. M. Hubbard Jr.	Cedar Rapids, Iowa.
E. E. Pinney	Cedar Rapids, Iowa.
E. P. Smith	Chicago, Ill.
W. F. Severs	Cedar Rapids, Iowa.
John A. Reed	Cedar Rapids, Iowa.
O. J. Ives	Cedar Rapids, Iowa.

1. Date of close of fiscal year, December 31st.
2. Date of stockholders' annual meeting, last Tuesday in May.

CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY,
CEDAR RAPIDS, IOWA.

Historical sketch of organization, construction, leasing and consolidation of lines now operated:

In the year 1879 the Cedar Rapids and Marion Railway Company built a steam motor line from the city limits of Cedar Rapids to Marion, connecting this line with horse cars into the business portion of Cedar Rapids. Afterwards additional horse-car lines were built into said last named city and up to 1891 operated by the company constructing the same.

In 1891 the property, rights and franchises of the Cedar Rapids Railway Company were purchased by the present company, who built and extended the lines within the city of Cedar Rapids and installed electric service thereon and to Marion.

In the year 1904 a branch line was constructed in the city of Cedar Rapids to one of the city parks, a distance of 2.15 miles.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
P. E. Hall	President	Cedar Rapids, Iowa.
J. S. Ely	Vice-president	Cedar Rapids, Iowa.
Henry V. Ferguson	Secretary	Cedar Rapids, Iowa.
J. S. Ely	Treasurer	Cedar Rapids, Iowa.
A. M. Wragg	Auditor	Cedar Rapids, Iowa.
F. L. Disorosa	Superintendent	Cedar Rapids, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
P. E. Hall	Cedar Rapids, Iowa.
George B. Douglas	Cedar Rapids, Iowa.
Walter D. Douglas	Cedar Rapids, Iowa.
J. S. Ely	Cedar Rapids, Iowa.
Henry V. Ferguson	Cedar Rapids, Iowa.
David P. Kimball	Boston, Mass.
J. E. Ainsworth	Moline, Ill.

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, second Tuesday in February.

IOWA AND ILLINOIS RAILWAY COMPANY.
CLINTON, IOWA.
PROPERTY OPERATED.
OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
G. E. Lamb.....	President.....	Clinton, Iowa.
F. W. Ellis.....	Vice president.....	Clinton, Iowa.
E. B. McCoy.....	Secretary.....	Clinton, Iowa.
.....	Treasurer.....	Clinton, Iowa.
.....	Auditor.....	Clinton, Iowa.
F. A. Perkins.....	General manager..	Clinton, Iowa.
E. P. Crafts.....		

Directors of the Company.

Name.	Residence.
G. E. Lamb.....	Clinton, Iowa.
F. W. Ellis.....	Clinton, Iowa.
E. B. McCoy.....	Clinton, Iowa.
L. M. Ellis.....	Philadelphia, Pa.
A. L. Register.....	Philadelphia, Pa.
David Pepper, Jr.....	

Date of close of fiscal year, December 31st.
Date of stockholders' annual meeting, September 1st.

INTER-URBAN RAILWAY COMPANY
DES MOINES IOWA.
PROPERTY OPERATED.
OFFICERS OF THE COMPANY

Name.	Title.	Official Address.
H. H. Polk.....	President.....	Des Moines, Iowa.
A. W. Harris.....	Vice-president.....	Chicago, Illinois.
W. J. Haakitt.....	Secretary.....	Des Moines, Iowa.
G. B. Hippee.....	Treasurer.....	Des Moines, Iowa.
C. L. Wright.....	Auditor.....	Des Moines, Iowa.
H. H. Polk.....	General Manager..	Des Moines, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
H. H. Polk.....	Des Moines, Iowa.
A. W. Harris.....	Chicago, Illinois.
N. W. Harris.....	Chicago, Illinois.
G. B. Hippee.....	Des Moines, Iowa.
N. T. Guernsey.....	Des Moines, Iowa.

Date of close of fiscal year, December 31.
Date of stockholders' annual meeting, third Tuesday in January.

MASON CITY & CLEAR LAKE TRACTION COMPANY.

MASON CITY, IOWA.

Historical sketch of organization, construction, leasing, and consolidation of lines now operated.
Organized December 18, 1896.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
W. E. Brice	President	Mason City, Iowa
F. J. Hanlon	Vice-president	Mason City, Iowa
F. J. Hanlon	Secretary	Mason City, Iowa
W. E. Brice	Treasurer	Mason City, Iowa
F. J. Hanlon	Auditor	Mason City, Iowa
W. E. Brice	General manager	Mason City, Iowa
F. J. Hanlon	Superintendent	Mason City, Iowa

DIRECTORS OF THE COMPANY.

Name.	Residence.
W. E. Brice	Mason City, Iowa
F. J. Hanlon	Mason City, Iowa

Date of close of fiscal year, July 31.

Date of stockholders' annual meeting, first Thursday after first Mouday in January.

TAMA & TOLEDO ELECTRIC RAILWAY COMPANY.

OFFICERS

Name.	Title.	Official Address.
W. C. Walters	Chairman of Board	Toledo, Iowa.
W. C. Walters	President	Toledo, Iowa.
C. E. Walters	First vice president	Toledo, Iowa.
H. A. Shanklin	Secretary	Toledo, Iowa.
H. A. Shanklin	Treasurer	Toledo, Iowa.
C. E. Walters	General solicitor	Toledo, Iowa.
H. A. Shanklin	Auditor	Toledo, Iowa.
W. C. Walters	General manager	Toledo, Iowa.
E. M. Rockford	Chief engineer	Toledo, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
W. C. Walters	Toledo, Iowa.	February 10, 1906.
C. E. Walters	Toledo, Iowa.	February 10, 1906.
H. A. Shanklin	Toledo, Iowa.	February 10, 1906.
L. Clark	Toledo, Iowa.	February 10, 1906.
W. E. Brice	Mason City, Iowa.	February 10, 1906.

1. Total number of stockholders at date of last election, 4.
2. Date of last meeting of stockholders for election of directors, February 4, 1905.
3. Give postoffice address of general office, Toledo, Iowa.
4. Give postoffice address of operating office, Toledo, Iowa.

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY.

WATERLOO, IOWA

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
L. B. Cass.....	President.....	St. Paul, Minn.
J. H. Cass.....	Vice-president.....	Sumner, Iowa.
F. E. Farwell.....	Secretary.....	Waverly, Iowa.
E. A. Boggs.....	Treasurer.....	Waterloo, Iowa.
E. A. Boggs.....	Auditor.....	Waterloo, Iowa.
O. D. Cass.....	General Manager.....	Waterloo, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
L. B. Cass.....	St. Paul, Minn.
J. F. Cass.....	Sumner, Iowa.
O. D. Cass.....	Waterloo, Iowa.
E. R. Boisot.....	Chicago, Ill.

Date of close of fiscal year, January 1st.

Date of stockholders' annual meeting, January.

Decisions of Commissioners.

DECISIONS.

No. 2895—1905.

In the matter of the petition of the Chicago Great Western Railway Company for permission to condemn certain lands in Black Hawk county, Iowa.

In the matter of the petition of the Chicago Great Western Railway Company for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa of 1902, in Black Hawk county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago Great Western Railway Company to the Board stating the desire of said company to condemn the property herein more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that, in the opinion of the Board of Railroad commissioners the additional lands described in said application are necessary for the use of such railway company, to-wit:

Commencing at the northerly corner of lot seven of Auditor Rainbow's plat of Cooley's sub-division in the southwest quarter of section twenty-four, township eighty-nine, range thirteen in the City of Waterloo, Iowa; thence southwest along the northwest line of said lot seven 150 feet; thence northeasterly to a point on the east line of said lot seven, 65 feet south of the point of beginning; thence north to the point of beginning containing seven one-hundredths acres, for additional depot grounds and yards.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its Secretary, with instructions that the same be filed with the Clerk of the District Court of Black Hawk county, Iowa.

Dated at Des Moines Iowa, Nov. 30, 1904.

No. 2896—1905.

In the matter of the application of the Iowa & Great Northern Railway Company for authority to condemn lands for railroad purposes.

CERTIFICATE OF THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

To the Clerk of the District Court of Woodbury County:

In the matter of the petition of the Iowa & Great Northern Railway Company for permission to condemn certain lands as provided by section 1998

of the Code of 1897, as amended by section 1, chapter 70, laws of the Twenty-eighth General Assembly, in the County of Woodbury, State of Iowa, the Board of Railroad Commissioners of the State of Iowa, do hereby certify that upon the application of the Iowa & Great Northern Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described, for additional grounds for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that additional lands described in said application are necessary for the use of said railway company, to-wit:

- Lot 1, Block 19, Central Sioux City.
- Lot 16, Block 1, Chase Addition.
- Lot 10, Block 25, Central Sioux City.
- Lot 16, Block 20, Central Sioux City.
- East one-half Lot 5, and west one-half Lot 4, Block 20, Central Sioux City.

In witness whereof the said Board has caused this certificate to be executed and duly signed and attested by its Secretary with instructions that the same be filed with the Clerk of the District Court of Woodbury County, State of Iowa.

Done at Des Moines, Iowa, March 22, 1905.

No. 2897—1905.

In the matter of the petition of the Chicago, Milwaukee and St. Paul Railway Company for permission to condemn certain lands in Benton county, Iowa.

In the matter of the petition of the Chicago, Milwaukee and St. Paul Railway Company for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa of 1902, in Benton County, Iowa, the Board of Railroad Commissioners of the state of Iowa do hereby certify that upon application of the Chicago, Milwaukee and St. Paul Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

A part of the Southeast Quarter (SE $\frac{1}{4}$) of Section Thirteen (13), Township Eighty-three (83) north, range nine (9) west, and more particularly described as follows, to-wit:

A strip of land, twenty-five (25) feet in width, lying northerly of, parallel to, and adjoining the present right of way of the Chicago, Milwaukee & St. Paul Railway Company, and extending easterly fifteen hundred (1500) feet from the north and south quarter line of said section thirteen (13); Also a strip of land, twenty-five (25) feet in width, lying southerly of, parallel to, and adjoining the present right of way of the Chicago, Milwaukee & St. Paul Railway Company, and extending westerly eight hundred fifty (850) feet from

the east line of said Section Thirteen (13); all of said land being located in Benton County, Iowa, and containing one and thirty-five hundredths (1.35) acres.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the District Court of Benton County, Iowa.

Des Moines, Iowa, June 13th, 1905.

No. 2898—1905.

In the matter of the petition of the Atchison, Topeka & Santa Fe Railway Company for permission to condemn certain lands in Lee county, Iowa.

In the matter of the petition of the Atchison, Topeka & Santa Fe Railway Company for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa of 1902, in Lee county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Atchison, Topeka & Santa Fe Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railway company, to-wit:

All that part of the west one-half of the northwest quarter of section 31, township 67, north range 5 west, in Lee county, Iowa, lying southeast of a line 100 feet normally distant from, southeast of, and parallel with the center line of the main track of the Atchison, Topeka & Santa Fe Railway as now constructed and operated over and across the said west one-half of the northwest quarter of section 31, and lying northwest of a line 150 feet normally distant from, southeast of and parallel with the said center line of track; and lying adjacent to and adjoining the present 100 ft. strip of right of way of said railway; the same being a strip of land 50 feet in width and containing 1.77 acres more or less. And—

All that part of the southeast quarter of the southeast quarter of section 30, township 67, north, range 5 west, in Lee county, Iowa, lying northerly of a line 100 feet normally distant from, northerly of, and parallel with the center line of the main track of the Atchison, Topeka & Santa Fe Railway as now constructed and operated over and across the said southeast quarter of the southeast quarter of section 30, and lying southerly of a line 125 feet normally distant from, northerly of and parallel with the said center line of track; and lying adjacent to and adjoining the present strip of the right of way of said railway: The same being a strip of land 25 feet in width and containing 0.8 of an acre, more or less.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the District court of Lee county, Iowa.

Des Moines, Iowa, July 3, 1905.

No. 2899—1905.

In the matter of the petition of the Keokuk & Des Moines Railway Company for permission to condemn certain lands in Marion County, Iowa.

In the matter of the petition of the Keokuk & Des Moines Railway Company for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa of 1902, in Marion county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Keokuk & Des Moines Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such company, to-wit:

Beginning at the Southeast corner of lot one, block thirteen, of the town of South Pella, Iowa, a part of the town of Pella, Iowa, and continuing north along east line of said lot to the south line of University Street thence west along said south line of University Street to a point where said south line intersects the north line of the right of way of the Keokuk & Des Moines Railway now leased and operated by the Chicago, Rock Island & Pacific Railway Company, as said railway is located through the town of Pella, Iowa, thence eastwardly along said right of way line to a point where it intersects the south line of lot two, block thirteen, thence east along said south line of lot two and lot one to the point of beginning.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the District court of Marion county, Iowa.

Des Moines, Iowa, July 10, 1905.

No. 2900—1905.

In the matter of the petition of the Chicago, Rock Island & Pacific Railway Company for permission to condemn certain lands in Washington county, Iowa.

In the matter of the petition of the Chicago, Rock Island & Pacific Railway Co. for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa of 1902, in Washington county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Rock Island & Pacific Ry. Co. to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railway company, to-wit:

A strip of land 350 feet long and 20 feet wide in the northwest quarter of section 32, in township 74 north, in range 8 west, in Washington County, Iowa,

described as follows: Commencing at the intersection of the north right of way line of the Chicago, Burlington & Quincy Railway and the east right of way line of the Chicago, Rock Island & Pacific Railway, thence in a northerly direction along said east right of way line of the Chicago, Rock Island & Pacific Railway Company, a distance of 350 feet; thence at right angles to said right of way line a distance of 20 feet; thence southerly parallel to and 20 feet distant from said east right of way line of the Chicago, Rock Island & Pacific Railway Company a distance of 350 feet to the north right of way line of the Chicago, Burlington & Quincy Railway Company, thence west along said north right of way line of the Chicago, Burlington & Quincy Railway Co. to the place of beginning, containing 16-100 acres. And—

A strip of land 30 feet wide bordering the east side of present right of way of the Chicago, Rock Island & Pacific Railway Company, through the land owned by Eva Heacock, in the northeast quarter of section 31, in township 74 north, in range 8 west, in Washington county, Iowa, described as follows: Commencing at the intersection of the present east right of way line of the Chicago, Rock Island & Pacific Railway and the south line of the land at present owned by Eva Heacock, which point is 511.5 feet north of south line of said northeast quarter and 102 feet east of proposed center line of Brighton cut-off of the Chicago, Rock Island & Pacific Railway measured on a line parallel to said south line of the northeast quarter; thence northerly along the east line of the right of way of the Chicago, Rock Island & Pacific Railway a distance of 390 feet, more or less, to the south right of way line of the Iowa Central Railway Company; thence easterly along said south right of way of the Iowa Central to a point which is 30 feet distant from east right of way line of the Chicago, Rock Island & Pacific Railway measured at right angles, thence southerly parallel to and 30 feet distant from said east right of way line of the Chicago, Rock Island & Pacific Railway Company, a distance of 382 feet more or less, to the south line of land owned by Eva Heacock; thence west along south line of land owned by Eva Heacock to point of beginning on the east right of way line of the Chicago, Rock Island & Pacific Railway Company, containing 27-100 acres more or less.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the District court of Washington county, Iowa.

Des Moines, Iowa, July 8, 1905.

No. 2901—1905.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission to condemn certain lands in Linn county, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa, of 1902, in Linn county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Com-

missioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railway company, to-wit:

A part of the southeast quarter of the southwest quarter of section ten and a part of the northeast quarter of the southwest quarter of section ten all in township eighty-three north range eight west of the Fifth P. M. in Linn county, Iowa, more particularly described as follows, to-wit:

Commencing at a point where the center line of the said railway company as now surveyed, located and staked out for a change of line, crosses the south line of the southeast quarter of the southwest quarter of said section ten, thence west along said south line, to a point which is fifty feet, measured northwesterly and at right angles from said center line, thence north-easterly, on a line drawn parallel to and fifty feet northwesterly, measured at right angles from said center line of railway sixteen hundred feet more or less to the center of what is known as the Vinton Road; thence south-easterly along the center of said road to a point which is one hundred fifty feet, measured southeasterly at right angles from the said center line of rail-way; thence southwesterly on a line drawn parallel and one hundred fifty feet southeasterly, measured at right angles from said center line of rail-way thirteen hundred sixty feet more or less to the south line of the south-east quarter of the southwest quarter of said section ten, thence west along said south line to the place of beginning containing six and five tenths acres. Also all that part of the northeast quarter of the southwest quarter of said section ten which lies southeasterly of a line drawn parallel to and fifty feet northwesterly, measured at right angles from said center line of railway and extending from the south side to the east side of the northeast quarter of the southwest quarter of said section ten containing three-tenths of an acre and in all seven and one-tenth acres.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by its secretary, with instructions that the same be filed with the clerk of the District court of Linn county, Iowa.

Des Moines, Iowa, July 18th, 1905.

No. 2902—1905.

DANIEL PAUP, E. C. PANKOW, JOHN HEIDEN,
ET AL, Complainants,
v.

Establishment of Station at
Spragueville

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Complaint filed June 11, 1903.

STATEMENT OF FACTS AND OPINIONS.

The following complaint in substance was filed with the Board of Rail-road Commissioners against the Chicago, Milwaukee & Saint Paul Railway Company:

Complainants allege and state:

That the Chicago, Milwaukee & Saint Paul Railway Company own and have operated for a number of years a line of road in and near the south boundary of Jackson county,

Iowa, through the incorporated town of Preston, Iowa, a station for freight and passengers, having a population of about six hundred.

That in the year 1901 for purposes of their own they constructed another line north of their main line between the stations of Green Island, Jackson county, and Browns, Clinton county, that in general they follow the course of the Maquoketa river along the south shore.

That about midway between the two last above mentioned stations said new line of road runs through the village of Spragueville with a population of about one hundred. That Spragueville has been a postoffice and an inland trading point for nearly sixty years. That they receive daily mail from trains; that it is a money-office and has proposed rural free delivery mail routes into the body of the county.

That near this adjacent there is a county bridge across the Maquoketa river and by reason thereof all adjacent county roads converge at that point.

That residents north, east and west thereof are now compelled to cross the tracks at this point and continue four miles beyond to the town of Preston for railroad accommodations.

That the number to be accommodated are fifteen hundred.

That the village of Spragueville is in every way a suitable location for tracks, switches and station grounds. That trains would have no heavy or excessive grades to contend against in entering and leaving the proposed station in either direction.

That said railroad now maintains a station located three miles east thereof called "Rockaway" on the south shore of the Maquoketa river and affords no accommodations to the public that would be benefited by a station at Spragueville in the territory east, west and north thereof, and that the station of Rockaway is nearly inaccessible from all directions by reason of the topography of the country.

That by reason of its peculiar geographical and topographical location, the county of Jackson is the only county in the state of Iowa without any railroad facilities for the interior of the county. That the Milwaukee operates lines on the extreme northern, eastern and southern boundaries of the county, and that the Milwaukee and Northwestern have lines across the southwest corner thereof.

That the station of Rockaway is nearly inaccessible by reason of lack of public highways to people on the south shore of the Maquoketa river and from the territory north, east and west thereof is inaccessible by reason of no public highways and no means to cross the Maquoketa river.

That the facilities afforded to the general public by the station of Rockaway are *nil*.

That the prospective freight business at the proposed station of Spragueville would be about three hundred cars to four hundred cars annually; which said business must all now be handled from other stations to the great loss and detriment of the general public.

That in the spring usually and at all times during high water by reason of the overflow of Sugar Creek and Deep Creek, the public highway between Spragueville and Preston becomes impassable for hauling grain, livestock and other commodities.

Wherefore complainants pray for the establishment of a station and shipping point for forwarding and receiving freight, as is reasonable and expedient in order to promote the security, convenience and accommodation of the public. "We especially ask and pray that the Railroad Commissioners inspect the said situation and report their findings according to law, and for such other and further relief as may be deemed equitable and proper in the premises."

That several other complaints touching the same subject matter were filed with the Board, signed by many persons who were also interested in the same subject matter, residing at and near Spragueville and within Jackson county. That copies of these petitions together with a letter by the Commission were addressed to the Chicago, Milwaukee & Saint Paul Railroad company, and a reply requested thereto. The reply made by the Railway company is that, in 1901 the Chicago, Milwaukee and St. Paul Railway Company built a new line between the stations of Browns and Green Island for the purpose of securing an easier grade line for its business between Marlon and Savannah. The distance between the stations of Browns and Green Island is thirteen and nine-tenths miles. That it was necessary to have a track midway between these points for use in meeting and passing trains. The only place where the grade

line was suitable for such a track was six and seven-tenths miles from Green Island and seven and two-tenths miles from Browns where it established a track known as Rockaway. That there are no towns between Green Island and Browns and nothing but through passenger and freight trains are operated over this line. The local passenger trains and the way freight trains still continue to run by Elk River Junction in order to accommodate the business of the towns of Tweed's Grove, Miles and Preston. The new line between Browns and Green Island passes within a short distance from the cross roads where the postoffice of Spragueville is located, and has been for a great many years. The track on the new line in the vicinity of Spragueville is on the maximum or five-tenths grade.

The railway company alleges that it would not be practicable to establish a station at this place as freight trains going west if compelled to stop at that place, it would be impossible for them to get started again; and further alleging there is always more or less danger in maintaining a station on maximum grade.

A great deal of correspondence has passed between the Board and the respective parties with reference to the conditions and feasibility of the establishment of a station at Spragueville, as well as a discussion of the condition of the passing track at Rockaway, and the surrounding country, which might be benefited by a station, as well as the character of the public highways leading to the Rockaway station or passing track.

A time was fixed by the Board for a hearing, it appearing to the Board that no amicable adjustment could be reached by the parties to this controversy, at Spragueville, due notice having first been given by the Board to all interested parties. At this hearing the complainants were represented by Messrs. Cole & Cole, and the railway company by Mr. J. H. Foster, Superintendent of the Chicago, Milwaukee & Saint Paul Railway Company. A full opportunity was given at this hearing to all parties to present such complaints as they might have with reference to the matter under consideration, and many of the farmers and business men of that locality were heard by the Board. After the statements were submitted to the Board, a very full and exhaustive argument was made by Messrs. Cole & Cole in behalf of the complainants, and Mr. Foster in behalf of the railway company presented its side of the case. At this hearing certain estimates to be made by the engineers of the different parties, were to be submitted to the Board, particularly with reference to the character of the surrounding country and its topography at and near the station of Rockaway. The facts and conditions as disclosed by the investigation made by the Board, are substantially as follows:

That in 1901 the Chicago, Milwaukee & Saint Paul Railway Company constructed a line of railway in a westerly direction from Green Island and extending through Spragueville to the station of Brown. That this line between the station of Green Island and Brown is a distance of a little over thirteen miles. That there are no established stations between the two points (Green Island and Brown), and that it was the purpose and object of the railway company in the construction of such line to use it for what might be termed "through business", that grade being a much easier and lighter grade than the old line running parallel thereto and in a southerly direction therefrom.

We find that the town of Spragueville has a postoffice, creamery, blacksmith shop, and such other accommodations usually and ordinarily maintained in towns of the character of one hundred inhabitants or thereabouts. We find that the surrounding country is devoted largely to stock raising as well as other agricultural products. That Spragueville is situated a little over three miles from the town of Preston, a station on the Chicago, Milwaukee & St. Paul Railway, which is the trading point of Spragueville and the immediate surrounding country and was prior to the construction of this new line. That Preston is a town of about eight hundred to one thousand inhabitants.

We further find that the highways in and around this locality during the heavy rains in the spring of the year are not always in a condition to admit of the hauling of heavy traffic. We find as a matter of fact, there is or will be a substantial improvement of the highway between the town of Spragueville and the town of Preston. We are suggested that the highways such as are now established, and those which it has been suggested may be established in and around Rockaway on account of the topography of the country, are inadequate and wholly insufficient for the use of and in transporting the ordinary farm products, and that Rockaway is not a suitable point or place

for the establishment or maintaining of a station on account of the condition of the highways and the wet and low character of some of such highways, and that a large amount of money would be required to place such highways in a suitable condition. We find that at Spragueville where it was suggested that the station should be constructed and maintained, is a point at the maximum grade of the railway between the stations of Green Island and Browns; but at a point about eighty rods west of the one suggested and upon and at the next highway crossing, a station might be maintained so far as the grade is concerned. While it would not be the best and most feasible point in that respect, yet the character of the grade is not such that it would prohibit the maintenance of a station at that point.

Section 2113 of the Code of 1897, defining the duties and powers of the Railroad Commission, is as follows:

"It shall from time to time carefully examine into and inspect the condition of each railroad, its equipment and the manner of its conduct and management with regard to the public safety and convenience in the state; make semi-annual examination of its bridges, and report the condition thereof to the company to which they belong; and if found by it unsafe it shall immediately notify the railroad company whose duty it is to put same in repair, which shall be done by it within ten days after receiving such notice. If any corporation fails to perform this duty, the Board may forbid and prevent it from running trains over the same while unsafe. When in the judgment of the Board, any railway corporation fails in any respect to comply with the terms of its charter, articles of incorporation or the laws of the state; or when in its judgment any repairs are necessary upon its road; or any addition to its rolling stock, or addition to or change in its stations or station houses, or change in its rates of fare for transporting freight or passengers, or change in the mode of operating its road or conducting its business, is reasonable and expedient in order to promote the security, convenience or accommodation of the public, the Board shall serve a notice upon such corporation, in the manner provided for the service of an original notice in a civil action, which notice shall be signed by its secretary, of the changes and improvements which it finds to be proper; and a report of such proceedings shall be included in its annual report to the governor as provided in the next section; but nothing in this section shall be so construed as relieving any railroad company from its present responsibility or liability for damage to person or property."

While section 2103 expressly refers to station houses at crossings, that is, where one railroad crosses another, and while it may be urged that the legislature having in mind the subject of stations, and having only expressly extended the authority of the Board of Railroad Commissioners for the establishment of station houses at such crossings, that by implication authority was not extended to the Board to require rail carriers to build and maintain depots at other points along the railway, yet there may be a distinction and difference between station houses as used by the statute and the term "depot and depot grounds". Be that as it may, we do not feel called upon at this time to express any opinion upon this branch of the case, it not having been raised or presented to the Board at this hearing.

The only case construing section 2113, so far as we are now advised, is the case of the State of Iowa, appellant, v. Des Moines & Kansas City Railway Company, appellee, reported beginning on page 644, 87 Iowa Reports. In this case the Board of Railroad Commissioners made an order against the railroad company, requiring it to reestablish and maintain a station on its line of railway at a place called "Leslie". The railroad company refused to carry out the order of the Commissioners and an action was brought by the attorney general to compel the railway company to comply with such order. There was a trial thereon in the District Court of Polk county, and the district court after hearing the testimony of a large number of witnesses, entered a decree dismissing the petition, and the case was appealed to the Supreme Court, and the judgment of the district court was affirmed. Near the end of the opinion the court uses this language: "It appears to us that the owners of the road should not be interfered with in the management of their property, including the location of their stations, where as in this case there is no competent evidence that any patron of the road has been deprived of reasonable facilities for the transaction of business with defendant."

We regard this language quite significant for our guidance in this case. It cannot be denied that if a station was established at Spragueville, that it would be more convenient for many persons residing in the immediate vicinity, and adjacent to Spragueville, and if it were not for the fact that the railway company is maintaining stations at Browns and Preston and at other points within a distance of three and a half or four miles, the Board would be inclined to require the company to establish and maintain a station at Spragueville. That factor has entered into the consideration of this case, and is one that has to a greater or less degree, influenced the Board in the conclusions reached herein. This new line, between Green Island and Browns, is only used by the railway company at present for through business. If we should require the company to establish a station at Spragueville, it would require it to maintain a local train service on the entire length of this new line for this station alone. We do not say that this could not be done if the conditions should require it, but would the court under the doctrine laid down in the above case, uphold the Commission if such an order was made? Can it be said that at the present time the railway company is not furnishing reasonable facilities for the transaction of the business of the patrons of the road at that point? We are inclined to believe that the company is now furnishing reasonable and adequate service in this locality for all of its patrons who have occasion to transact business with the company.

We may say, in addition, that we do not consider Rockaway as either a suitable proper place for a station. A common carrier, when it purposes attempts to establish a station or depot, should so locate it that it may be reasonably approached by public highways, or at least where public highways may be reasonably and properly established without extraordinary or unusual expense. This, in the judgment of the Commission, cannot be done at this point at the present time. The topography of the country at and surrounding Rockaway is of such a character that it would require an unusual and extraordinary expense in the establishment and improvement of highways, and in the opinion of the Commission it ought not to be required of the public authorities of Jackson county. Hence, we hold that, at the present time, the complainants have not made and established such a case as would require the Board of Railroad Commissioners to make an order requiring the railroad company to maintain a depot and depot grounds at or near Spragueville.

We may say in addition to this opinion that we have made an earnest effort to induce the railway company to construct a line from a point near Spragueville, running southeast, connecting at Preston, eliminating the old line from Browns to Preston, which would, in the opinion of the Board, give to the people of Spragueville the benefit and accommodation which they are asking for in their petition; and we found the reasonable and fair expense thereof to be in the neighborhood of forty thousand dollars. No authority or power is given to the Board in a case of this kind to require a railroad company to build a new line of railway, and as the company believed and insisted that the expending of that amount of money is more than ought to be required, the Board finds itself in a situation with no power to give the relief asked for.

Des Moines, Iowa, August 23, 1905.

No. 2903—1905.

In the matter of the petition of the Chicago Great Western Railway Company for permission to condemn certain lands in Dubuque County, Iowa.

In the matter of the petition of the Chicago Great Western Railway Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Dubuque County, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago Great Western Railway Company to the Board stating the desire

of said company to condemn the property hereinafter more particularly described for the use of said company, the commissioners proceeded in conformity with law to examine into the matter of said application and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

A parcel of land in the N E $\frac{1}{4}$ of the S E $\frac{1}{4}$, Sec. 11, Twp. 89, R. 2 E. Dubuque County, Iowa, described as follows: Beginning at a point in the north line of the N E $\frac{1}{4}$ of the S E $\frac{1}{4}$ said Sec. 11, 50 feet south of the center line of the main track of the C. G. W. Ry. measured at right angles thereto; thence west along said north line of the N E $\frac{1}{4}$ of the S E $\frac{1}{4}$ said section 11, a distance of 26.5 feet; thence south at right angles to last described line 16 $\frac{1}{2}$ feet; thence east parallel to and 16 $\frac{1}{2}$ feet south of the said north line of the N E $\frac{1}{4}$ of the S E $\frac{1}{4}$, said section 11, to a point 50 feet west of the center line of main track; thence northerly by a straight line to the place of beginning, containing 1-100 of an acre.

A strip of land lying southwest of and adjoining the right of way of the C. G. W. Ry. on the S $\frac{1}{2}$, N E $\frac{1}{4}$, Sec. 11, Twp. 89, Range 2, E. Dubuque County, Iowa, described as follows: Commencing at the intersection of the southeast right of way line of the C. G. W. Ry. and the south line of the N E $\frac{1}{4}$, said Sec. 11, said south line intersecting the center line of the main track at Station 171-20, run northwesterly along said southwest right of way line 780 feet more or less to the intersection with a line that runs approximately north and south and intersects the center line of the main track at station 179-84 at an angle of 19° 28'; thence southerly along said last mentioned line 36 feet, to a point 37 feet from the center line of the main track; thence southeasterly parallel with and 37 feet from the center of said main track 267.1 feet; thence northeasterly on a line at right angles to last mentioned line and parallel to the northwest side of the malt house, a distance of 10.6 feet to a point 26.4 feet distant from the center line of the main track of said railway; thence in a southeasterly direction parallel to and 26.4 feet distant from the center line of main track 33.7 feet; thence in a southwesterly direction at right angles to the main track a distance of 10.6 feet; thence southeasterly parallel to and 37 feet from the center line of main track 224.2 feet; thence southerly in a straight line to a point on the south line of the said northeast $\frac{1}{4}$, which is 55 feet west of the point of beginning; thence east along the said south line 55 feet to the place of beginning, containing 0.30 of an acre more or less.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by the secretary, with instructions that the same be filed with the clerk of the district court of Dubuque County, Iowa.

Des Moines, Iowa, September 6, 1905.

No. 2904—1905.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission to condemn certain lands in Linn County, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission to condemn lands as provided by section 1998

of the Code of Iowa, in Linn County, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

A part of the south half (S $\frac{1}{2}$) of the Southwest Quarter (SW $\frac{1}{4}$) of section two (2), and a part of the north half (N $\frac{1}{2}$) of the Northwest Quarter (NW $\frac{1}{4}$) of section eleven (11), Township Eighty-three (83) north, Range Eight (8) west of the fifth principal meridian, in Linn County, Iowa, and more particularly described as follows:

A strip, belt, or piece of land, one hundred (100) feet in width, being fifty (50) feet of such width upon each side of the center line of the Chicago, Milwaukee & St. Paul Railway, as now surveyed and staked out for a change of line, and extending from the north side of the south sixty-three and one-third (63 1/3 acres of the South Half (S $\frac{1}{2}$) of the Southwest Quarter (SW $\frac{1}{4}$) of said section two (2), to the west side of the north half (N $\frac{1}{2}$) of the northwest quarter (NW $\frac{1}{4}$) of said section eleven (11);

Also a strip of land, twenty-five feet (25) in width, on the northwesterly side of and adjoining the strip of land above described, and extending from the west side of the north half (N $\frac{1}{2}$) of the northwest quarter (NW $\frac{1}{4}$) of said section eleven (11) in a northeasterly direction a distance of seven hundred fifty-eight (758) feet;

Containing in all six and one-half (6 $\frac{1}{2}$) acres.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by the secretary, with instruction that the same be filed with the clerk of the district court of Linn County, Iowa.

Des Moines, Iowa, September 7, 1905.

No. 2905—1905.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission to condemn certain lands in Linn County, Iowa.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Linn County, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Chicago, Milwaukee & St. Paul Railway Company to the Board stating the desire of said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railroad company, to-wit:

A part of the Southwest Quarter (SW $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) and a part of the Northwest Quarter (NW $\frac{1}{4}$) of the Southeast Quarter (SE $\frac{1}{4}$) of Section One (1), Township Eighty-three (83) north, Range Eight (8) west, and more particularly described as follows:

Commencing at a point where the new center line of the Chicago, Milwaukee & St. Paul Railway crosses the east line of the Southwest Quarter (SW $\frac{1}{4}$) of the Northeast Quarter (NE $\frac{1}{4}$) of said Section One (1); thence north along said line, to the northerly line of the present right of way of the Chicago, Milwaukee & St. Paul Railway Company, and the point of beginning of the land to be described; thence due north, to a point which is fifty (50) feet, measured northerly at right angles, from the new center line of said railway, as now surveyed and staked out; thence southwesterly, on a line drawn parallel to and fifty (50) feet northerly, measured at right angles, from said new center line, a distance of eleven hundred (1100) feet, more or less, to intersect the northerly right of way line of said railway company thence northeasterly on said northerly right of way line, to the point of beginning; containing forty-seven hundredths (.47) of an acre.

In witness whereof this Board has caused this certificate to be executed and duly signed and attested by the secretary, with instructions that the same be filed with the clerk of the district court of Linn County, Iowa.

Des Moines, Iowa, September 7, 1905.

No. 2906—1905.

In the matter of the application of the Wilmar & Sioux Falls Railway Company for authority to condemn land for railroad purposes.

Certificate of
Board of Rail-
road Commis-
sioners of Iowa.

To the Clerk of the District Court of Woodbury County, Iowa

Whereas, on the 18th day of August, 1905, the Wilmar & Sioux Falls Railway Company filed with the Board of Railroad Commissioners of the State of Iowa its sworn petition representing that it is a corporation owning a complete line of railway from Willmar in the state of Minnesota to the city of Sioux City, in the State of Iowa, and now operating a line of railway from the city of Sioux City, Iowa, to the city of O'Neill in the state of Nebraska, and it is necessary for the present and prospective purpose of the said railway company that it should acquire additional grounds for right of way, tracks, yards, and for excavations, embankments and places for the deposit of waste earth within the limits of Sioux City, Woodbury county, Iowa, and that it was proper and necessary to acquire for such purposes additional grounds adjacent and contiguous to its main line and right of way, and for such purposes the said company desired to acquire the several tracts of land hereinafter set out, and which petition fully described said land and the owners of record of the same, and,

Whereas, the Board of Railroad Commissioners of the state of Iowa on the 23d day of August, 1905, issued its notice to be served upon all of its owners that said application and petition would be heard on the 7th day of September, 1905, at Sioux City, Iowa, and,

Whereas, it appears to the satisfaction of the Board that personal service of said notice has been made upon all of the owners of record of said lands therein set out more than ten days prior to said hearing, And,

Whereas, it further appears that said railway company has not been able to purchase said respective piece of land hereinafter set out from the owners thereof. And,

Whereas, on the 7th day of September, 1905, the said Board of Railroad Commissioners made personal inspection of said additional grounds desired by said railway company for said purposes aforesaid, And,

Whereas, on the said 7th day of September, 1905, the said Board of Railroad Commissioners duly heard the petitioner upon said application, and also gave full opportunity to the owners of said several tracts to be heard in objections, thereto. And,

Whereas, after due consideration and hearing the said Board of Railroad Commissioners found that the lands hereinafter described are necessary for the present and prospective purposes of said company as additional grounds and lands for right of way, switches, tracks, yards, and for excavations, embankments and places for the deposit of waste earth.

and that the Willmar & Sioux Falls Railway Company owns a complete line of railway from Willmar, Minnesota, to the city of Sioux City, Iowa, and operates a line of railway from the city of Sioux City, Iowa, to the City of O'Neil, Nebraska.

Now, therefore, the Railroad Commissioners of the State of Iowa do hereby certify that the Willmar & Sioux Falls Railway Company is a corporation owning and operating a complete line of railway into the city of Sioux City and in said city; that the following lands are necessary for the present and prospective purposes and needs of said company for right of way, switches, tracks, yards, and for excavations, embankments and places for the deposit of waste earth, and that the said company has power and is hereby authorized to condemn the said lands for such railway purposes, which tracts of land are described as follows, to-wit:

That part of the east one-half (E 1-2) of the northeast (N E) of section twenty-two (22), Township Eighty-nine (89), Range forty-seven (47), otherwise known as lots two (2) and three (3), Auditor's subdivision of said tract described as follows:

Commencing at a point on the south line of the southeast (SE) of the northeast (NE) of said section twenty-two (22) where the west right of way line of the Willmar & Sioux Falls Railway Company through said land intersects the same; thence west along said south line to a point which is 660 feet west of the southeast corner of said southeast of said northeast of said lot 2 aforesaid; thence due north on a straight line to the north line of said lot 2 aforesaid in the northeast of the northeast of said section 22 aforesaid; thence due east on said north line to east line of said section; thence south along said east line to the west right of way line of said Willmar & Sioux Falls Railway Company as now located through said tract; thence southerly along the west right of way line of said railway company to the place of beginning.

Also that part of the northeast (NE) of the northeast quarter (NE 1-4) of said section twenty-two (22) known as lot one (1) Auditor's Subdivision, described as follows:

Commencing at the northeast corner of the northeast quarter (NE ¼) of the northeast quarter (NE ¼) of section twenty-two (22); thence south along the east line of said northeast quarter of the northeast quarter aforesaid to the south line of said lot 1; thence west along the south line of said lot a distance of six hundred sixty (660) feet; thence due north on a straight line to the north line of said northeast quarter of the northeast quarter of said section 22 aforesaid; and thence due east along said north line 660 feet to place of beginning.

also that part of the northwest quarter (NW 1-4) of the northwest quarter (NW 1-4) of section twentythree (23), township eighty-nine (89), range forty-seven (47), described as follows; that part thereof lying west of the west right of way line of said Willmar & Sioux Falls Railway Company through said tract containing 7.21 acres according to survey.

Also that part of the west one-half (W1-2) of the northwest of said section twenty-three (23) aforesaid, described as follows:

Commencing at a point where the east right of way line of said Willmar & Sioux Falls Railway Company intersects the north line of said tract; thence easterly along said north line to a point where a line parallel with said easterly line of right of way and four hundred (400) feet distant therefrom and easterly thereof, crosses said north line; thence in a southwesterly direction on a straight line to the southwest corner of said tract; thence north along the west line of said tract to its intersection with the easterly line of said right of way; thence northeasterly along the easterly line of said right of way to the place of beginning and containing seventeen and eighty-three hundredths (17.83) acres.

Also that part of the southwest of the southwest quarter (SW ¼) of section fourteen (14), township eighty-nine (89), range forty-seven (47), described as follows:

Commencing at the southwest corner of said southwest quarter (SW 1-4) of the southwest quarter (SW 1-4) of said section fourteen (14); thence northeasterly on a straight line to a point on the north line of said southwest quarter of the southwest quarter of said section 14 aforesaid, where said north line intersects the west right of way line of the Willmar & Sioux Falls Railway Company across the same; thence southerly along the west right of way line of said railway company to the south line of said southwest quarter of said southwest quarter of said section 14 aforesaid; thence due west along said south line to the place of beginning and containing six and eighty-five hundredths (6.85) acres according to survey.

Also that part of the southwest quarter of the southwest quarter of said section 14 aforesaid, described as follows:

Commencing at a point on the south line thereof where said south line intersects the east right of way line of said Willmar & Sioux Falls Railway Company is located across said tract; thence northerly along said east right of way line to the north line of said southwest quarter of the southwest quarter of said section 14 aforesaid; thence east along said north line to the northeast corner of said southwest of southwest of said section 14 aforesaid; thence south along the east line of said southwest of southwest aforesaid to a point where a line parallel with the easterly line of said right of way and 400 feet distant easterly therefrom intersects the easterly line of said tract; thence southerly on a line parallel to and 400 feet distant from said right of way line to the south line of

said southwest of southwest aforesaid; thence due west on said line to place of beginning and containing ten and forty hundredths (10.40) acres according to survey.

Also that part of the northwest of the southwest of said section 14 aforesaid, described as follows:

Commencing at the southeast corner of said tract; thence due west along the south line thereof to a point where the east right of way line of the Willmar & Sioux Falls Railway Company intersects said south line; thence northerly along said east right of way line of said railway to a point where said east right of way line intersects the east line of said northwest quarter of the southwest quarter aforesaid; thence due south along said east line to the south line of said tract being the place of beginning and containing one and thirty-one hundredths (1.31) acres according to survey.

WITNESS, our hand and seal of said Board hereto attached this 8th day of September, 1905.

Des Moines, Iowa, September 8th, 1905.

No. 2907-1905.

APPANOOSE COUNTY,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY,

} Drainage

Complaint filed July 31st, 1905.

DECISION OF COMMISSIONERS.

The matter submitted before the Board in this case is a proposed change in the course of several miles of the Chariton river, which, it is claimed, becomes necessary in the construction of what may be termed a public ditch for the purpose of reclaiming and draining agricultural lands situated and being in Appanoose county. The proposed construction of said ditch and the diversion of that part of the Chariton river which is involved in this case, crossing a branch of the Chicago, Burlington & Quincy Railroad in said Appanoose county at the point or place where it is proposed to construct said ditch and divert said stream across the right of way of said railway.

The land is low, wet and swampy, and the railway at the present time has constructed a wooden structure or trestle work for several hundred feet. The height of said trestle work is from seven to ten feet above the natural surface of the ground and is several hundred feet in length.

The statute under which the Board of Railroad Commissioners is required to act with reference to matters of this kind provides that if the engineer in charge and the railway company cannot agree, or if the railroad company should fail, neglect or refuse to confer with the engineer in charge, the county auditor shall at once notify the Railroad Commissioners in writing by registered letter of the failure of the engineer in charge and the railroad company to agree, and it shall be the duty of the Railroad Commissioners to proceed within thirty days to view the premises and to hear the parties in relation thereto, giving to the county auditor and railroad company notice by registered letter of the time when they will view said premises and hear the parties, when notice shall be mailed to each party at least ten days prior to the time fixed for such hearing.

All the provisions of this part of the law have been fully carried out, the respective notices having been received by the auditor and by the railroad company with reference to the time and place of the hearing by the Commissioners, and in pursuance thereof on the 29th day of August, 1905, upon the premises in controversy, that is the place where the ditch is proposed to cross the railroad track, the Railroad Commission duly viewed the premises and heard the respective parties. The county auditor together with his attorney, Mr. Baker, and the engineer in charge appearing on the part of those interested in the ditch, and the railroad company being represented by its engineer and Mr. Payne, its attorney.

Upon the hearing it became apparent there was no substantial controversy existing between the railroad company and the engineer in charge, with reference to the place where said proposed diversion of the stream should cross the railroad company's track, or the manner or method of such improvements. The only question which seemed to be involved in the controversy existing between the railroad company and those interested in the drainage was whether or not a steel, stone and cement structure for several hundred feet over and across the low and swamp ground where the present wooden structure now used by the railroad company, should take the place of the wooden structure, and the cost and expense thereof charged up to and included in the drainage assessment. It would seem as though this question was more in harmony with how the tracks of the railroad company should cross the ditch, and not how the ditch and the improvement thereof should be constructed across the railroad company's right of way.

If there was a controversy between the parties with reference to the width which might properly be used in carrying the ditch and improvements across the company's right of way, possibly the Railroad Commissioners might have jurisdiction, but there seemed to be no controversy in that respect.

It was claimed and contended at this hearing that the natural fall of the Chariton river where it was diverted into the ditch would gradually cut and carry away much of the earth and that the ditch would gradually become deeper and wider; but, has the Board of Railroad Commissioners anything to do with that part of it? If it had, it might determine what it would deem a proper and reasonable width and depth across the company's right of way, after hearing testimony in relation thereto; it might be possible for it to determine that the width of this ditch should not exceed a certain distance, and that the sides of this ditch where it crosses the company's right of way should be properly protected, so that it would not cut or carry away additional earth, and thereby make the ditch wider.

It was requested at the time of this hearing that action of the Board of Railroad Commissioners should be deferred until the parties could have an opportunity to see whether or not an amicable adjustment could be reached. The Board is in receipt of notice from one of the parties claiming they do not care to carry on further negotiations in that regard, and asking that the Board decide this matter.

The Board of Railroad Commissioners has reached the conclusion that as there is no controversy between the parties with reference to the place where the ditch crosses the railroad tracks and right of way, and the method and

manner of such improvement, that it is without jurisdiction and therefore holds that it is not a proper matter at this time to bring before the Board. The Board of Railroad Commissioners being without jurisdiction, therefore dismisses the proceedings.

Des Moines, Iowa, September 19th, 1905.

No. 2908—1905.

In the matter of the proposed Viaduct over Wall Street in the City of Sioux City, Iowa.

DECISION OF THE COMMISSIONERS.

On the 7th day of February, 1905, the City of Sioux City enacted an ordinance known as Ordinance No. G 885, which is as follows:

ORDINANCE NO. G 885.

An ordinance declaring the necessity of constructing a viaduct on Wall street from the south line of Fourth to the North curb line of Grand Street, at expense of railways hereinafter named.

Be It Ordained by the City Council of the City of Sioux City, Iowa:

Section 1. That it be and is hereby declared necessary for the safety and protection of the public to construct a viaduct on Wall Street from the south line of Fourth Street to the north curb line of Grand Street over and above the tracks of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Union Terminal Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Chicago & Northwestern Railway Company and the Illinois Central Railroad Company, and intervening grounds on said Wall Street, according to plans and specifications to be prepared by the City Engineer, and that it is proposed to construct same at expense of said railway companies.

Section 2. That the City Engineer be and is hereby instructed to forthwith prepare plans and specifications for said viaduct and submit the same to the City Council for consideration and so that the same may be submitted to the Board of Railroad Commissioners, as provided by law.

Section 3. This ordinance shall take effect from and after its passage and publication, as provided by law.

Passed, February 7, 1905.

Approved, February 8, 1905.

(Signed) W. G. SEARS, Mayor.

(Signed) A. A. SMITH, City Clerk.

Published, Union Advocate, February 9, 1905.

That said ordinance was signed, approved and published on the 9th day of February, 1905.

That on the 27th day of February, 1905, said ordinance together with the plans and specifications of the viaduct therein proposed was transmitted to the Board of Railroad Commissioners at its office in Des Moines, Iowa. Subsequent thereto and on or about the 2nd day of May, 1905, due notice thereof having been given to all railways interested therein, as well as the city of Sioux City, a hearing was had by the Board of Railroad Commissioners at Sioux City, at which time the City of Sioux City was represented by Mr. J. N. Weaver, the Chicago, St. Paul, Minneapolis & Omaha Railway by Mr. A. F. Call, the Illinois Central Railway Company by W. S. Kenyon, the Chicago & Northwestern Railway Company by James C. Davis, and the Chicago, Milwaukee & St. Paul Railway Company by W. H. Farnsworth. The different railways made answer to the proceedings herein substantially as follows:

1st. That there is no necessity for a viaduct at the point proposed by the City Council of Sioux City, as set forth in said ordinance on Wall Street from the south line of Fourth Street to the north line of Grand Street over and above the railroad tracks, now located at said point, for the reason that the amount of travel at said point does not justify the large expense which would be incurred in the construction of said viaduct.

2nd. That at this time there is no necessity for said viaduct and it would not be proper to order the same, for the reason that other railroad interests about to make large improvements in the City of Sioux City, contemplate an elevated track, which would pass over the point of the proposed viaduct. That the construction of the viaduct at this point if intersected by the proposed elevated line, would make a surface crossing on the said viaduct, which would be undesirable, and would destroy the usefulness and purpose of said viaduct, and if the contemplated elevated line is to be constructed, the viaduct would have to be constructed, especially with reference to that proposed construction.

3rd. That the proposed viaduct would be constructed over a large area of ground not occupied by tracks of any of the railroads that are parties to this proceeding, and such viaduct would be constructed over a large area of ground not occupied by any railroad tracks. That the power of cities to order the construction of a viaduct is limited to such viaduct as passes over or under railroad tracks, and there is no authority on the part of the city council or on the part of the Railroad Commission to require the construction of a viaduct over large areas of ground that are not occupied by the tracks of railroads, or used for railroad purposes and that no provision has been made by the City of Sioux City to bear the cost of the construction of said viaduct over said unoccupied spaces.

4th. It is further objected, that no provision has been made by the City of Sioux City, by ordinance or otherwise, that it will furnish, without cost or expense to the railroad companies which are expected to construct said viaduct, the right of way for the approaches of said viaduct, as provided by law.

5th. It is further submitted that Ordinance No. G 885, passed February 7th, 1905, by the City Council of the City of Sioux City, entitled "an Ordinance declaring the necessity of constructing a viaduct on Wall Street from the south line of Fourth to the North curb line of Grand Street, at expense of the railways hereinafter named", is void, for the reason that the several railway companies at whose expense the said viaduct is proposed to be constructed, had no notice or knowledge of the proposed passage of said ordinance, and no opportunity to appear before the City Council of Sioux City, and present any objections which there might be to the construction of the said viaduct; and the provisions of the Code of Iowa, providing that "The council shall fix a time and place where it will consider such matters and any objections that may be made to the construction of said viaduct and approaches thereto", were not observed, and, therefore, the said ordinance was passed without jurisdiction on the part of the said City Council, and is void and of no effect.

6th. The plans and specifications for the proposed viaduct contemplate a structure unnecessarily large and unnecessarily expensive to accommodate the present and prospective travel over the same, and are, therefore, unreasonable and unnecessary for the safety of the traveling public.

7th. That the statutes under which the proceedings have been taken by the City Council, and under which these proceedings are now being conducted, are in controvention of the constitution of the state of Iowa, and also of the United States. They are in controvention of section Nine of Article One of the constitution of Iowa, in that the said section of the statute does not provide for any hearing before any tribunal having judicial powers, in which hearing the rights of the railroad companies can be determined, and said statutes provide for the taking of the property of the railroad companies without due process of law. That said statutes are void and unconstitutional, because they violate the Fourteenth Amendment to the Constitution of the United States, in that the said statutes nowhere provide for any hearing before any judicial tribunal, and no day in court in which the rights of the railroad companies may be heard, and judicially determined; for which reason the statutes do not constitute due process of law, and provide for the taking of the property of the railroad companies without due process of law.

Wherefore the Railroad Commission is asked to withhold its approval as to the necessity of the proposed viaduct, and its approval of the plans proposed and submitted by the city of Sioux City.

No appearance was made on the part of the Great Northern Railway Company or of the Union Terminal Railway Co., although the latter company had due and proper notice of the meeting and hearing of the Railroad Commissioners.

The railroad companies also contended that the Great Northern railroad company should be made a party to this proceeding.

That before this hearing the Board of Railroad Commissioners gave all parties interested in the proceedings a full and ample opportunity to present such facts and conditions as they might deem advisable; that the Board inspected and viewed the premises in controversy and listened to the respective statements made by each and all parties as well as the arguments pro and con.

The following facts are fairly established by the testimony over which there seems to be but little, if any, controversy:

1st. That running parallel with Wall Street and running north and south, beginning on the south line of Fourth street to the North line of Grand street, there are Iowa on the west and Howard on the East, as well as other streets; that the distance of the superstructure of the proposed viaduct is about 924 feet, and that the entire length including approaches, is about 1850 feet; that the height of the superstructure from the surface street grade is about 27 feet; and that the Union Terminal Company operates over Iowa street, which is the next adjacent street to Wall street, and over the different tracks of the respective railroads and at the same surface grade, a street car system, carrying many passengers daily to and fro thereon; that between the south line of Fourth street and the north line of Grand street and over which it is proposed to construct this viaduct, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Chicago & Northwestern Railway Company and the Illinois Central Railroad Company have about fifteen railway tracks, some of which are side, spur and storage tracks over which many trains are operated daily, together with several switch engines which are used in the handling of the railway business of the respective lines, this being a terminal point of all the lines except the Chicago, St. Paul, Minneapolis & Omaha Railway, and the C. M. & St. P. Ry., and it being the division point of said railroads; that Sioux City is a place of about 41,000 inhabitants. That its growth is substantial, expansive and progressive.

East of the business portion of Sioux City there are large stock yard and packing house interests where about 1500 people are daily employed, and also a suburb of Sioux City known as Morningside of a considerable population. That a street car system daily carries a large passenger traffic between these respective places.

That it was further disclosed upon said hearing that at and prior to the passage of said ordinance concerning the proposed construction of the viaduct, the respective railway companies had no notice thereof.

Further that the City Council of Sioux City by ordinance granted and extended the right to the Great Northern Railway Company to build and construct an elevated railroad with double tracks, crossing and intersecting at the same point of grade as that of the proposed viaduct, said elevated road to be constructed on or before

That it was further shown that about 150 feet of the intervening property, over which the proposed viaduct is to be constructed between the south line of Fourth Street and the North line of Grand Street is not occupied or owned by any or either of the respective railway companies, the same being what may be termed private property.

That it is further shown without dispute, that no action of the City Council of Sioux City has been taken respecting the closing or obstructing of the surface of the street now traveled by pedestrians, teams and vehicles upon Wall Street over which it is proposed to construct the viaduct.

That it further appears from the facts as disclosed at this hearing that the City Council by proper ordinance, or the residents of Sioux City, have in no wise provided or granted to the Union Terminal Company or any other street railway the right or franchise to use that part of Wall street over which it is proposed to construct said viaduct. That it clearly appears from the undisputed facts as disclosed upon this hearing that the City Council have in no wise attempted to regulate, prohibit or obstruct the travel of passengers, teams or vehicles, or other means of travel over the surface of either Wall, Iowa or any other streets running parallel and adjacent to said Wall street, and over the railroad tracks, or in any other way, to divert and compel the public to use said proposed viaduct, if constructed. It was conceded, as we understand the record, that the cost of this viaduct would be \$225,000 or \$230,000.

That it further appears without dispute that there is other outlying residence property within the limits of Sioux City that depends upon the Union Terminal Company for its means of transportation, as well as many other residents who are required to pass to and fro over the different railway tracks over which it is proposed to construct this viaduct. The question of the necessity of the viaduct is one that was earnestly contested by the respective railway companies.

It was disclosed by the testimony of the witnesses in behalf of the city of Sioux City that the travel for passengers, teams and other vehicles as well as the street cars, was greatly impeded by reason of the number of railway tracks and the movement of cars and engines thereon, by those who had occasion to traverse over these different railroad tracks. The evidence discloses the fact that there are many trains operated daily over these respective railway tracks, and that switch engines were in frequent and almost constant use thereon. That cars standing upon the different railway tracks obstruct, more or less, the view of approaching engines and trains and cars upon the tracks of other railways thereby endangering the lives of passengers and safety of property.

It was shown by the testimony of Mr. Lewis, city engineer, that about 5000 people reside from the Missouri River to the proposed improvement, that is, the proposed viaduct, and from Court street east, and that he estimates the number of teams that pass over these tracks daily between six in the morning and seven in the evening to be eight hundred to one thousand, and about six hundred to eight hundred foot passengers or pedestrians. That there are 15 tracks occupied by the four different railroads. That the distance across this system of railway tracks is about 2800 feet: These facts were not disputed so far as it is disclosed in the record in this case, and were fully sustained by several other witnesses.

The railway companies offered evidence of several parties to the effect that no serious accident has occurred for a number of years by reason of the public travel streets running parallel thereto crossing said railway tracks. They also offered testimony to show that a viaduct, as it is proposed to construct this one, would not divert from other streets running parallel thereto, but little of the traffic across the railway tracks, and that the large expense which would be incurred and occasioned by the construction of this viaduct is greatly in excess of what would be ordinarily required where there is no more danger and hazard than exists at the present time in the operation of the respective railways over the street in question.

It may be said in the outset of this opinion in relation to the foregoing facts that this Board may not be in entire harmony upon the question of the public necessity at this time for the construction of this proposed viaduct, but a majority of the Board are of the opinion that the facts disclosed by the testimony in this case and from an investigation and examination of the premises and an observation of the conditions existing at Sioux City, that the city has established by a fair preponderance of the testimony as well as the facts and conditions submitted, that there may be public necessity for the construction of this viaduct if the conditions hereinafter stated are complied with.

It was urged with much force upon the part of the railway companies that the plans and specifications require a much larger, stronger and more elaborate viaduct than are necessary or present conditions require, and these elaborate plans carry with them a large additional expense in the construction of the viaduct as required by the plans and specifications, because it is proposed to carry over and upon this viaduct a street car system. Hence it is argued by the railroad companies that they ought not to be required or compelled to provide means for another common carrier of passengers to transport its traffic over the rails of a different railroad company at the expense of the latter. It is urged that this is an injustice to the railroad companies. That the street car system is a common carrier of passengers for hire, and that it ought to provide its own means, and pay the expenses of building and constructing its lines so that passengers and traffic may be safely and properly carried thereon and that the railroad companies ought not to be compelled to pay the expenses incurred thereby. We confess that we are in a good deal of uncertainty with reference to this branch of the case. If the street car system is eliminated from the plans and specifications of this viaduct, then it must be conceded that the plans and specifications are larger and greater and more expensive than would ordinarily be required; but as we view the law which governs our action in this matter, we are not required to express an opinion upon the merits or justice of this objection made by the railroad company at this time.

We believe that for the safety and convenience of the passengers and people patronizing the street car system, that it ought not to be carried across these different railroad tracks upon the same surface grade as that of the railroad tracks; that it is too hazardous and dangerous. That in this case it ought to be carried upon this viaduct, if a viaduct is constructed.

We further find that the question of notice or want of notice to the railway which has been so earnestly presented to the Board, is a matter upon which we cannot at this time pass. We see much force in the position taken by counsel that before they should be required by this ordinance in question to pay out the sum of two or three hundred thousand dollars, they ought to have an opportunity to present such objections as may seem advisable and proper, so that the City Council may act advisedly in the matter; but this objection is made upon constitutional grounds. This Board is only an administrative body clothed, it may be said with some judicial powers, and may be required to pass judicially upon some questions, but yet that is a question that is clearly not within the province of the Board, therefore it ought not to pass upon or consider the same.

It will be observed in this case, as in many other cases of this kind, which have been and are constantly being presented to the Board of Railroad Commissioners, that the plans and specifications and the ordinance accompanying the order for the construction of the proposed viaduct, in no wise and in no manner attempts to prohibit or obstruct or eliminate the surface travel upon and along the streets adjacent and parallel to that upon which the proposed viaduct is to be constructed, or even the surface of the street under the viaduct. We cannot concur in this view of the city council, and we are unanimous upon this branch of the case. We believe that if the railroad companies are required to expend this large sum of money in the construction of a viaduct, that at least the street under the viaduct as well as the adjacent street running parallel on each side of the proposed viaduct, should be closed against surface

travel thereon across the railway tracks, and that the city council should by proper and reasonable means provide some method by which the surface travel upon Iowa Street and Howard Street, as well as Wall Street should be prohibited and obstructed, where they are crossed by the network of tracks, and that the large travel upon these streets be diverted to and over the viaduct, and this public travel should include all manner of vehicles, teams, and pedestriains. We believe this is in the interest of the public as well as that of the railway companies. That it should not be left to the option of a passenger or those who may be in charge of a loaded team or other vehicle to say whether or not they will use the surface street or the street with the viaduct. They should be obliged to use the viaduct.

Another question which we believe should be adjusted and settled at this time, is that of the change of the street railway from Iowa Street to that of Wall Street. If this viaduct is to be constructed upon the proposed plans, and a large sum of money is to be expended in its final construction so that it may admit of the street car system passing over it, then the city council should make it certain and clear that it is its intention to require said street car system to use said viaduct, and as the law stands at the present time, that matter is not entirely within the province of the city council, and we believe that the city should proceed to ascertain now what authority it may have in the matter.

We understand that if a franchise is granted to extend this street car line over the viaduct, that matter must be properly submitted to the voters of Sioux City. This has not been done.

To order this viaduct at this time under those plans and specifications, and to allow this street car system to still continue its operation over the surface grade of the different railways, in the judgment of this commission would be improper and unjust, and largely defeat the purpose and object of the proposed viaduct.

The action of the city council in passing an ordinance granting to the Great Northern Railway Company the right to build and construct an elevated railway intersecting with the proposed viaduct, is something that this Commission is at a loss to account for and at the hearing no reasonable explanation was made or reason given for such action, as viewed by the Commission. Ordinarily the object and purpose of the construction of a viaduct is to separate the travel of vehicles and pedestriains from that of the railways, either by carrying the public travel over or under the railway tracks, and that seems to have been the object and purpose of the city council when they adopted and passed the ordinance for the proposed viaduct.

If it was clear to the Commission that the Great Northern Railway Company would take advantage of this ordinance granting it the right to build elevated railway it may be said that the Commission would hesitate to hold that there was a public necessity for the construction of this viaduct and it certainly would withhold its approval of the plans thereof. But under the circumstances it is not essential at this time to go further in this case than to suggest that if a viaduct is constructed in the future over the proposed street and railway tracks in question, that this proposed elevation of the Great Northern Railway at the point mentioned in the ordinance should be eliminated. To divert the travel over the proposed viaduct, if we are to rely upon the

testimony showing the extent of such travel, certainly it would greatly increase the danger and hazard upon this viaduct, if the Great Northern Railway should be permitted to construct across and intersecting with this viaduct a double track railway. It seems to this Commission as though the real purpose and object of a viaduct at this point would thereby be defeated.

There are other questions which are involved somewhat in this hearing, but it is not deemed advisable at this time to go into this matter further.

From the present showing, taking into consideration the question of the street car system as well as the failure to make any provision to eliminate public travel upon those streets, that is, Iowa, Wall and Howard streets, the Commission could not even say there was a public necessity, if present conditions were allowed to continue and exist. That a majority of the Board are of the opinion that if conditions are changed so that they may be in harmony with this opinion, then it would hold that public necessity demanded a viaduct; but when that demand is complied with, it must be clear that the public will be obliged and required, over part of this territory at least, to use this viaduct. The Board is unanimous in its disapproval of the plans and specifications, and for the reasons stated herein, it withholds its approval therefrom, and declines to find that a public necessity exists at the present time for the construction of this proposed viaduct.

Des Moines, Iowa, September 29, 1905.

No. 2909—1905.

INTERLOCKER AT ROCKWELL CITY.

To All Whom It May Concern:

Know YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Illinois Central Railway Co., the Newton & Northwestern Railroad Co., and the Chicago, Milwaukee & St. Paul Railway Co. at or near Rockwell City Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, That said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 22 day of March 1905.

No. 2910—1905.

INTERLOCKER AT IOWA FALLS.

To All Whom It May Concern:

Know YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Illinois Central Railroad Co. and the Chicago, Rock Island & Pacific Railway Co. at or near Iowa Falls Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 20th day of March 1905.

No. 2911—1905.

INTERLOCKER AT SPENCER.

To All Whom It May Concern:

Know YE, That the interlocking device, with its various parts and appliances, situated at the crossing of the tracks of the Chicago, Milwaukee & St. Paul Railway Co. and the Minneapolis & St. Louis Railway Co. at or near Spencer Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

Now THEREFORE, It is hereby ordered, that the said interlocking device be, and the same is, hereby approved in manner and form as the same is now constructed, and these presents shall authorize the above-mentioned railroad companies, and each of them, to run said crossing without stopping, until the further order of this Commission; subject, however, to the following conditions, to wit:

First.—Said companies shall cause said device to be frequently inspected, and shall keep the same in first-class working order and in good repair, and shall provide for its efficient operation by a competent person or persons, so long as it shall be in use under this permit.

Second.—Each engine and train shall be brought under control after passing distance signal and shall proceed under control over said crossing. "Control," as here used, means speed of train must be governed by brake power at command, and in no case exceed the power of the trainmen to readily stop train within safe distance should danger appear between distance signal and crossing, or at crossing.

Third.—No change shall be made in the location of said device, or any of its parts, nor in the mechanical construction thereof, nor in the manner of operating the same, without the approval of the Commission; and, in case of any such change without such

approval having first been obtained, the authority hereby conferred shall at once cease.

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 9th day of June 1905.

No. 2912—1905.

In the matter of the adoption of Iowa classification No. 13.

On Dec. 29, 1904, the Board directed that a new Iowa Classification be prepared and published, such classification to be the same as the one now in force known as No. 12 with the exception that all amendments which had been made to such Iowa Classification No. 12 be embodied in and made a part of the new classification which should be known as Iowa Classification No. 13. The work was immediately begun and as soon as ready notice of the taking effect thereof was issued, and the date for its taking effect made March 1, 1905.

Inasmuch as Iowa Classification No. 13 is the same as Iowa Classification No. 12, which was published in full in the report of this Board for 1901, with amendments thereto, all of which have from time to time been published by the Board in its reports, it has not been thought advisable to print Iowa Classification No. 13, and making it a part of this report.

The Commissioners have a supply of the current classification on hand, and any one desiring a copy thereof may obtain it upon application to the Board.

Des Moines, Iowa, Dec. 1, 1905.

CASES CLOSED BY CORRESPONDENCE.

CASES CLOSED BY CORRESPONDENCE.

No. 2913—1905.

N. D. LOOMIS, Hedrick,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Farm crossing-undergrade.*

Complaint filed November 14, 1899.

In this case Hon. James Wilson wrote the Board stating that a neighbor of his, Mr. N. D. Loomis, owning a farm through which ran a line of the Iowa Central railway had until recently been provided with an open farm crossing under a bridge, but that the railway had now put in sewer pipe and filled up the crossing, notwithstanding his protest.

The commissioners took this matter up with the railway company and on December 18, Mr. J. N. Tittmore wrote the Board saying:

"I have had this matter carefully investigated and find that we have at no time been under contract with Mr. Loomis to maintain a bridge for the purpose of allowing him an under crossing. This bridge became so old that it was necessary either to rebuild or fill it. To rebuild it safely for a cattle pass would require masonry abutments, the height of bank being such as to prohibit ordinary timber bulk heads. The drainage area was so small as to render a 36 inch pipe sufficient to carry the water, and we decided to dispose of it in this way. Mr. Loomis having no contract with the company for the maintenance of an under crossing and being already provided with a grade crossing 329 feet east of the bridge, we saw no occasion for maintaining an opening for the simple purpose of a cattle pass. Aside from this, I also understand that the old bridge spanned a slough, which, for a considerable part of the year, was so muddy that it was impassable for cattle or horses.

"With this explanation, I believe you will agree with me that the position taken by Mr. Loomis is hardly a fair one under the existing circumstances. In fact, I understand from our Road Department that although this bridge has been in, as stated by Mr. Loomis, he has not used it for a year and a half, as a crossing.

A copy of the foregoing was sent to Mr. Wilson on December 26. Nothing was heard from him. However, on May 9, 1900, he was again written and in reply stated that no adjustment had been made of the complaint.

The Commissioners visited the crossing in controversy on July 25, 1900, and looked the situation over thoroughly at that time. The case ran along for some time, pending proposed adjustment by the railway company direct with the complainant. The Commissioners at a later date understood adjustment had been made of the complaint, and as it has been some time since any further communication has been received by the Board, the case is closed.

Des Moines, Iowa, December 1, 1905.

No. 2914—1905.

CITIZENS OF HIATTSVILLE,
vs.
WABASH RAILWAY COMPANY. } *Petition for depot.*

Complaint filed December 7, 1900.

The petitioners in this case requested the establishment of a freight and passenger station. The attention of the railway company was called to the

petition, and it declined to establish the station for the reason that there was no need for a new station at this point. The Commissioners closed the case without prejudice.

Des Moines, Iowa, December 1, 1905.

No. 2915—1905.

CITIZENS OF OGDEN,

vs.

MINNEAPOLIS & SAINT LOUIS AND
CHICAGO & NORTH WESTERN RAILWAY COMPANY

} *Joint station.*

Complaint filed September 6, 1901.

This petition recited that the C. & N. W. Ry. Co. was about to relocate its depot which would make the depots of the respondent railway companies more than a mile apart. The companies responded that there was no need of a union station; that the depots as located were accessible to the citizens of the town, etc. The Board did not deem it advisable at this time to take any further action in the case and it was closed without prejudice.

Des Moines, Iowa, Dec. 1, 1905.

No. 2916—1905.

A. C. LEIGHT, ET AL., DOWS,

vs.

CHICAGO GREAT WESTERN RAILWAY COMPANY.

} *Petition for establishment of station.*

Petition filed March 18, 1902.

This was a request for the establishment of a station between Rowan and Colfer.

The case was taken up with the railway company, but at that time Mr. Stickney, Gen Mgr. stated that there was not enough business on this new line to warrant putting in an intermediate station. The commissioners did not believe that at this time they would be warranted in making an order in the case.

Des Moines, Iowa, Dec. 1, 1905.

No. 2917—1905.

W. M. PALMER, Webb,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

} *Depot facilities.*

Complaint filed May 14, 1902.

The complainant in this case recited that the Rock Island had a track within 2335 feet of the post office of Webb and they desired the company to build a depot. Inasmuch, however, as the Rock Island had a station three miles away by the name of Clay the Board made no order in the case.

Des Moines, Iowa, Dec. 1, 1905.

No. 2918—1905.

H. B. GLOVER CO., Dubuque,

vs.

WESTERN PASSENGER ASSOCIATION.

} *Excess baggage rates.*

Complaint filed Feb. 14, 1903.

This was an inquiry by H. B. Glover Co. as to the proposed advance in excess baggage rates. The Board investigated the matter and found that an advance had been agreed upon to take effect March 1, but that it had since been postponed until April 1st. The Commissioners also learned that it was probable before that time was reached the proposition would be modified or withdrawn. The Commissioners informed the H. B. Glover Co. of the result of their investigations, and on Feb. 27 that company replied sending a protest against the proposed advance, and asked the Board to keep it on file for a possible future reference.

Des Moines, Iowa, Dec. 1, 1905.

No. 2919—1905.

CITIZENS OF HILLSBORO,

vs.

CHICAGO BURLINGTON & QUINCY RAILWAY COMPANY.

} *Train service on the Ft. Madison branch.*

Complaint filed August 18, 1903.

This complaint was called to the attention of the Board originally by a letter from Mr. J. W. Young of Hillsboro. At a later date a petition was received from many towns along the Ft. Madison Branch of the C. B. & Q. Ry. Co. complaining of insufficient train service. The Board made personal investigation of the conditions along this branch line and had a hearing in their office in Des Moines. The company insisted that the revenues derived from this branch line were insufficient to support an exclusive passenger train. However, after many conferences the company agreed to restore passenger train service after a certain date until such time as it might put on motor car equipment. The case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2920—1905.

CITIZENS OF FREDONIA,

vs.

CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY.

} *Station facilities.*

Complaint filed August 28, 1903.

This was a protest against the action of the railway company in making Fredonia a "prepay" station. The railway company filed a statement with the Board showing the business done from July 1902 to July 1903 both passenger and freight, to the amount of \$1670.01. Under this showing the Board took no further action, closing the case until such time as it might be again called up.

Des Moines, Iowa, Dec. 1, 1905.

No. 2921—1905.

TOM CLAER, Aytshire,

vs.

CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY.

} *Drainage.*

Complaint filed Sept. 16, 1903.

Complainant in this case stated that the company in building a bridge had not put in the right place so that the water was dammed up and overflowed his land, which was quite a loss to him. The case was taken up with the railway company and the Commissioners understood that the matter had been adjusted. On April 13th, 1905, the Commissioners wrote Mr. Claer asking him to advise whether the Commissioners were correctly informed as to the cause for this complaint being removed. Nothing, however, has been heard from him.

Des Moines, Iowa, Dec. 1, 1905.

No. 2922—1905.

M. J. SPAIN, Petersville,

vs.

CHICAGO & NORTH WESTERN RAILWAY COMPANY.

} *Petition for telegraph operator.*

Complaint filed Dec. 16, 1903.

The complainant stated in this case that the telegraph operator had been taken from Petersville, and the service should be restored. The Commissioners endeavored to have the matter adjusted, but the company insisted that a town of 15 or 20 people did not demand telegraph services, when the company maintained a telegraph station at Delmar which was connected with Petersville by telephone. The Commissioners did not believe that the showing made justified any interference upon their part.

Des Moines, Iowa, Dec. 1, 1905.

No. 2923—1905.

CITIZENS OF OXFORD MILLS,

vs.

CHICAGO MILWAUKEE & SAINT PAUL RAILWAY COMPANY.

} *Maintenance of station.*

Petition filed Dec. 21, 1903.

There came to the Board a petition numerously signed asking that the Commissioners compel the railway company to reopen the station of Oxford Mills. The petition was sent to the railway company and on Dec. 31, 1903, Mr. H. R. Williams, Gen. Manager, wrote the Board stating that the station had been closed because the business done at that point was not sufficient to warrant the company in maintaining it any longer. Mr. Williams stated that the total amount received for the month of November for freight received and forwarded was \$64.00, ticket sale \$7.67.

The petitioners were furnished a copy of Mr. Williams statement and on Jan. 14, the Board received the following petition:

Oxford Mills, Iowa, Jan. 6, 1904.

To the Railroad Commissioners of the State of Iowa:
Gentlemen:—

We, the undersigned, residents of Oxford Mills in Jones County, Iowa and vicinity ask that you require the Chicago, Milwaukee & St. Paul Railway Company

to maintain and keep open for the use of the public at said village of Oxford Mills a railroad passenger and freight depot, and we present the following facts bearing thereon.

Previous to the time that the Davenport & St. Paul Railroad was built a large number of citizens of Oxford Mills subscribed for the building of said road on condition that the company build and permanently locate at said Oxford Mills a depot and 49 of the citizens of Oxford Mills subscribed for stock in said Davenport & St. Paul Railroad Company amounting to \$8000.00, the express condition of said subscription and payment for stock being that a depot should be permanently maintained at or convenient to said Oxford Mills. That the name of said Davenport & St. Paul Railroad was subsequently changed to Davenport & Northwestern Railroad, and afterwards said Davenport & Northwestern Railroad Company sold and conveyed all its right of way, franchise, rolling stock, tools, etc., etc., to the Chicago, Milwaukee & St. Paul Railroad Company, which latter company has ever since maintained said road, said road being constructed from Davenport, Iowa, to St. Paul, Minn. That in 1872 the said Davenport & St. Paul Railroad was constructed from Davenport to Oxford Mills and the passenger and freight depot there located, which depot has ever since been maintained by said Davenport & Northwestern Railroad Company and said Davenport & N. W. R. Co. and said Chicago, Milwaukee & St. Paul R. R. Co. until a short time ago when said C. M. & St. P. R. R. Co. closed said depot and have declared its intention to not further maintain a depot at said place. That said depot was constructed and maintained close to said village of Oxford Mills at a convenient place and was satisfactory to all the citizens of said Oxford Mills and vicinity. That herewith submitted is a copy of the subscription for stock to which is signed 49 names for stock, aggregating, as stated, \$8000.00, all of which was taken and paid for on the consideration that said depot should be established and maintained, as stated. That the subscription list cannot be now found but it is substantially the same as the contract and subscription for stock.

Your petitioners further represent that the center of the village of Oxford Mills is situated a little more than a mile from the depot at Oxford Junction, at which place the company maintains a depot and ever has maintained one. That the Wapsipicon River flows between said towns and in high water a considerable portion of the distance between Oxford Mills and Oxford Junction is flooded so that the road cannot be traveled; that the station at Oxford Mills is necessary for the convenience and accommodation of a very large number of farmers who take the train at said place and deliver hogs and stock at said place, as well as receive corn from the railroad company which they purchase; that said depot is a great convenience and necessity for the accommodation of the people of Oxford Mills and vicinity and has ever been so considered by the railroad company. That about four weeks ago the railway company closed said depot at Oxford Mills, both passenger and freight, and since then has not taken on freight at said depot nor has it delivered freight at that place, but has stopped its trains at said depot to allow passengers to alight and take the train there, but sells no tickets nor permits passengers to enter its depot. That the citizens of Oxford Mills and vicinity have no other convenient railroad accommodation and the nearest point at which they can take the train is about one mile from the Oxford Mills depot, the nearest station being Oxford Junction, and the station at Oxford Junction is the nearest point at which freight can be shipped or received. That the closing of said depot can be accounted for only on the theory that the said C. M. & St. P. R. R. Co. has no competition at said place and has the power of compelling people to go to Oxford Junction without materially lessening its receipts and that it can thereby save a small amount of expense. That Oxford Mills has a population of about 200, has a post office, stores, church, public graded school, four mill, large electric light plant, etc.

Your petitioners therefore pray that you make an order requiring the C. M. & St. P. R. Co. to reopen and maintain said depot at said Oxford Mills and that it be required to stop its passenger and freight trains at said depot as it did previous to closing the

same. That a time be fixed for hearing this application, of which your petitioners be given notice, and that said hearing be had at the depot building of Oxford Mills.

FRANK BATCHELLER,
H. L. BATCHELLER,
HENRY L. BATCHELLER,
FRED COKER,
ED. JOHNSON,
N. B. LATHROP,
L. S. ROGERE,
ALBERT VOLOSKA,
A. E. MINKLER,
LESTER MEAD

and 46 others."

The Commissioners in acknowledging receipt of this petition said to Herrick & Bauder, Attorneys, at Monticello, who had sent in the petition:

"In this connection it may be well to call your attention to the so-called Leslie case wherein the Commissioners ordered the railway company to maintain the station of Leslie on the D. & K. C. Ry. The company resisted and you will find the opinion of the state supreme court, 87 Iowa, page 644.

"You will understand, of course, that this Board cannot enforce the terms of contracts."

A copy of the additional petition was sent to the railroad company and elicited the following reply:

"Replying to your favor of Jan. 14th enclosing copy of petition from the citizens of Oxford Mills, I beg to advise that we have discontinued maintaining an agent at that point on account of the extremely light business there is to be handled. The total amount of earnings on freight received, freight forwarded and ticket sales, for last year, amounted to less than \$150.00 per month. The distance from Oxford Junction, where we have ample and first class facilities is only nine-tenths of a mile. We continue to stop our trains at Oxford Mills for passengers and handle freight on a prepaid basis, giving freight and passenger facilities the same as before, except that we have no agent.

The stock subscription of \$8000.00 mentioned in the petition addressed to your honorable body on January 6th, does not seem to have been based upon any clear or definite condition that a depot should be located and permanently maintained at Oxford Mills, and certainly there is nothing in the subscription that requires the employment of an agent at that point. In addition to this the subscription was made to the Davenport & St. Paul Railway Company, which was subsequently foreclosed and I am advised that it is entirely clear that the Chicago, Milwaukee & St. Paul Railway Company never assumed or became liable for any alleged agreement contained in the subscription paper."

A copy of the above was sent to the attorneys for the petitioners, who stated on January 21, 1904, "that we are confident that we can show by affidavits by credible parties that one firm alone receives freight amounting to \$40.00 per month and that the freight business done at Oxford Mills would average from \$1600.00 to \$2000.00 annually. We shall proceed at once to procure evidence on this point and submit the same to you for further consideration."

Nothing further was ever heard from the petitioners.

Des Moines, Iowa, Dec. 1, 1905.

No. 2924—1905.
C. E. GARDNER, LEON,
vs.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY } Drainage.

Complaint filed Jan. 21, 1904.

The complainant stated that the grade of the railway company obstructed natural drainage, whereby his land was damaged, and he desired the Commis-

sion to investigate and grant him such relief as he was entitled to. The Board made this case the subject of voluminous correspondence, the railway company contending that its grade did not interfere with the natural drainage. Both parties furnished profiles and statements of civil engineers to support their contention. The Commissioners, however, finally induced the parties to adjust their differences between themselves, and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2925—1905.

C. E. SHIFFER, Nodaway,
vs.
CHICAGO, BURLINGTON & QUINCY } Farm crossing.
RAILWAY COMPANY.

Complaint filed Jan. 27, 1904.

The complainant in this case stated that he owned land on both sides of the railroad, that he had no crossing, and that he desired to have an under-grade crossing. He was advised by the Board that the statute granted the right to the land owner to have an adequate crossing constructed for his use when a railroad intersected his land and that the state supreme court had held that this meant that the crossing should be grade crossing, unless there was no practicable place on the farm to construct such crossing.

The complaint was, however, taken up with the railway company and on Feb. 8, 1904, the Board received letter from the company concerning this case as follows:

"In reply to your letter of the 4th instant about claim of Mr. C. E. Shiffer, of Nodaway. Mr. Shiffer owns lands on both sides of our railroad. I presume he is entitled to an ordinary farm crossing. Such a crossing can be built at this place, although it would cost us \$600 or \$700 to do so. We have repeatedly offered to construct such a crossing, but he has declined to accept it, insisting that we must either buy a part of his land at what seems to us a very extravagant price, or build him an under crossing, neither of which alternatives we have felt justified in adopting. We have made repeated and numerous efforts to adjust the matter with him without success, and I do not believe it would be of any avail for us to take it up with him any further. We are ready now, as we have been in the past to put him in a good farm crossing with easy grades. We cannot buy his land, and cannot put him in an undercrossing."

The commissioners did not think that under the circumstances they could carry this case any further, inasmuch as the company stated it was ready to build crossing as provided for by law.

Des Moines, Iowa, Dec. 1, 1905.

No. 2926—1905.

CITIZENS OF TALMAGE,
vs.
CHICAGO, BURLINGTON & QUINCY } Transfer track.
RAILWAY AND CHICAGO GREAT
WESTERN RAILWAY COMPANY.

Filed Feb 23, 1904,

The petitioners in this case desired the Board to order a transfer track built connecting the two railways at Talmage in Union county. The conditions,

however, did not seem to be different than they were in 1893 when the Board passed upon this case, consequently the Board took no further action than to send copy of the petitions to the respective railway companies.

Des Moines, Iowa, Dec. 1, 1905.

No. 2927—1905.

In reference to depot at Waverly on the C. G. W. Ry.

In this matter the Commissioners wrote the C. G. W. Ry. Co. in March 1904 calling its attention to the need for a station at Waverly properly lighted and heated and provided with such modern improvements as necessary for the convenience and the accommodation of the public. The station, the Commissioners understood, was about to be constructed by the railway company, and the suggestions were made in order that a proper station should be built and maintained.

Des Moines, Iowa, Dec. 1, 1905.

No. 2928—1905.

NEIL SULLIVAN, Aftch.
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Farm crossing.*

Complaint filed March 17, 1904.

The complainant in this case state that inasmuch as he used his farm crossing for stock he should have an under-grade crossing, also that the present grade crossing was in a dangerous place.

The company replying to this complaint stated that they had had representatives of the company call on Mr. Sullivan and explain to him the impracticability of putting in an under-grade crossing for him and that Mr. Sullivan did not believe now that the expense would be justified. A copy of the statement of the company was sent Mr. Sullivan to which he has made no response.

Des Moines, Iowa, Dec. 1, 1905.

No. 2929—1905.

CITIZENS OF SHELLSBURG,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Train service.*

Complaint filed April 13, 1904.

This was a petition that trains No 8 and 606 should stop at that point on signal. Responding to this complaint the railway company stated that it had many local trains carrying passengers, three west bound, and four east bound, and did not believe it should be required to stop the additional trains, which were fast trains, for local traffic. However, the railway company said they were stopping train 606 for passengers to Chicago, and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2930—1905.

CITIZENS OF EXLINE,
vs.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY. } *Depot facilities.*

Complaint filed May 31, 1904.

T. I. Johnson & Son complained that Exline was not furnished with proper depot facilities for handling freight. The Commissioners laid the complaint before the railroad company and after considerable correspondence ensued the Commissioners were advised that a temporary building had been placed there for the storage of freight which gave more room for the accommodation of passengers in the station, and as a result patrons were no longer complaining.

Des Moines, Iowa, Dec. 1, 1905.

No. 2931—1905.

CITIZENS OF TITONKA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Train service.*

Complaint filed June 8, 1904.

The complaint in this case was as follows:

"The merchants, shippers and residents of the town of Titonka, Iowa, have repeatedly made complaints to the town council regarding the poor service given by the Chicago, Rock Island & Pacific R. R. Co. on its only train in and out of Titonka, (Kosuth Co).

"On motion, at a meeting of the town council the following list of complaints was directed to be forwarded to your honorable body for consideration with the request that you take such action as will furnish our people some measure of relief.

"(1) The regular time table announces the leaving time of the train at 3 a. m. but on four or five days of the week the train does not leave until 7 a. m.

"(2) The arriving time of the train on its return trip is 5 p. m., but whenever convenient to the R. R. Co. the train is held at Garner, or used as a special or gravel train further on down the line and frequently arrives too late for merchants to receive their mail the same day.

"(3) With the only train arriving at 5 p. m. when on time, the R. R. Co. refuses to check out any freight until the following day.

"(4) On one occasion two cars of stock, to be transferred at Garner for Sioux City, were refused because the same were not to be shipped through to Chicago on their line.

"(5) The company refuses to accept stock shipments excepting on two days in the week, thus frequently causing the shipper quite a loss on account of holding and feeding his stock two or three days.

"(6) The only train makes no connection at Garner (the eastern end of the run) with any of the trains on the Milwaukee system.

"(7) The mail service is such that the mail transferred at Garner is delayed from 12 to 24 hours.

We would respectfully suggest that, by the R. R. Co. taking this one train and making the run to and from Garner twice a day, which we believe could be done without causing any very heavy additional expense, Titonka and the other towns along the line would be afforded ample facilities to make connections with all the trains at Garner besides improving the mail service and freight and express services.

W. A. LADENOFF, Town Clerk,
A. H. YOUNG, Mayor.

Dated and signed at Titonka, Iowa, this 6th day of June, 1904."

The complaint was sent to the railway company and answer of the company follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

In the matter of the complaint of town authorities at Titonka. Reply.

Comes now the Chicago, Rock Island & Pacific Railroad Company and in response to the complaint signed by the Mayor and Town Clerk of the town of Titonka, respectfully state:

That in many respects the complaint is not warranted by the facts. It is true that our train is due to arrive at that station at 5 p. m., but the facts are that during the first twenty-three days of June the train was an average of only thirty-two minutes late; that on the second day of June it was late, reaching Titonka at 9:30 p. m., the delay being occasioned by the fact that our trains were held at Clear Lake to accommodate the picnic of the Modern Woodmen and to accommodate passengers from Titonka who were attending such picnic. It does not run on Sunday for the reason that there seems to be no demand therefor.

To accommodate stock shippers (most of the stock being destined to Chicago), we run two stock trains out of Titonka, on Sundays and Wednesdays. If there is no stock for Chicago no train is ordinarily run. The business would not justify the running of trains to accommodate the shipment of stock to Sioux City. We accommodate other freight on this stock train if the Chicago stock does not make full tonnage.

The train has not been used for gravel service this season and has not been used for special service except on Sunday and on June 2nd when it accommodated the Woodmen picnic at Clear Lake.

The business upon this branch would not justify the operation of another train. The operation of another would involve the addition of fifty-two additional miles (train miles) per day, increasing the wages of employes over \$40.00 with additional cost for fuel, supplies, etc., of \$160.00 per month. This would make the cost of the operation of an additional train \$200 each month, and as stated before, the business upon this branch would not justify the expense.

It is true that our train is scheduled to leave at 3 a. m. and it does leave at that hour on two days in the week when it is run to accommodate the Chicago stock. It is necessary to leave at that hour to make connection with the special stock train that runs over the Forest City line, and this arrangement seems to be satisfactory. The other days in the week it leaves at 7 o'clock and this is to the satisfaction of the patrons of the road generally. It is known by all the patrons of the road that the train does not leave at that time. We cannot run special stock trains except as indicated as the business will not justify it.

I have attempted to answer all of the features of the complaint referred to and beg to suggest that if anything further is desired I shall be glad to take the matter up and obtain any information that may be desired in the investigation of the complaint.

CARROLL WRIGHT,
JOHN I. DILLE,

Attorneys for C. R. I. & P. RY. Co.

On July 25th the Board wrote the mayor of the town sending copy of the answer of the railway company, and asking for such reply as they desired to file in the case. Nothing further has ever been heard from the complainants.

Des Moines, Iowa, Dec. 1, 1905.

No. 2932—1905.

STEWART BROTHERS & STAMP, Keota,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Train service for stock shipments.

Complaint filed June 8, 1904.

The complainants in this case stated that stock train had been annulled on several occasions to the great disadvantage of and damage to the complain-

ants. The matter was taken up by the railway company who explained the annulling of the trains was due to the fact that no tonnage had been reported for such trains. It seemed that some misunderstanding between the shipper and the agent had resulted in the report of no tonnage being made. No further complaints have come to the Board and it is presumed that the shippers are having no more trouble.

Des Moines, Iowa, Dec. 1, 1905.

No. 2933—1905.

M. ELDER, Klemme,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Site for coal house.

Complaint filed July 8, 1904.

This was an application for site for coal house presented to the Board by Mr. F. A. Arnold. The railroad company in answering the application said that they already had two coal-houses on their grounds at Klemme which is a town of but 250 inhabitants and they did not think that another coal house was needed, besides it was quite likely the company would soon be compelled to use all of their station grounds at Klemme for other and proper railroad facilities.

Later the Board was advised that Mr. Elder had sold his coal business and no longer desired a site.

Des Moines, Iowa, Dec. 1, 1905.

No. 2934—1905.

M. F. HELMER, Lisbon,
vs.
CHICAGO & NORTH-WESTERN
RAILWAY COMPANY.

Fencing and Gates.

Complaint filed July 8, 1904.

The complainant in this case stated that the fence through his farm was in poor condition, that the gates were hard to handle and he should be provided with an open crossing, with wing fence and cattle guards, that he must cross the railroads to reach the highway.

The complaint was taken up with the railway company and on Sept. 24, it filed the following answer thereto:

"The Chicago & North Western Railway Company, replying to complaint of M. F. Helmer dated July 4th, 1904, respectfully states that, so far as the complaint concerning the fence is concerned, this fence has been from time to time repaired; very considerable repairs being made in 1901 and again in 1903, and since the date of July 4th, 1904, the fence complained of has been fully repaired.

"As to the open private crossing requested by Mr. Helmer, the Chicago & North Western Railway Company denies that Mr. Helmer is entitled at this place to a crossing of the character requested. A private crossing has been maintained for many years by the company, connecting the land owned by Mr. Helmer, and the point where he desires the new crossing is only about 210 feet east of his present crossing, by which he has

access to his land on both sides of the railroad and to the adjacent highway. It is respectfully represented that an open crossing, such as requested, would require on the north side of the right of way a cut of at least three feet or more, and would connect two enclosures in which stock of various kinds could run at large, and a crossing of this character on the main line of the company's road, over which the entire traffic of the system from the Missouri to the Mississippi river, is carried would render the operation of said road dangerous and would be such a menace and danger to the safety of freight and passenger traffic, that a crossing of the character asked for by the petitioner should not be located on said land.

"The Chicago & North Western Railway Company, therefore, respectfully submits that petitioner has no just cause of complaint either as to existing condition of fences or the crossing facilities which he is afforded."

A copy of this answer was sent to the complainant and in reply to the answer of the company Mr. Helmer said:

"In reply to Attorney Davis of C. & N. W. R. R. regarding fence and open crossing. About one hundred rods of the fence referred to has received no repairs of consequence for ten years. The posts are 6 feet apart and five rotten wires hanging loosely to them. Most of the remaining fence has been constructed to proper height by spiking 2x4 pine to top of posts and adding one new wire at the same.

As to proposed open crossing, the difficulties in construction, danger and menace to traffic, etc. 'The cut of at least three feet or more' has reference to a bank of dirt thrown out of a ditch which is ten or twelve feet from track two and one-half feet above the level of track. The general level beyond is less than two feet. An intervening ditch will hold all the extra dirt and make an easy grade. One man could do that job in about six hours. 'The two enclosures where live stock of various kinds run at large' will not exist as I will construct a lane both north and south of railway if given time before winter. If not time I can shift the live stock to other quarters. 'The danger and menace will be lessened ten times. The danger to myself, family and live stock will be reduced still more. For instance, my son is now hauling cord wood, he crosses the railway six times a day, every time he must open and close two gates, one of which is a bent tube of iron with twelve barb wires hangin' loosely to it and must be held open or fastened open before a team can be driven through it. The other gate is about six feet high, contains about six eight inch boards, on a windy day it is a tussle for one man to handle it say nothing about driving the team. Thirty acres of corn will soon have to be transported across the same place one way. The view is now entirely obstructed to the westward where is a heavy grade. All trains from that direction pass here at greatly increased speed. School children and others passing through here do not understand the importance of properly closing these gates. About four weeks ago one was open the section men found both gates open. Two weeks ago one was open and one cow was on the track.

Please refer to the drainage and notice the 20 acre pasture south of R. R. how it is covered with creek. Understand that will have to be cut into two lots if an open crossing. Note the angle of the present road, also the proposed and you may understand why I wish to move to the eastward.

I have tried for years for improvement at this place and hope now through the good office that you hold, though an individual against a corporation, that the mandates of the supreme court of Iowa be honored."

The Board again laid this complaint before the railway company, and Mr. James C. Davis Atty. said that the railway company would deal direct with Mr. Helmer and see if adjustment could not be made. On Dec. 22, 1904, Mr. Davis wrote the Board stating that the road master of the company had had a personal interview with Mr. Helmer, and as a result fences had been repaired, new gates of approved pattern had been put in, and the company had done everything except to furnish the open crossing. That this could not be provided on account of the menace to the traffic on the line. On July 13, 1905, a member of the Board directed the following letter to be sent to Mr. Helmer.

"We are advised by Mr. Davis, their attorney, that the C. & N. W. Road Master in charge of that division has reported to him that he has repaired your fences, put in new gates and made such other improvements as were satisfactory to you. We take it, therefore, that your case has been satisfactorily adjusted, and will close the same unless we hear from you to the contrary."

Des Moines, Iowa, Dec. 1, 1905.

No. 2935—1905.

A. B. SHRIVER ET AL, Winterset,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Train Service.*
RAILWAY COMPANY.

Complaint filed July 13, 1904.

The complaint of inefficient train service between Des Moines and Winterset reached the Board from many different sources, and was taken up by the commissioners with the railway company.

The Board suggested to the company that better services should be afforded the people of Winterset, and on Feb. 22, 1905, Superintendent Smalley advised the Board that train service had been so rearranged that he thought it would be satisfactory to the people of Winterset. On Feb. 25th in reply Hon. James J. Crossley wrote the Commissioners thanking them on behalf of the people of Winterset, for their assistance in securing the change inaugurated by the railway company.

Des Moines, Iowa, Dec. 1, 1905.

No. 2936—1905.

W. E. NICOLA, Riverside,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Farm crossing.*
RAILWAY COMPANY.

Complaint filed July 20, 1904.

This was a request for the construction and maintenance of a farm crossing at a point designated in the application of Mr. Nicola. The Commissioners corresponded with both the railway company and the petitioner at great length in this case, and a member of the Board also visited the farm of Mr. Nicola. While the railway company insisted they were not bound to furnish the crossing as desired by the complainant, yet the Commissioners were able finally to bring about an adjustment, the result of which provided Mr. Nicola with a crossing.

Des Moines, Iowa, Dec. 1, 1905.

No. 2937—1905.

CITIZENS OF NIRA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Station service.*

Petition filed July 29, 1904.

The petitioners in this case desired to have agent reinstated at Nira. The matter was taken up with the railway company and after some correspondence on June 13 the company stated:

"We do not see our way clear to put an agent at Nira, Iowa, at this time. The passenger business at this station amounted to about \$23.00 per month and the freight forwarding business to about \$400.00 last year.

As you are aware, business all over the state has very rapidly fallen off this spring and our earnings from all local stations are small as compared with previous periods. On the other hand our expenses have increased; the rates paid labor are from ten to fifteen per cent higher, and, with these conditions, the railroads have a very serious problem ahead of them for the remainder of this year at least."

A copy of the above statement was sent to the petitioners, and as no response was made by them the case was closed without prejudice.

Des Moines, Iowa, Dec. 1, 1905.

No. 2938—1905.

C. F. MOHR, ET AL, Westfield,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Freight train service.*

Complaint filed August 2, 1904.

The complainants stated that freight was often carried through station and returned on other freight trains, which delayed their shipments very much. Considerable correspondence was had with the railway company by the Board, which resulted in an adjustment satisfactory to all parties concerned.

Des Moines, Iowa, Dec. 1, 1905.

No. 2939—1905.

CITY OF ACKLEY,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Street crossing.*

Complaint filed August 4th, 1904.

The complainants in this case stated that the Illinois Central Railroad Company in order to reduce grades on its line had made a cut through the town of Ackley about 2,500 feet in length and in places 14 feet deep; that in consequence it was impossible to use "Street No. 1" across the right of way of the company. The town desired that the Board take such steps as would

compel the railroad company to furnish a railroad crossing for the street named. In replying to this complaint Mr. J. T. Harahan, Second Vice-President, said:

"In relation to petition of citizens of Ackley, that Mitchell St. be opened across the right of way of the I. C. R. R. Co., beg to advise that I have carefully looked into same, and strongly object to granting the request of the Ackley people, as that town is now well supplied with crossings, beginning at the west, Worth, Franklin and Cerro Gordo streets cross the tracks, and an overhead crossing at Hardin street. In addition an overhead crossing is under construction on the county line east of town. These facilities would seem to serve fully the necessities of a town like Ackley, and I do not, therefore, as stated above, think Mitchell street should be opened, especially in view of the fact that such crossing would be extremely dangerous."

On July 27th, 1905, the Commissioners wrote the Mayor of Ackley as follows:

"The Commissioners have had the matter of your crossings before them for sometime and have understood that Ackley is at the present very well supplied with safe and convenient crossings both overhead and at grade. This being true it is presumed you do not care to have the Board further consider the petition which you sent the office nearly a year ago. Unless you are heard from to the contrary the Board will close the case."

Nothing further being heard from the people of Ackley, the case is closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2940—1905.

CITIZENS OF TYRONE,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY. } *Petition for station.*

Petition filed August 11, 1904.

The petitioners in this case requested the Board to restore station services at Tyrone. Other petitions were filed later in the same matter and the Commissioners made this the subject of thorough investigation by correspondence as well as by personal conference, all of which finally resulted in the company restoring the station services at that point "for a time at least."

Des Moines, Iowa, Dec. 1, 1905.

No. 2941—1905.

POCAHONTAS COUNTY,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Drainage.*

Complaint filed August 30, 1904.

On the 30th day of August, Mr. Geo. W. Day, Auditor of Pocahontas County, filed with this Board statement as follows:

"I have been notified by the engineer in charge of the survey of a proposed drainage district, of the inability of himself and the engineer of the Chicago, Rock Island & Pacific Ry. Co. to agree on the point of the crossing of said company's right of way.

"The point in dispute is at bridge No. 41 on said company's Gowrie and Sibley line located on section 27, township 93, range 34, Pocahontas County.

"This action is taken under section 18, chapter 68, acts of Thirtieth General Assembly."

The matter was taken up immediately with the railway company, and in its answer the company objected to the construction of the ditch as planned by the engineer in charge of the drainage district as follows:

"* * * We have objected to open ditch under bridge 41 below the same is now used by the farmer as a cattle pass under a contract. If an open ditch passes through this bridge it will be impossible for the farmer to use it as a cattle pass. Our engineer suggests that if a pipe were laid under the bridge, this might obviate the objection. We also object to this ditch which runs parallel to our track and inside of our right of way fence, because it will affect our track, and because when we desire to lay additional track it will be impossible to do so with the ditch so located. We claim that the authorities have no right to take our right of way for the purpose of constructing ditch thereon."

On Friday, September 23rd, after due notice had been given, the commissioners viewed the premises involved in the dispute, reserving their decision pending negotiations between the parties for a settlement of the difficulty on the basis of suggestions made by the Board on the ground.

The final disposition was to have been made by the Board on October 13, but by agreement of all parties the Commissioners were requested to hold the case open until November 10. On November 10 the Board met, and were advised that the Railway company and the County Authorities had agreed upon a settlement of the case.

Des Moines, Iowa, Dec. 1, 1905.

No. 2942—1905.

HENRY HUMKE, ACKLEY,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

} *Farm crossing.*

Complaint filed Sept. 2, 1904.

The complaint in this case was as follows:

"Application is hereby made to you asking an order from you to the Illinois Central Railroad Company requiring said company to put in an adequate crossing between his land north and south of said railroad, said land being the east half of the southeast quarter of section 36, township 90, range 19, Franklin county, Iowa. This applicant asks and applies for an adequate crossing or causeway, whether it be grade or under grade, but thinks that he is entitled to an under grade crossing, since the railroad has put in a grade as high as sixteen feet where the railroad crosses his land, and asks that such crossing be put within four rods from east boundary of his land.

"That this applicant had a private grade crossing up to 1903, when the above mentioned railroad raised the grade on their right of way, crossing his land and took out his crossing and have continually kept out his crossing to the present time, and he has at this time no way of crossing the railroad right of way and reaching the land north of the right of way, his house and barn and all his buildings being located to the south of the right of way on the above mentioned premises."

The complaint was taken up at once with the railway company, and on October 24, 1904, in reply, W. S. Kenyon District Atty. for the Ill. Cent. said that the complainant had had a crossing, immediately adjacent to his land, on a public highway, for a number of years, which was perfectly satisfactory, and seemed to fulfill all the purposes desired.

On Nov. 22, Mr. John R. Heinz again wrote the Board on behalf of his client Mr. Humke asking that the crossing be provided very soon. On May 12, 1905, Mr. W. J. Harahan, Fourth Vice President wrote the Board in reference to this case as follows:

"Referring to the matter of private crossing desired by Mr. Henry Humke in Hardin county, Iowa, concerning which you have had some correspondence with our Second Vice President.

"What Mr. Humke desires is a private crossing as shown in blue print attached, within four rods of the east boundary of his land, while as a matter of fact a public highway with an undergrade crossing is located immediately adjacent to the eastern boundary of his property, which is also shown on attached blue print, and which we think should fully answer all Mr. Humke's purposes.

"We at all times stand ready to give parties owning land on either side of our right of way, crossings where they are needed, but we cannot see the equity in the request of Mr. Humke. Of course, it is our desire to avoid grade crossings wherever it can be done, and we feel sure that your commission will see that Mr. Humke's request is without reason and hesitate before ordering another crossing put in."

On May 17, 1905, a member of the Board wrote Mr. Heinz the attorney for the complainant, and sent a copy of the letter from Mr. Harahan, and said: "It is as Mr. Harahan suggests,—somewhat hazardous to have too many grade crossings, and it is becoming more necessary, as our trunk lines increase the number of trains and speed, to eliminate grade crossings. Taking this view of the matter we would not feel like adding to these dangers when it can be favorably prevented. However, we are always anxious to meet all fair requirements."

Des Moines, Iowa, Dec. 1, 1905.

No. 2943—1905.

JOHN A. WESSELS, ACKLEY,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

} *Farm crossing.*

Complaint filed Sept. 13, 1904.

The complainant in this case stated that he had formerly been provided with a crossing such as his needs demanded, but that in the summer of 1903 the company made a cut or ditch through his land on its right of way and tore up his private crossing. That in consequence at the present time he has no crossing. The complaint was laid before the officials of the Illinois Central Railroad Co., and on October 11 the Commissioners were advised by General Mgr. Harahan that the company had provided a crossing at the point where it was desired by Mr. Wessels. On October 17, 1904, Mr. John R. Heinz wrote the Board stating that he did not believe the crossing provided by the railroad company was adequate; that he was endeavoring to settle the matter with the railroad company; that if he failed he would again take the matter up with the Board. Nothing further has been heard from him.

Des Moines, Iowa, Dec. 1, 1905.

No. 2944—1905.

W. H. BROMLEY, VENTURA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL } *Train service.*
RAILWAY COMPANY. }

Complaint filed Sept. 27th, 1904.

This was a petition to have the so-called "Flyer" on the C. M. & St. P. stop at that town and take on mail and passengers. The Board gave the matter considerable attention and upon investigation found that the town of Ventura had three trains each way per day carrying passengers and advised Mr. Bromley on June 28th that it seemed to the Commissioners that Ventura was getting good service, etc.

Des Moines, Iowa, Dec. 1, 1905.

No. 2945—1905.

ANDY WILSON, MOUNTAIN GROVE, MO. }
vs. } *Overcharge—interstate.*
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. }

Complaint filed October 3, 1904.

The complainant stated that he had been overcharged on a car of emigrant movables from Calendar, Iowa, to Mountain Grove, Mo. While the case was interstate the Board took it up with the Railway company and it is understood a settlement was reached.

Des Moines, Iowa, Dec. 1, 1905.

No. 2946—1905.

CITIZENS OF DANVILLE, }
vs. } *Petition for train and depot service.*
CHICAGO, BURLINGTON & QUINCY }
RAILWAY COMPANY. }

The people of Danville, a town of about 300 inhabitants, petitioned the Board to order the C. B. & Q. Ry. Co. to stop train No. 9 at that town, and also that the depot be kept open for train No. 4 at 9:30 P. M. The Board presented the petition to the railway company and after some correspondence the Commissioners were informed by General Superintendent Nutt that the depot would be kept open for train as requested. The petitioners did not press the request to have the other train stop at that town, and the case is closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2947—1905.

FEINER FISH CO., CLINTON, }
vs. } *Joint rates.*
EXPRESS COMPANIES. }

Complaint filed Oct. 27, 1904.

The Board received the following communication from the Feiner Fish Co.:

"Gentlemen:—

"Isn't it possible for you to insist on the Express companies pro-rating our shipments, at least in this state? We frequently have a small shipment over two lines, and the express charge is more than the goods. Would like to hear from you if anything can be done in regard to this matter".

The Board thereupon called the attention of the express companies to the matter. Considerable correspondence passed between the Board, the Feiner Fish Company and the express companies in reference to this case and on November 5th the Commissioners wrote the following letter to the Feiner Fish Company:

"Replying to yours of November 3rd, I think we appreciate your situation and you may rely upon it that the Board will endeavor to see that you and all Iowa shippers are not discriminated against in any way. You say that if there are any suggestions that we can make that will get the matter started in the right channel you would be glad to have them. I do not think it will be necessary for you to employ a lawyer, although, of course, you may act at your discretion in the matter. You will note by Section 2152 that companies may fix joint rates; that by Section 2153 all railway companies, etc., shall upon the demand of any person or persons interested, establish reasonable joint through rates for the transportation of freight between points upon their respective lines within this state' etc., etc. Then by Section 2155 you will see that 'in the event of said railway companies failing to establish through joint rates, or fail to establish and charge reasonable rates for such through shipments, it shall be the duty of the Board of Railroad Commissioners, upon the application of any person interested, to establish such rates,' etc., etc. The opinion of the supreme court upon the case brought by the Board to compel the railway companies to abide by their joint rate order was of such a character that this Board has reached the conclusion that before it can act in the matter of fixing joint rates, the parties desiring the same shall first make application to the railway companies for such joint rates and upon their refusal or failure to comply with the request then the matter may be submitted by the persons desiring the rate, to the Board of Railroad Commissioners, showing in their application to the Board the fact that they applied to the companies for a joint rate and that the same was refused or that the companies failed upon reasonable notice to grant such joint rates. The Board thereupon will present the case to the companies interested and if they still refuse or fail to establish rates as requested, then the Board will serve notices for a hearing and make such order as is found to be just and equitable."

In answering the foregoing the complainants said:

"We will ask for some rates from the express company in a day or two, and when we do will send you a copy of our letter, as we hardly expect the express companies to grant them. Under existing conditions, we are simply 'shut out' completely on all points in the state that are not operated on by the American, U. S. and Adams, and we believe that with your assistance we can get this matter fixed so that we can do business on such lines as the Chicago Great Western."

As nothing further was heard from the complainant the Board regarded the case as closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2948—1905.

CITIZENS OF GRUNDY CENTER
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Night operator.*
RAILWAY COMPANY.

Petition filed Nov. 2, 1904.

This was a petition asking that the respondent railway company re-install a night operator at Grundy Center. The Board presented the matter to the railway company, which at first declined to employ the operator for the reason they did not believe the expense would be justified. Later, however, the company advised the Board that a night operator would be placed at that station.

Des Moines, Iowa, Dec. 1, 1905.

No. 2949—1905.

S. A. NABGANG, NEW HAMPTON,
vs.
CHICAGO GREAT WESTERN RAILWAY } *Farm crossing.*
COMPANY.

Complaint filed Nov. 7, 1904.

The complainant said the company had failed to put in a crossing, though he had requested it as he believed he was entitled to it, and asked the assistance of the Board. The attention of the Company was called to the case and the crossing was put in.

Des Moines, Iowa, Dec. 1, 1905.

No. 2950—1905.

A. NELSON, CAMBRIDGE,
vs.
DES MOINES, IOWA FALLS & NORTHERN RY. Co. } *Under-grade crossing.*

Complaint filed Nov. 9, 1904.

The complaint in this case was substantially as follows:

"That he owns 320 acres in section No. 82-23, and that the line of railway divides the same; that when the road was built one Mr. Shaw made the agreement with Mr. Nelson to provide two under-grade crossings and two grade crossings; that he has only been provided with one grade crossing and no under-grade crossings; that owing to the fact that he uses a large portion of this farm for pasture an under-grade crossing is necessary for the proper conduct thereof; that he also has large fields for which he has no crossing whatever and for which he was promised both a grade and an under-grade crossing."

The company was made acquainted with the complaint, and in its answer disclaimed that it had failed to provide the complainant with such crossings as he was entitled to. The complainant insisted, however, that he was entitled to what he asked. In the spring of 1905 the Commissioners visited the farm, met the parties, and at a later time effected a settlement between the railway company and the complainant.

Des Moines, Iowa, Dec. 1, 1905.

No. 2951—1905.

VRTRA NEMETZ Co., DUNCAN,
vs.
CHICAGO, MILWAUKEE & ST. PAUL } *Depot facilities.*
RAILWAY COMPANY.

Complaint filed Nov. 15, 1904.

The complainants stated that two years previous to the filing of their complaint the railway company had removed the agent and closed the depot, and that in consequence it made it very difficult to ship freight and receive it, to the great detriment of that community.

The company in answering this complaint stated that a custodian was employed who met all passenger trains, kept the waiting room warm, also looked after the freight received, and forwarded. Upon investigation it was found that considerable business was done at Duncan station and the company after investigating the conditions more thoroughly at that point employed a man to look more carefully after the freight and passenger business.

Des Moines, Iowa, Dec. 1, 1905.

No. 2952—1905.

H. J. HENNINGS, CEDAR FALLS,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Farm crossing.*

Complaint filed Nov. 19, 1904.

The complainant stated that he could not procure farm crossing although he had repeatedly notified the company that he must have same.

The case was taken up with the railway company in the regular way and on April 17, 1905, the Board was advised that a representative of the company had made an adjustment with Mr. Hennings which was entirely satisfactory to him.

Des Moines, Iowa, Dec. 1, 1905.

No. 2953—1905.

REV. J. J. CONDON, MALOY,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Train service.*

Complaint filed Nov. 26, 1904.

This was a request made on behalf of the citizens of Maloy asking that train No. 1 stop at Maloy to discharge passengers from Des Moines and principal points beyond and to take on passengers for New Conception, St. Joseph and Kansas City.

Request of the citizens was laid before the railway company and on December 7th Mr. Stickey, General Manager, stated that the business was amply taken care of at Maloy by the trains which stopped there and they did not feel they could stop their other day train.

The Board wrote Rev. Mr. Condon on Dec. 10th and asked him to advise the Board what amount of business would probably be given that train at Maloy if it should stop there. No reply was received to this inquiry.

Des Moines, Iowa, Dec. 1, 1905.

No. 2954—1905.

CITY COUNCIL NEW MARKET,
VS.
CHICAGO, BURLINGTON & QUINCY } *Street crossing.*
RAILWAY COMPANY. }

Complaint filed Nov. 26, 1904.

This complaint came to the Board as follows:

R. R. Commission of Iowa.

New Market, Iowa, November 24, 1904.

Gentlemen:—At the last meeting of the city council I was requested to write you in regard to a proposed street crossing over the R. R. at this place. Here are the conditions: There is but one crossing over the road and that is on main street close by the depot and on the switch also where most all of the switching is done. Now a good part of the residents live on the north side of the track and as all the business part also, the schools are on the south side you can see they all have to cross at a dangerous place. There is a street running north and south past school house intersecting with the one running east and west in north part of town but it is not complete as there is no crossing over right of way as there will be some cutting down to do as road runs through small cut at the place where the proposed crossing is. Now if crossing is made it will give access to those people in the north part of town and the school children to school at about half the distance they now go and a crossing away from where switching is done, and instead of teams waiting on trains it will make another way of getting to and from town. Now if we do the work and fix street up to the right of way cannot the road be made to make the crossing as it will be about one thousand feet from other crossing.

"Respectfully,

"F. M. MILLESON,
"Member of Council.

In answering the foregoing the Board said:

"From your letter and the map which you enclose it would seem that there is no street established which crosses the railroad at the point where you desire the crossing made. Under the law this Commission cannot order a crossing constructed unless a street or highway was platted and duly established according to law across the railway company's right of way. The proper course for your town would be to establish a street so that it would cross the company's right of way, of course, observing with the railway company the same forms and legal steps as though it were a private owner. When this done the Board would have power to take action to provide suitable means for a crossing.

"However, this matter will be taken up with the railway company with a view of having it adjusted without the delay and expense that would otherwise be necessary as outlined above."

Replying to this case the railway company said:

"Investigation shows that this street was laid out after the railroad was built, and has not yet been opened, and that there is no general sentiment among the peo-

ple of New Market in favor of opening it, because the present crossing seems to be ample for present needs; there being only four families in the northern part of the town that this crossing would benefit. It is a bad place for a crossing owing to a heavy cut and the view being obscured on that account from approaching trains, which would also make it expensive in construction. I report Mr. Tomlinson, President of the bank of New Market, who was a member of the Board for a number of years, as saying that the crossing is unnecessary."

The petitioners were apprised of the above statement and asked to make such further statements as they might desire, but nothing further was heard from them.

Des Moines, Iowa, Dec. 1, 1905.

No. 2955—1905.

CITIZENS LUMBER COMPANY, BENSON, }
VS. } *Abandonment of station.*
ILLINOIS CENTRAL RAILROAD CO. }

Complaint filed Nov. 30th, 1904.

The complaint in this case follows:

"The Illinois Central Railroad Company have abandoned the station at Benson, Iowa, having established a new station two miles from that place. We, the undersigned are engaged in business at Benson, Iowa as follows:

Citizens Lumber Co.,	Dealers in lumber.
S. C. Canfield,	Dealer in coal.
Lee Canfield,	Dealer in general merchandise.

We, each of us have suffered heavy loss and inconvenience by said abandonment of depot by said railroad company, we are unable to reach our respective places of business by railroad or receive or ship freight from that point.

We, therefore each of us make claim against the Illinois Central Railroad Company for five thousand dollars (\$5000.00) or the re-establishment of depot and former train service.

We respectfully petition your honorable Board to submit our claim to railroad company and to use your full legal powers to secure the satisfaction of same and to report promptly and fully to Lee Canfield, Waterloo, Iowa."

In answering the foregoing complaint the railroad company under date of January 9th, 1905, through Mr. J. T. Harahan, Second Vice-President, said:

"Dear sir:

"Replying to your favor of the 8th ulto., in regard to petition of the Citizens Lumber Company, S. C. Canfield and Lee Canfield, of Benson, Iowa, that this company pay each of them \$5,000, or re-establish the depot and former train service at that point, beg to advise:

"Our line, as it existed at and prior to, the time the original station was in existence at Benson, contained maximum grades of 71 feet to the mile, which you will readily recognize made it impossible to economically handle traffic. There are other grades on the same division which were also more excessive than the grades on our lines farther west, and in order to secure the greatest economy in operation all of these grades were considerably reduced, which resulted in the line in this vicinity being diverted for a short distance, it being moved to a point south some 5,000 feet from the original location of Benson station.

"There was no contract whatever in relation to the maintenance of this depot on its former site, and the business was not sufficient to justify us in maintaining the station on the heavy grade line as against the lighter grade on the new line less

than 1½ miles distance. For instance the receipts on freight received at, and forwarded from, Benson station shrank from \$5,860.00 during the fiscal year 1901-02 to \$3,180.69 in the fiscal year 1903-04, and during the three years (1901-1903, inclusive) our ticket sales amounted to \$277.27 per annum, on an average.

"The last census shows the population of the town of Benson to be 36 people.

"Under these circumstances we cannot consider the claims of these people, and they are respectfully declined."

A copy of Mr. Harahan's letter was sent to the complainants, who stated, replying thereto, that they declined to withdraw their claims and requested the Board to bring such claims before the proper court for adjudication.

On January 20th, 1905, the Board wrote to the complainants stating that the Commissioners had no authority whatever over claims for damages for violation of contract, neither could they take such a case before the courts. They were also advised that the Board could carry this case no further.

Des Moines, Iowa, Dec. 1, 1905.

No. 2956—1905.

JAMES CAMPBELL, ET AL, LEHIGH,
vs.
CHICAGO GREAT WESTERN RAILWAY } *Switching charges*
COMPANY.

Complaint filed Dec. 6th, 1904.

The C. G. W. Ry. Co. by their tariff No. 11152, taking effect Nov. 15th, 1904, made the switching charge at Lehigh on soft coal one cent per 100 pounds with minimum weight of 50,000 pounds to which the complainants objected claiming that it was exorbitant and that the former charge of \$2.50 per car was right.

In response to this complaint on Dec. 28th Mr. S. C. Stickney, General Manager wrote the Board as follows:

"In revising our switching rates we have attempted to preserve as far as possible the rates which have been in effect for handling the cars of connecting lines between the interchange point and our industry tracks.

"For switching to and from our team tracks as distinguished from industry tracks, we have made a higher charge. Most roads will not switch business of connecting lines to and from their team tracks, but we have decided to perform such switching, although we do not believe we are required to do so, either by the law or by custom.

"As to so-called switching between any point on our own rails and any other nearby point, we think we are entitled to collect the maximum rates for the minimum distance provided in the Iowa Commissioner's Distance Tariff, which on car-load classes vary from 8 cents per hundred lbs. on sheep to 1.4 cents per hundred on slack coal. For all this business at Fort Dodge, Lehigh and intermediate we have made a rate of 1 cent per hundred lbs. when both origin and destination are inside of the limits of one station. Where the business is from one station to another, we have intended to adhere to the Iowa Railroad Commissioners' tariff.

"Under the existing law, if we deem it to our interest to do so, we think we are entitled to charge the Commissioners' rate for five miles for any service we perform.

"In many cases the entire gross earnings from switching revenue is not sufficient to pay the interest and maintenance on the side tracks where the freight is loaded or unloaded. As we are under no obligation in most cases to construct the industry tracks and as we are at liberty in most cases to remove them if we regard the business as unprofitable, we do not believe the interests of the firms involved would be best served by attempting to require us to do business at a loss.

"In this connection, I might also say that the average weight and capacity of our cars has increased very much in the last few years and we think it should be taken into account in any fair consideration of what switching rates should be.

"If our views do not appeal to the Commission, I will be glad of an opportunity to take up the matter at any time."

A copy of Mr. Stickney's letter was sent to the complainants on January 6th, 1905, and they were asked to state whether they loaded upon team track of another company, or whether their mines were located upon switching tracks of another company having track connections with the C. G. W. To this inquiry no reply was ever received.

Des Moines, Iowa, Dec. 1, 1905.

No. 2957—1905.

OTTUMWA FUEL COMPANY, OTTUMWA, }
vs. } *Track scales.*
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. }
M I A

Complaint filed Dec. 8, 1904.

The complainant stated that the respondent railway company had no track scales at Ottumwa which was a great inconvenience and loss to them. The matter was taken up with the railway company and at a later date the Board was advised that the company expected to construct track scales at Ottumwa, but the location had not as yet been agreed upon.

Des Moines, Iowa, Dec. 1, 1905.

No. 2958—1905.

JOHN WEIR, SHELDON, }
vs. } *Farm crossing.*
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA }
RAILWAY COMPANY. }

Complaint filed Dec. 9, 1904.

The complainant in this case desired a crossing near the center of his farm about 2 1-2 miles north of Sheldon, and his needs were made known to the railway company by the Board. The company immediately provided Mr. Weir with the crossing desired.

Des Moines, Iowa, Dec. 1, 1905.

No. 2959—1905.

T. W. KELLEY, NEOLA, }
vs. } *Train service.*
CHICAGO, MILWAUKEE & ST. PAUL }
RAILWAY COMPANY. }

Complaint filed Dec. 12, 1904.

The complaint in this case was as follows:

"Owing to great inconvenience in loading stock for South Omaha market, I appeal to you to have train No. 61 on C. M. & St. P. Ry. due here at 10:05 P. M. stop to pick up stock for above market if possible. The train (No. 63) that takes stock

now due here at 12:00 P. M. is very uncertain in arriving, often not until 5:00 A. M., thereby causing unnecessary hardship in the way of remaining up at night and losing rest in order to load at the proper time."

The railway company in answering this complaint stated that

"In order to move the traffic generally in a manner satisfactory to the public it is necessary for us to run certain freight trains with through freight on good time and without making stops at local stations; other trains are run purely for the purpose of accommodating local stations and the time on these trains is necessarily slower than it is on the through trains. We have passing through Neola No. 61 at 10:05 P. M., No. 65 at 12:01 A. M., No. 65 at 4:45 A. M., Nos. 61 and 65 are the through freight trains and cannot stop to do work at local stations. No. 65 is run to do that work and while we aim to run it as nearly on time as possible, it is naturally subject to some delay on account of doing this work and because at some times there is more local than there is at others."

In sending this answer to Mr. Kelley he was asked on Dec. 15, 1904 to keep watch on train No. 65 for the next three or four weeks and advise the Board how often this train was late, and how much late. Nothing was ever heard from Mr. Kelly.

Des Moines, Iowa, Dec. 1, 1905.

No. 2960—1905.

JOHN OWENS, CLARKSON,
vs.
CHICAGO, BURLINGTON & QUINCY } *Farm crossing.*
RAILWAY COMPANY.

Complaint filed Dec. 14, 1904.

The complainant in this case appeared before the Board and made the following statement:

"I own a farm of 300 acres adjoining Clarkson on the east, 100 acres is on the south side of the C. B. & Q. and 200 acres on the north side. The improvements are all on the 100 acres. For 20 years I have had an under passage way for stock convenient to the buildings and pasture which was perfectly satisfactory to me. I had no grade crossing and did not want any. Sometime ago the engineer, whose name I have forgotten, asked me if I had any objections to filling this opening which I used as an under crossing. I told him I certainly had as it was my principal piece of crossing and also told him that if he would leave me 10 feet in the clear I would have no objection to the balance of the opening being filled up. Now, they have filled the entire opening and Mr. Fabin, the superintendent, states that he did not know that I had any objections to this work being done. When the road was built Mr. Wood, the right of way agent, agreed with me that I should have a passage way underneath the track. I have another under crossing that will permit the passage of cattle but it is down at the slough, a point very inconvenient for me as it would require me to drive my cattle one-half mile each time I took them to pasture. I desire that the company should re-open a passage way for me at least 10 feet where it has been maintained for me for the past 20 years."

The commissioners took this matter up with the railway company and after considerable correspondence, and personal investigation on the part of the Board the following agreement was reached by the parties to the controversy:

"Mr. Owens agrees that if the C. B. & Q. Ry. Co. grade a crossing at old bridge 56.62, 12 feet wide on top and 60 feet from the center of track on south side and about same on north side, and put in wing fences and cattle guards

on east side and maintain present cattle guard on the west side with gates in right of way fence, he will waive right to under crossing on his farm, and if company decide to move the fence on south side to take in land owned by company, he will build and maintain at his own expense the wing fence beyond the 75 ft. line of present right of way fence on south side."

Des Moines, Iowa, Dec. 1, 1905.

No. 2961—1905.

A. R. MOLYNEUX, CHEROKEE,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Discrimination in minimum weights.*

Complaint filed Dec. 16, 1904.

Mr. A. R. Molyneux wrote the Board as follows:

"Shippers at Cherokee and Marcus and other points that have no competing lines complain that they are being discriminated against by the Illinois Central railroad company because they are not permitted what is called light billing on stock shipments, but are charged the full rate of 17,000 as a minimum, while competing points are allowed a minimum of 15,000 which, of course, is unjust to shippers and an unjust discrimination.

"They have asked me to call your attention to the matter to the end that it may be adjusted and justice be done."

The matter was taken up by the Board with the Railway company. The Commissioners were later advised by Mr. Molyneux that conditions were now satisfactory to the complainants.

Des Moines, Iowa, Dec. 1, 1905.

No. 2962—1905.

R. W. SANDERS, COLLINS,
vs.
CHICAGO GREAT WESTERN RAILWAY } *Overcharge emigrant movables—interstate.*
COMPANY.

Complaint filed Dec. 17, 1904.

This was a complaint that respondent company had overcharged on a car of emigrant movables on an interstate shipment. While the Commissioners assumed no jurisdiction the case was laid before the officials of the railway company who declined to readjust the charges made, claiming they were correct, according to the tariff.

Des Moines, Iowa, Dec. 1, 1905.

No. 2963—1905.

CITIZENS OF PERSIA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Train service.*

Petition filed Dec. 29, 1904.

This was a request that the respondent railway stop its passenger train No. 1 at Persia.

The company on February 3, 1905, notified the Board that although it would be "very unpleasant to be obliged to stop our overland train to accommodate the very few that would get on at the station." It had arranged to stop as requested for passengers going to Council Bluffs and west.

Des Moines, Iowa, Dec. 1, 1905.

No. 2964—1905.

M. C. HICKMAN, Metz,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Farm crossing.*

Complaint filed Dec. 30, 1904.

The complainant stated that his private crossing was blockaded so that he could not use his crossing without the same being repaired at once. The railway company stated that the planks had been taken from the crossing in order that a snow plow could be used, but that the plank had been replaced, and there would be no further cause for complaint.

Des Moines, Iowa, Dec. 1, 1905.

No. 2965—1905.

Wreck at Iowa Falls at Crossing of Ill. Central Rd. and C. R. I. & P. Ry. Co. Interlocking System.

On Jan 12, 1905, the Commissioners having learned that a wreck occurred within the limits of the interlocking system at Iowa Falls, addressed letters to both companies requesting a full report of the accident, also inquiring, "why is it that the Rock Island train could receive a clearance signal when the deraill was open."

The companies reported to the Board that the plant was in perfect condition at the time of the accident; that it was not due to any defect in the interlocking plant, and that the accident occurred simply by reason of the failure of the engineer to see the signal.

Des Moines, Iowa, Dec. 1, 1905.

No. 2966—1905.

J. PETTY, PERRY,
vs.
MINNEAPOLIS & ST. LOUIS RAILWAY
COMPANY. } *Rates on ice.*

Complaint filed Jan. 13, 1905.

The complainant stated that on account of high rates on the M. & St. L. Ry. Co. he could not handle ice between Perry and Dallas Center, and other points.

The matter was taken up with the railway company and the company adjusted the case with the complainant.

Des Moines, Iowa, Dec. 1, 1905.

No. 2967—1905.

FREMONT COUNTY, SIDNEY,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY. } *Drainage.*

Complaint filed Jan. 14, 1905.

This was an application by the county of Fremont for the Board to determine the location for the crossing of their drainage ditch over the right of way of the respondent railway company.

The application was made under Section 18, Chapter 68 of the laws of the Thirtieth General Assembly. The Board fixed January 20th for inspection and hearing, but on January 24th the Commissioners received notice from the county auditor, Mr. R. S. Williams, that the ditch matter had been postponed. The case has not since been brought to the attention of the Board.

Des Moines, Iowa, Dec. 1, 1905.

No. 2968—1905.

H. C. HJERLEID, DECORAH,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Stock yards.*

Complaint filed Jan. 16, 1905.

The complainant stated that the railroad companies refused to allow any shippers except one to use the stock yards and scales at that point; that the one shipper was given the monopoly of the business. The case was taken up with the railway company, and Mr. H. R. Williams, Gen. Mgr. wrote the Board on Feb. 11, as follows:

"I have inquired into the matter and am of the opinion that the complaint was made at the instigation of a man by the name of Storz, with whom we have had some trouble at that point, and in reply I wish to say that our shipping facilities at that point as well as all others, are open for use by any shipper whether farmer or dealer, who has a car load of stock ready to ship. Before giving any serious consideration to the complaint I would suggest that you get the views of prominent business men of Decoraah who have knowledge of the situation."

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At a date subsequent to the receipt of this letter a member of the Board and the Secretary visited Decorah and personally inspected the stock yards. It was found that a portion of the yards had been fixed up for the exclusive use of the shippers at that point who ship most of the stock from that town; however, that there were other yards available to the general public of such size and convenience as would ordinarily take care of the business. It seemed that there had been some misunderstanding with reference to the use of the yards, but the Board was assured there would be no further cause for complaint. The case was therefore closed without prejudice.

Des Moines, Iowa, Dec. 1, 1905.

No. 2969—1905.

C. L. PERCIVAL CO., DES MOINES,
vs.
MINNEAPOLIS & ST. LOUIS RAILWAY
COMPANY.

} *Misapplication of rates.*

Complaint filed Jan. 16, 1905.

It seemed that the complaint made by this firm arose from a misunderstanding due to the taking over by the M. & St. L. of the Des Moines & Fort Dodge road, the inequality in rates arising before the schedules had been properly adjusted. The matter was explained to the complainants and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2970—1905.

C. S. ALLEN, LAURENS,
vs.
MINNEAPOLIS & ST. LOUIS RAILWAY
COMPANY.

} *Failure to furnish cars.*

Complaint filed Jan. 16th, 1905.

This was a complaint on account of failure to receive cars for shipment of hay. The matter was taken up by telegraph with the railway company and complainant satisfied.

Des Moines, Iowa, Dec. 1, 1905.

No. 2971—1905.

TOWN OF ARCADIA,
vs.
CHICAGO & NORTHWESTERN RY. CO.

} *Inquiry concerning sidewalk to depot.*

Inquiry filed January 18, 1905.

Mr. E. C. Mohr, Recorder of the town of Arcadia, wrote the Board by order of the town council as follows:

Dear Sir:

"Please give the desired information concerning the following:
"Previous to December, 1903, the C. & N. W. Ry. Co. extended through the heart of our town, Arcadia, Iowa.

"On December 10th, 1901, the said company removed its depot or office out of the corporate limits of the aforementioned town. The distance between the old road bed and the new is about 3000 feet.

"The railroad company built a sidewalk from its new depot site to a sidewalk at the SE corner of block 25, town plat.

"They also graveled the road from its new site a distance of about 4200 feet connecting same with the main street in town.

"The R. R. Company has been keeping the above named sidewalk in repair and keeping the same free from ice and snow, but now refuse to do so.

"Kindly advise us. Can we force the company to keep the walk as has been done. Also on whom would the responsibility fall in case of accident."

The Board asked Mr. Mohr to state whether the walk or street referred to belonged to the railway company or whether it was a public highway. In response to this inquiry Mr. Mohr said:

"The C. & N. W. R. R. Co. removed its tracks to a roadbed outside of the limits of the corporated city. Distance between old and new right of way about one half mile. Railway company voluntarily laid a sidewalk from new depot site along public highway called Division street to connect with sidewalk at corner of Block No. 25, as indicated by ink drawing. Railway company also graveled the public highway from its new depot site to SE corner to Block 25, thence west to corner of Gault and Corning thence north along Gault street to connect with Main St. Entire distance graveled about 3800 ft. Railroad company does not own the land on which above walk is laid, the same being a public highway. Any other information will be gladly given."

On Feb. 14th the Board wrote Mr. Mohr advising him that Section 1522 of the Code had never been adjudicated. Also stated that:

"The railway company or any other person may build a sidewalk along a public highway and it would then probably become the property of the public, and the public might be bound to keep it in repair. This is only the opinion of the Board and must not be considered a decision with reference to the duties of the company in the premises."

It was also suggested to Mr. Mohr that the matter be taken up with the county board of supervisors.

Des Moines, Iowa, Dec. 1, 1905.

No. 2972—1905.

C. W. TUNNELL, EXLINE,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.

} *Use of Drake Siding.*

Complaint filed Jan. 18, 1905.

The complainant in this case stated that he desired to use Drake Side track put in by the Mendota Coal Co. for loading his coal, but that they insist on charging him 25 cents per ton for the privilege. He asked the Board whether this was a proper charge. The matter was taken up with the Railway company, and Gen. Superintendent Miller advised the Board that while the side track was the private property of the Mendota Coal Co., the Railway company would try to arrange a satisfactory adjustment of the charges for its use by Mr. Tunnell. Later the Board was advised that a charge of \$2.00 per car had been agreed upon, and this seemed to satisfy Mr. Tunnell.

Des Moines, Iowa, Dec. 1, 1905.

No. 2973—1905.

KEAN & TURNIS, CASCADE,
 vs.
 CHICAGO, MILWAUKEE & ST. PAUL } *Train Service.*
 RAILWAY COMPANY.

Complaint filed Jan. 25, 1905.

This was a complaint by live stock shippers that they could not get their stock shipped on account of the railway company failing to move trains. The complaint was filed at a time when all the roads in Iowa were having difficulty in moving trains on account of severe weather, but in a very few days the company had trains into the points along this branch line and the cause for complaint removed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2974—1905.

FARMERS' ELEVATOR COMPANY, ET AL., LANYON,
 vs.
 RAILWAY COMPANIES. } *Interstate rates on grain.*

During the month of February, 1905, the Board received a good many communications from various grain dealers in Iowa complaining that the rates on corn and oats from Iowa stations to the Mississippi river were greater than the rates on the same commodity from Omaha to Baltimore, Maryland. The Board investigated the complaint and found the discrepancies existed by reason of a "rate war" from the west to the Atlantic seaboard and from the west to the Gulf.

It also developed that the rates quoted by the complainants from Iowa stations to the Mississippi River were "proportionals" on through shipments.

The Commissioners advised each complainant of the conditions as they found them and there is herewith quoted one of the letters of the Board which explains such conditions:

"Your letter of recent date received and contents carefully noted. Replying I am directed to say: The Board would be glad to render you any assistance within their jurisdiction but they have absolutely no authority under the law to make any part of a through rate. The rate to which you refer as being excessive is undoubtedly the so-called "proportional" of the through rate. This Board has never had anything to do with fixing this "proportional" and can have, under the law, nothing whatever to do with fixing it. The courts have held that any part of an interstate haul is interstate business and is not subject to the jurisdiction of any state authority, except in matter of police regulations.

"The rate fixed by this Board can be made to apply only on shipments beginning and ending in Iowa. The Commissioners' rate on corn, oats, barley, etc., for 217 miles is 9.46 cents per hundred pounds; so you see the Iowa rate is much lower for the same distance than the rate which you quoted the Board.

"The Board has had this matter in hand for some time and believes that it will not be long until all rates will be placed upon an equitable basis and Iowa shippers properly taken care of, so long as the "cut rates" are in effect between Omaha and the east.

"The Commissioners are at all times ready and willing to aid Iowa shippers in any manner they may be able."

Des Moines, Iowa, Dec. 1, 1905.

No. 2975—1905.

JOHN JONES, ELKPORT,
 vs.
 CHICAGO, MILWAUKEE & ST. PAUL } *Obstruction to stream.*
 RAILWAY COMPANY.

Complaint filed Feb. 1, 1905.

The complainant stated that

"The C. M. & St. P. Ry. passes through my property and crosses the Turkey river at that place. A few years ago the said company drove piling in the shape of a pier in the center of the river which have since always blockaded the ice and driftwood and always floods all the property over the said bridge.

"Now last summer the said company drove piling at both sides of this pier in the center of the river which now blockades the entire river, and what will become of us and our farms is hard to tell."

In answering this complaint the railway company said that it had been necessary to place these temporary bents in order to make some repairs, that they would not be of serious damage to Mr. Jones' property and would be taken out in the spring.

Des Moines, Iowa, Dec. 1, 1905.

No. 2976—1905.

FARMERS' INCORPORATED CO-OPERATIVE
 CO., PALMER,
 vs.
 CHICAGO, ROCK ISLAND & PACIFIC } *Elevator site.*
 RAILWAY COMPANY.

Application filed Feb. 3, 1905.

This was an application by the complainants for a site for elevator and coal sheds. The Commissioners presented the matter to the railway company and a member of the Board personally investigated the situation at Palmer. It was found that there was no more room available on sidetrack for elevator accessible to any street, and the Commissioners suggested to the complainants that the town should open a street in order to have access to any location that could be assigned them. Later, however, the Board was advised that the Farmers Association had purchased an elevator already located, and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2977—1905.

CITIZENS OF PLYMOUTH,
 vs.
 CHICAGO, MILWAUKEE & ST. PAUL } *Depot facilities.*
 RAILWAY COMPANY.

Petition filed Feb. 4, 1905.

The petition in this case was largely signed by business men and others of Plymouth, and was as follows:

"We, the undersigned business men and residents of Plymouth, Iowa, hereby petition your honorable body to ask the C. M. & St. P. Ry. Co. to open their depot at this place

for the accommodation of their patrons who desire to alight from or get on the evening passenger train due in the city at 8:52 p. m., for the following reason:

The waiting room in the depot is locked and people who wait to take the train are compelled to stand in the cold and wait for the train which is sometimes fifteen minutes to an hour late. There are generally from one to five passengers for this train.

Therefore the undersigned petition you to take such action as is necessary in the matter."

The case was taken up with the railway company and arrangements were made whereby the company was to keep the depot opened and warmed for passengers as requested.

Des Moines, Iowa, Dec. 1, 1905.

No. 2978—1905.

M. B. TURNER, OSKALOOSA,
vs.
IOWA CENTRAL AND NEWTON & NORTH-
WESTERN RY. CO.

} Overcharge.

Complaint filed Feb. 8, 1905.

This complaint was taken up with the Iowa Central Ry. Co., which resulted in a prompt adjustment of the claim.

Des Moines, Iowa, Dec. 1, 1905.

No. 2979—1905.

GEO. B. JOHNSON, BUFFALO CENTER,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Failure to furnish cars.

Complaint filed Feb. 10, 1905.

The complainant stated that he and other shippers were unable to get cars for the shipment of stock, etc.

The Commissioners immediately called the attention of the railway company to the complaint and it transpired that the difficulty was due to the severe weather which had caused the railway company a great deal of trouble in handling trains. Conditions were made better and in a few days it is understood regular service was resumed.

Des Moines, Iowa, Dec. 1, 1905.

No. 2980—1905.

OLSON BROS., SWEA CITY,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Failure to furnish cars.

Complaint filed Feb. 11, 1905.

The complainant in this case stated they had difficulty in getting cars for shipment of live stock. The matter was taken up with the railway company and complaint was adjusted.

Des Moines, Iowa, Dec. 1, 1905.

No. 2981—1905.

M. Y. AMES, MARCUS,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

} Time of stock trains into Chicago.

Complaint filed Feb. 11th, 1905.

The complaint in this case follows:

"The railroad company has been for a long time promising us to get us into Chicago on better time. We have been getting in there too late for market from ten till after market closes or so late we have to take from 10 to 25 cents decline in the market and hold over extra feed and shrinkage. They want to haul more cars than they can haul. Our cattle looks bad being on the cars so long, from 35 to 60 hours, without feed or water and this thing has got to be fixed some way. What is the law? Keep them on the cars more than 28 hours? The R. R. company claims when they get us to Hawthorne where we weigh them they are out of their hands. They bunch their trains all up and being on the west end we have to take the worst of it and have all winter, and then they split up our shipment and unload at two to five different platforms and we can't get the cattle together for a long time after they get to Chicago. Now, I want you to see what can be done about it. They haul us to Ft. Dodge and wait two to three hours. Sometimes they give us a bunk caboose and sometimes not. Most of the time we have a full train out of Marcus, all they ought to haul. I haven't said half yet but will next time if this thing isn't got into shape soon. All we want is to get in Chicago by six or seven o'clock in the morning so we can have a fair chance with the rest of the people."

The Commissioners sent the complaint to the railroad company and on March 29th, Mr. J. T. Harahan, Second Vice-President, replied:

"Referring further to your letter of February 14th, in regard to complaint of Mr. M. Y. Ames of Marcus, Iowa, this matter has been gone into very thoroughly and I am unable to confirm the statements made by this gentleman.

"Our records show that we have not held stock at Fort Dodge two or three hours. It is sometimes held 45 minutes or an hour in order to consolidate it with other stock, as in this way you will readily appreciate better time can be made than if two trains were run, filling out to some extent with less important freight. In no instance has the holding of stock in this manner resulted in poor movement or late deliveries at the yards.

"Mr. Ames has been interviewed personally by our representative, but made only general statements and cited no specific instances, the burden of his complaint being delays getting into stock yards proper, a matter which, of course, is not under our control.

We appreciate that our interests in the matter are identical with those of shippers and our people are doing and will continue to do everything in our power to render them satisfactory service. There are, however, as you of course readily understand, occasions when, due to causes over which we have no control, emergencies will arise in the operation of a railroad, which makes it impossible for handle these matters as would be desired by all concerned, but we are giving them preferred attention and do not consider our record unfavorable."

Copy of the foregoing was sent to Mr. Ames and nothing further has been heard from him.

Des Moines, Iowa, Dec. 1, 1905.

No. 2982—1905.

W. M. TONG, BOONE,
vs.
NEWTON & NORTHWESTERN RD. CO. } *Improper operation of road.*

Complaint filed Feb. 13, 1905.

The complaint in this case was as follows:

Boone, Iowa, February 10, 1905.

To the Board of Railroad Commissioners of Iowa:

"Your honorable body, I wish to call your attention to the Newton & Northwestern R. R. I think it your duty to investigate the manner in which that company handle that road, also the way they use the men. They have some engines that are not safe for men to work with. I believe it is the duty for the proper authority to investigate for the safety of men. I worked a short time for them as engineer.

Yours respectfully,
W. M. TONG.

The complaint was taken up at once with the Railway Company and Mr. J. L. Blake, General Manager, wrote the Board on February 20th, as follows:

"I beg to acknowledge receipt of your esteemed favor of the 14th addressed to Hamilton Browne in referenc to an imaginary condition that Mr. W. M. Tong saw fit to write up. To begin with I have only to say to you that Mr. Tong was an old man and was unable during the cold weather to do an alledbodled man's work and as he had only been with us a week or ten days we were compelled to dispense with his services. This seemed to enrage the old gentleman and he made threats as to what he would do, and so on, etc., and I assume that this in one of the methods pursued by him in order to make us some trouble.

"I assure you that we are in good shape, our line was cleared of snow Thursday of last week and all trains run on schedule time early Friday; we delivered coal to every station on the line on Friday that was short of coal, and our line was as clean as a whistle Saturday.

I think you will admit that a line is in fairly good shape that can truthfully state the above.

What I assume Mr. Tong had reference to was that during the severe cold our engine 8 leaked steam more or less on account more patricularly of the severe cold weather, but no more than is the case with all the other lines and only on Saturday last at Marshalltown I saw a nice new big compound engine there that you could not see the engine for steam after the throttle was open and Saturday was a mild day. We, of course will have this engine in much better shape in a few days now; in fact she does not show the leaking of steam so much except in extreme cold weather, but I assure you that you have no cause for alarm at all. This is simply the outcome of discharging a man who was unable to perform all the duties assigned to him and as I have already said to you he is disgruntled."

The Commissioners sent a copy of Mr. Blake's letter to the complainant, but all letters sent to him were returned to the Board unopened.

Des Moines, Iowa, Dec. 1, 1905.

No. 2983—1905.

DAVIS BROTHERS, KEOTA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to furnish cars.*

Complaint filed Feb. 15th, 1905.

This complaint was an urgent appeal for the assistance of the Board in having coal shipped into Keota. The complainants stated that the town was

entirely out of coal, that there would soon be much suffering, that they had had two cars of coal on the road, one since January 26th and one since February 6th. The Board at once called the attention of the company to this condition of affairs and on March 9th they received a letter from the complainants thanking the Commission for its aid and stating that their coal had come and that was what they wanted.

Des Moines, Iowa, Dec. 1, 1905.

No. 2984—1905.

AUGUST LAU & SONS, KLEMMER,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to furnish cars.*

Complaint filed Feb. 17, 1905.

This complaint was similar to others received during this period of severe weather. The companies furnished the cars as soon as possible.

Des Moines, Iowa, Dec. 1, 1905.

No. 2985—1905.

CHARLES A. ROSS, GRAY,
vs.
CHICAGO & NORTHWESTERN RAILWAY COMPANY. } *Excessive rates-interstate.*

Complaint filed Feb. 17, 1905.

The complainant in this case thought that the rate on emigrant movables from his town to Bonesteel, S. D., was too high. The Board laid the matter before the railway for such action as it would be pleased to take therein.

Des Moines, Iowa, Dec. 1, 1905.

No. 2986—1905.

W. J. ROBERTSON, FARMINGTON,
vs.
CHICAGO, BURLINGTON & QUINCY RAILWAY COMPANY. } *Minimum weight on hay shipments.*

Complaint filed Feb. 18, 1905.

The complainant stated that he could not get forty foot cars for shipments of hay to St. Louis, and he could not load the minimum in the small cars given him. The matter was taken up with the railway company and the complaint was adjusted.

Des Moines, Iowa, Dec. 1, 1905.

No. 2987—1905.

SLOAN ELEVATOR CO., SLOAN,
 VS.
 CHICAGO & NORTHWESTERN RAILWAY } *Failure to furnish cars.*
 COMPANY.

Complaint filed Feb. 21, 1905.

This complaint recited that the elevator company was unable to obtain cars for shipment to Council Bluffs.

The matter was taken up with the railway company and adjusted.

Des Moines, Iowa, Dec. 1, 1905.

No. 2988—1905.

TOWN OF MYSTIC,
 VS.
 CHICAGO, MILWAUKEE & ST. PAUL } *Dangerous street crossing.*
 RAILWAY COMPANY.

Complaint filed Feb. 23, 1905.

Mr. R. J. Oughton, City Clerk, of Mystic, asked that a flagman be required to protect the main crossing in their town. The matter was taken up with the railway company. Correspondence passed between the Board, the railway company and the town authorities of Mystic. Finally the company opened another street crossing their tracks, that was more convenient for the people of Mystic, and obviated the danger complained of at the old crossing.

Des Moines, Iowa, Dec. 1, 1905.

No. 2989—1905.

D. B. ZUCK, Dallas Center,
 VS.
 MINNEAPOLIS & ST. LOUIS RAILWAY } *Failure to furnish cars.*
 COMPANY.

Complaint filed Feb. 23, 1905.

The complainant in this case stated that he had been waiting for two weeks to get cars for shipment of stock and asked the assistance of the Commissioners. The Board telegraphed the company at once and the cars were provided for the complainant.

Des Moines, Iowa, Dec. 1, 1905.

No. 2990—1905.

CITIZENS OF DECORAH,
 VS.
 CHICAGO, ROCK ISLAND & PACIFIC } *Train service.*
 RAILWAY COMPANY.

Complaint filed February 23, 1905.

This complaint was occasioned by the snow blockades and severe weather which resulted in delays and abandonment of the service on the Decorah

branch of the Rock Island. The matter was taken up at once with the railway company and extra efforts were made to open the tracks for business. On Feb. 27th the Board received word from the complainants thanking the Commissioners for their prompt action in their behalf.

Des Moines, Iowa, Dec. 1, 1905.

No. 2991—1905.

N. R. CLIFT, ZEARING,
 VS.
 IOWA CENTRAL RY. CO. } *Overcharge.*

Complaint filed Feb. 23, 1905.

The complainant in this case stated that the Iowa Central charged him 22 cents for car rate on wire fencing and staples from the Joliet mills, while other towns on their road got a much less rate.

While the Commissioners did not assume jurisdiction in this case, it being interstate, yet the complaint was sent to Mr. J. N. Tittmore of the Iowa Central who stated on March 9h that their rate was 16 cents and he did not understand how Mr. Clift got the idea that the rate was 22 cents. He asked that Mr. Clift send in his claim for overcharge when it would be given careful consideration.

Mr. Clift did so and the claim was promptly adjusted, the overcharge having arisen on account of oversight of agent.

Des Moines, Iowa, Dec. 1, 1905.

No. 2992—1905.

M. O. SKUTLE, GUTHRIE CENTER,
 VS.
 CHICAGO, ROCK ISLAND & PACIFIC } *Lost in transit.*
 RAILWAY COMPANY.

Complaint filed Feb. 24, 1905.

This complaint was taken up with the railway company and on March 10, the Commissioners were advised that the goods, car of salt, had been delivered. Des Moines, Iowa, Dec. 1, 1905.

No. 2993—1905.

D. H. PEPPER, DOWS,
 VS.
 CHICAGO, ROCK ISLAND & PACIFIC } *Claim for loss in transit.*
 RAILWAY COMPANY.

Complaint filed Feb. 25, 1905.

The complainant in this case stated that he was to a loss of \$20.00 on account of shrinkage, due to the time and expense in holding a car of cattle

from Jan. 21, to Feb. 6th, waiting for shipment to Chicago. This was a matter that the Board could not exercise jurisdiction in and the complainant was so advised.

Des Moines, Iowa, Dec. 1, 1905.

No. 2994—1905.

W. L. BROWN & SON, WEST BEND }
vs. } *Failure to furnish cars.*
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. }

Complaint filed Feb. 27, 1905.

The complainants in this case stated that they were unable to get cars for the shipment of stock, etc. The company answered this complaint by stating that owing to the severe weather and storms they had been greatly handicapped, but hoped soon to be able to furnish necessary service promptly.

On March 16th the complainants stated that conditions were much better and thanked the Board for its action.

Des Moines, Iowa, Dec. 1, 1905.

No. 2995—1905.

SOUERS & LANGDON, GRUNDY CENTER }
vs. } *Delay in shipment of coal.*
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. }

Complaint filed Feb. 28, 1905.

The complainants stated that it seemed that they were being discriminated in the matter of coal shipments, that, whereas other shippers could get coal they could not, that there had been coal sent to them since early in Feb., which they had not as yet received. The matter was taken up at once with the Rock Island Co. with the suggestion that such measures be taken at once that would hurry shipments to complainants. The railway company answering said that no discrimination was being practiced against the complaining firm that the company was having a great deal of trouble along this line, but it was believed that the complainants would have no more cause for complaint. Messrs. Souers & Langdon were advised of the statement of the company, and no further statement has reached the Board from that firm.

Des Moines, Iowa, Dec. 1, 1905.

No. 2996—1905.

D. B. STERLING, ET AL., BUFFALO CENTER, }
vs. } *Failure to furnish cars.*
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. }

Complaint filed March 1, 1905.

This was a complaint that the company had failed to furnish cars for shipment of stock. The matter was taken up with the railway company and cars were furnished.

Des Moines, Iowa, Dec. 1, 1905.

No. 2997—1905.

CITIZENS OF THOMPSON, }
vs. } *Failure to furnish cars.*
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. }

Complaint filed March 3, 1905.

The complainants in this case said that their shippers were unable to get cars for shipment of cattle or produce of any kind and asked that the Board take some action. The Commissioners immediately laid the complaint before the officials of the railway company and on March 8, Mr. Carrol Wright, attorney, wrote the Board that they were having much difficulty on the Dakota division, but the conditions were improving, and would soon be normal. On March 17th Mr. A. B. Larsen for the petitioners, wrote the Board stating that service was much improved, and thanking the Commission for its action.

Des Moines, Iowa, Dec. 1, 1905.

No. 2998—1905.

J. E. DAVIS, COIN, }
vs. } *Use of siding No. 434.*
CHICAGO, BURLINGTON & QUINCY }
RAILWAY COMPANY. }

Complaint filed March 6, 1905.

The complainant stated that he had ordered cars for stock to be loaded at siding No. 434, but that the company refused to let him load at that point. The case was presented to the railroad company and on March 18th Mr. Henry Miller wrote the Board stating that:

"Siding 434 was put in under an arrangement with Mr. Lingo who owns the property adjoining, and it appears that he and Mr. Davis have had some misunderstanding, and Mr. Lingo objects to the use of his property by Mr. Davis. Under the circumstances it is not clear how we can insist on Mr. Davis being allowed the use of siding 434 however much we would like to do so in order to control the business."

Mr. Davis was advised of what Mr. Miller said and on June 16th sent the Board a sketch showing the location of the switch and stock pen to the public highway, also showing the switch to the adjoining land and that it was not necessary to use anything but railway property to get to the switch.

Considerable correspondence was had by the Board with the railway company, which finally resulted in the adjustment of the matter satisfactory to the complainant.

Des Moines, Iowa, Dec. 1, 1905.

No. 2999—1905.

CLINTON GRAIN COMPANY, CRYSTAL LAKE, }
vs. } *Failure to furnish cars.*
CHICAGO, ROCK ISLAND & PACIFIC }
RAILWAY COMPANY. }

Complaint filed March 6, 1905.

This was a letter dated February 27th, sent to a member of the Board inquiring what they could do to induce the railway company to furnish cars for Chi-

cago. This complaint was one of many received during this period on account of the severe weather and storms and the railway company soon had the situation well in hand.

Des Moines, Iowa, Dec. 1, 1905.

No. 3000—1905.

MANVILLE *vs.* WARD, OCHEYDAN,
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Failure to furnish cars.

Complaint filed March 6, 1905.

Complainants stated that they could not obtain cars for shipment of live stock.

The attention of the company was called to the case and on March 18th the Board received word from the complainants that their wants were being supplied.

Des Moines, Iowa, Dec. 1, 1905.

No. 3001—1905.

F. R. CAMPBELL, SHEFFIELD,
vs.
IOWA CENTRAL RY. CO.

Damages.

Complaint filed March 7, 1905.

Complainant stated that the agent refused to sell him Homeseekers' tickets to Groton, South Dakota, claiming that he didn't have time to prepare them so that he had to telegraph to Rockwell for the tickets and had to pay extra fare and for telegraphing, etc. He stated that he asked for the tickets an hour before train time and thought he should have \$2.00 damages. The Commissioners called the attention of the company to this case and Mr. L. F. Day, General Manager, on April 11th, said:

With reference to your favor of the 15th ult. regarding complaint of Mr. F. R. Campbell, Sheffield, Iowa. The matter has been thoroughly investigated and I beg to advise that our information is that this gentleman called for his tickets at 11:40 a. m., 25 minutes before the train on which he was to depart was due at the station, the agent at that time being engaged in making out other homeseekers' tickets for Devils Lake, North Dakota, and with other necessary work at the station he knew that he did not have sufficient time in which to prepare the tickets to Groton and so advised Mr. Campbell. He then telephoned to Rockwell and had the tickets prepared at that station, the only expense Mr. Campbell was put to in this connection was his railroad fare of \$.20 per ticket, which we will gladly refund on return of the receipts to us. Mr. Campbell was put to no expense as nothing was charged him for the use of the telephone in ordering his tickets from Rockwell. We regret, however, that Mr. Campbell was put to the slightest inconvenience, but you of course are aware that homeseeker's tickets take some little time to prepare, and it is desirable to give the agent as long notice in advance as possible, so that the tickets may be ready upon arrival."

Mr. Campbell was advised of Mr. Day's letter and on May 16th he wrote the Board stating that he had called for the tickets at 10:45 A. M., that he did

not use the railroad telephone, and that they knew that the parties for Devil's Lake bought their tickets the night before and went on the 3:30 A. M. train. The Board again wrote General Manager Day who stated in reply that the company was ready to reimburse Mr. Campbell for any loss he had sustained.

Des Moines, Iowa, Dec. 1, 1905.

No. 3002—1905.

C. G. FINLAYSON, ARMSTRONG,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Failure to furnish cars.

Complaint filed March 7, 1905.

Complainant stated that in shipping live stock he had been greatly handicapped by the failure of the railway company to furnish cars. The case was laid before the officials of the railway company with the request that the needs of the shippers at Armstrong be supplied and on March 17th, 1905, the complainant advised the Board that conditions were now satisfactory.

Des Moines, Iowa, Dec. 1, 1905.

No. 3003—1905.

GLUCOSE SUGAR REFINING CO., CHICAGO,
vs.
RAILWAY COMPANIES.

*Discrimination in grain
rates against Davenport.*

Complaint filed March 11, 1905.

The complainants in this case stated that their plant at Davenport, Iowa, was at great disadvantage on account of great discrimination against that point on corn rates. The matter was taken up with the companies and on March 18th the Glucose Company wrote the Board stating that:

"Through your good offices the conditions at Davenport have been adjusted to our entire satisfaction. We wish to thank you for the courteous and prompt attention which you gave to our complaint, and assure you that in this instance your commission has wielded a great influence towards protecting your industries."

Des Moines, Iowa, Dec. 1, 1905.

No. 3004—1905.

OSCAR KELSEY, LOVELAND,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

Telephone across right of way.

Complaint filed March 13, 1905.

The complainant stated that an association of farmers, and others constructing rural telephone line desired to cross the Ill. Cent. Ry. Co. at a

public crossing with their wires 27 feet and 9 inches from the top of the rail. That they run their wires over the right of way of the company but that the employes of the company cut the wires, that then they had gone upon private property and taken their wires under the Iron bridge following the Boyer river; that the railway companies' employes again cut the wires. The matter was taken up with the railway company and was adjusted satisfactorily.

Des Moines, Iowa, Dec. 1, 1905.

No. 3005—1905.

WESLEY ELEVATOR CO., RADCLIFFE,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} Failure to furnish cars.

This was a complaint of shortage of cars on the C. M. & St. P. Ry. Co., at the stations of Wesley, Sexton and Hutchins.

The matter was taken up with the railway company, and at a later date the complainants advised the Board that they were getting the cars that they needed, and thanked the Commissioners for their action.

Des Moines, Iowa, Dec. 1, 1905.

No. 3006—1905.

In the matter of condemnation proceedings by the C. M. & St. P. Ry. Co. upon land in Shelby county.

Petition filed March 16, 1905.

This was a petition in the regular way asking the Board to grant the railway company right to condemn certain lands therein specified for railroad purposes. The Commissioners set a date for hearing but before the time so fixed they were advised by the railway company that land had been purchased so that there was no necessity for further action by the Board.

Des Moines, Iowa, Dec. 1, 1905.

No. 3007—1905.

W. S. BROWN, MANSON,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

} Overcharge.

Complaint filed March 16th, 1905.

This was a claim for overcharge on account of the railway company, as alleged, charging freight rates on more coal than was contained in the car. This complaint concerned an interstate shipment and while the Board did not assume jurisdiction, as is usual in such cases, the Commissioners made an effort to have the claims adjusted and on May 4th, 1905, Mr. Brown thanked the Board for the assistance in getting his claim satisfactorily settled.

Des Moines, Iowa, Dec. 1, 1905.

No. 3008—1905.

JAMES PARSONS, GALT,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} Street crossing.

Complaint filed March 17, 1905.

In this matter the complainant wrote the Board stating that the town of Galt wanted another crossing, that the one crossing they had was inconvenient and dangerous.

The complaint was sent the railway company, but it transpired that at the point where the people desired the crossing no street or highway had been established across the company's right of way. The complainant was advised that the County Board of Supervisors or other proper tribunal must establish the highest before the railroad commissioners could take cognizance of the case.

Des Moines, Iowa, Dec. 1, 1905.

No. 3009—1905.

A. T. HOUGH, Newton,
vs.
NEWTON & NORTHWESTERN RAILWAY
COMPANY.

} Drainage.

Complaint filed March 18, 1905.

The complainant stated that the respondent railway company had opened a cut which allows the water to run into his cornfield, to his great damage.

The complaint was taken up with the railway company and as a result such changes were made as removed the cause for complaint.

Des Moines, Iowa, Dec. 1, 1905.

No. 3010—1905.
CITIZENS OF RHODES,
vs.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} Train service.

Petition filed March 20, 1905.

The petitioners in this case said that

"At the present time we have only one train going east; that leaves at 1:30 p. m. We would be pleased to have this place put on as a flag station for No. 6 due here at 11:41 p. m. going east. No. 6 stops at Collins and Maxwell, Iowa, the two first places west of Rhodes, Iowa, and at Melbourne, Iowa, the first station east. This town has a population of 500. The C. M. & St. P. keep a night man here all the time and also have a water tank here."

The matter was taken up with the railway company which stated that they could not stop the train as requested on signal, as it was one of their heavy through trains and could not make local stops and accomplish the through time required.

In closing this case the Board called the attention of the petitioners to the report of the Board for 1900 Page 389, quoting decision of the United States Supreme Court which denied the right of the state, or a state commission to interfere with the operation of through passenger trains.

Des Moines, Iowa, Dec. 1, 1905.

No. 3011—1905.

W. O. RICE, OMAHA, NEBR.,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Excess baggage rates.*

Complaint filed March 24, 1905.

The complaint in this case was as follows:

"I wish to enter complaint to you against the night baggage man of the union station, Keokuk, Iowa. I buy the 2,000 mile interchangeable mileage book, good on all roads in the state, and come to checking my baggage from Keokuk to Davenport, presenting my mileage as my credential and paying cash excess on my baggage, he refuses to check it through for me, and will only check it to West Liberty, thereby making me lose the close connection and lay over in the night two hours, and paying double excess. I do not think this is justice and this man is very arbitrary in the matter, and I would like to have you look into the matter."

The case was taken up at once with the railway company, and Mr. Carroll Wright for the company said in a letter dated March 27:

"Referring to the complaint of W. O. Rice, copy of which you forwarded me on the 24th, I wish you would ask the complainant to advise you the circumstances under which he asked that his baggage be checked from Keokuk to Davenport. I have an impression that Mr. Rice was intending to take passage himself only to West Liberty. I cannot understand how he failed to have his baggage checked to Davenport if he presented a baggage coupon which was provided for in the mileage strip entitling him to have it so checked. If Mr. Rice will give you further information I will make investigation and ascertain all of the facts."

A copy of Mr. Wright's letter was sent to the complainant who replied stating that the trouble arose over the arbitrary actions of the baggage man at Keokuk. It then transpired that the party complained of is an agent of the Union Depot company and not under the control of the Rock Island, but that the Rock Island company had endeavored to secure a change of rules of the Union Depot that would permit handling of baggage as Mr. Rice requested. Mr. Rice was informed of the conditions and the case was closed without prejudice.

Des Moines, Iowa, Dec. 1, 1905.

No. 3012—1905.

SAC CITY MILLING Co., SAC CITY,
vs.
CHICAGO & NORTHWESTERN RAILWAY
COMPANY. } *Excessive rate-interstate.*

Complaint filed March 25, 1905.

This matter was taken up with the railway company, and the Board is advised, was adjusted.

Des Moines, Iowa, Dec. 1, 1905.

No. 3013—1905.

J. R. MCKEE, EAST PERU,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Drainage.*

Complaint filed March 28, 1905.

The complainant stated that on account of the water tank being in bad repair water ran over his land to his damage. The attention of the railway company was called to his complaint and proper repairs were made.

Des Moines, Iowa, Dec. 1, 1905.

No. 3014—1905.

T. W. PRINDLE, STEAMBOAT ROCK,
vs.
IOWA CENTRAL RY. Co. } *Fire set by engine.*

Complaint filed April 5, 1905.

This was a claim of \$30.00 on account of loss of 30 loads of manure which was burned by fire starting from a locomotive of the railway company. The railway company responding said that they had no record of any claim of that kind but that they would look into the matter.

Later the Board was informed that the claim was adjusted and the case closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3015—1905.

CITIZENS OF OKOBOJI,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Opening station.*

Complaint filed April 10, 1905.

People interested in Okoboji station, a summer resort in northern Iowa, requested the Board to induce, if possible, the railway company to open its station by May 15th rather than wait until June 15th as was customary. The request of the people was presented to the company and was complied with under protest.

Des Moines, Iowa, Dec. 1, 1905.

No. 3016—1905.

In reference to delay in stock shipments at Oelwein on the Chicago Great Western.

In 1905 several complaints were made to the Board that live stock was unduly delayed at Oelwein en-route to market. The Commissioners took the

case up with the railway company which resulted in orders being issued by the management that resulted, so far as the commission has been able to ascertain, in bettering the services so that no further complaints have been made to the Board.

Des Moines, Iowa, Dec. 1, 1905.

No. 3017—1905.

CHARLES I. REIGARD, SPIRIT LAKE,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Under-grade farm crossing.

Complaint filed April 13, 1905.

The complainant in this case stated that a certain client of his desired an under-grade crossing about fifty rods east of the west line of the east half of section 31 township 100 range 35 in Dickinson County. In answer to this complaint the railway company objected to placing such a crossing on the farm for the reason they had already built a permanent stone culvert for drainage purposes that was adequate for the purpose; and also that the cost would be something like \$700 for an opening six feet wide by 6 feet high, and that as the complainant's farm buildings were located there was no reasonable demand for such a crossing. Mr. Reigard was advised of the answer of the company, but did not seem to care to carry the matter further before the Board.

Des Moines, Iowa, Dec. 1, 1905.

No. 3018—1905.

E. T. JACKSON, LATTY,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Rebuilding of depot.

Complaint filed April 20, 1905.

The complainant stated that the depot at Latty had been burned three weeks previous to the filing of his complaint, and that the company seemed to have no intention of rebuilding it; that the people who desired to take trains had to stand out in all sorts of weather waiting, and the people there desired some means of shelter.

The attention of the company was called to Mr. Jackson's complaint, and in answer stated that they would provide a box-car to take care of the passengers until a new station could be built, which it was their intention to do at an early date.

Des Moines, Iowa, Dec. 1, 1905.

No. 3019—1905.

WILLIAM MARTENS, CHURCHVILLE,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY.

Farm crossing-undergrade.

Complaint filed April 21, 1905.

The complainant in this case called at the office of the Board and made the following statement:

"That he owns about 700 acres of land in Warren county through which the C. G. W. railroad runs from north to south, dividing the same into two separate tracts, about 230 acres being on the west side of the right of way and about 470 acres on the east side thereof; that all of his buildings and improvements are located on the east side of said railroad; that he has, on an average, the year around, 150 head of cattle, 200 head of hogs and 25 head of horses; that he wishes to use some of the tract on the west side of the track for pasturage, and he requests that an under crossing be made for him at some reasonable and convenient point to both the company and himself.

"Further, Mr. Martens says that he has two grade crossings, but that the gates to same are so heavy and poor that boys cannot open and close them at all, and that they are very hard for even a man to operate; that the right of way fence is not in good repair and does not turn stock."

The complaint was sent to the railway company, and after some correspondence had been had the Board was advised on May 31, by General Atty. A. G. Briggs, that the company had made an adjustment that was satisfactory to the complainant. Mr. Martens was asked to advise the Board whether the case could now be closed. Not hearing anything from him it is presumed the adjustment made was satisfactory.

Des Moines, Iowa, Dec. 1, 1905.

No. 3020—1905.

ROBERT CAMPBELL, MARTINSBURG,
vs.
IOWA CENTRAL RY. CO.

Right of way fence.

Complaint filed April 21, 1905.

The complainant stated that the right of way fence through his farm was in bad condition and he desired to have it repaired. The case was called to the attention of the railway company and the railway company assured the Board that the fence would be placed in proper condition.

Des Moines, Iowa, Dec. 1, 1905.

No. 3021—1905.

GEO. HOLLAND, KELLEY,
vs.
NEWTON & NORTHWESTERN RAILWAY
COMPANY.

Farm crossing.

Complaint filed April 21, 1905.

The complainant stated that he had a contract with the railway company for a certain farm crossing which the company had failed to provide him.

The Commissioners called the attention of the company to the complaint and on April 22 General Manager Blake wrote the Board that they would provide him one crossing, and if he insisted on the terms of the contract, would provide him more.

Des Moines, Iowa, Dec. 1, 1905.

No. 3022—1905.

CITY OF IOWA FALLS,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Flagman at crossing.*

Complaint filed April 22, 1905.

Hon. J. H. Funk, Mayor, wrote the Board by direction of the City Council asking that the Illinois Central Railroad Company be ordered to put in gates at the crossing of Rocksylvania street. Mr. Funk stated that this crossing was very dangerous on account of the trains hidden from view until teams would be on the crossing.

The complaint was laid before the officials of the railroad company and flagman was provided for the crossing. This adjustment was satisfactory to the city.

Des Moines, Iowa, Dec. 1, 1905.

No. 3023—1905.

FRED HENNING, NEWTON,
vs.
NEWTON & NORTHWESTERN RAILWAY
COMPANY. } *Drainage.*

Complaint filed April 25, 1905.

This complaint referred to insufficiency of a ditch for drainage purposes. The railway company adjusted the case to the satisfaction of the complainant. Des Moines, Iowa, Dec. 1, 1905.

No. 3024—1905.

GEORGE S. WILSON, BERLIN,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Damage to goods in transit.*

Complaint filed April 27, 1905.

This was claim for damage on account of breaking of discs. The complainant stated that he put in a bill for the price of the castings, also for loss of time, two dollars a day for four days, or \$8.00, and stated that the company had asked him to withdraw the \$8.00 claim, but he had refused to do so. The matter was taken up with the railway company which stated that while it was

ready to pay for the damages done shipment, they refused to allow the claim for loss of time. The Board advised the claimant that they could do nothing more for him in the matter and advised him that his proper remedy was in the court.

Des Moines, Iowa, Dec. 1, 1905.

No. 3025—1905.

E. S. WELCH, SHENANDOAH,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY. } *Minimum weight on shingle shavings.*

Complaint filed April 27, 1905.

The complainant stated that he had shipped from various Iowa mills car-loads of saw dust and shavings in bulk, he stated that the companies applied a 30,000 lbs. minimum on such cars in Iowa while on interstate shipments but 24,000 lbs. was used as a minimum. The matter was taken up with the railway company with the advice that no greater minimum should be applied on shingle shavings in bulk than were applied to such commodities in packages, which remedied the trouble.

Des Moines, Iowa, Dec. 1, 1905.

No. 3026—1905.

CITIZENS OF JASPER CO.,
vs.
NEWTON & NORTHWESTERN RAILWAY CO. } *Dangerous highway crossing.*

Petition filed April 28, 1905.

The petitioners stated that the Newton & Northwestern railway company had failed to provide a proper crossing for the highway running east and west through the center of the North one-half Section 23,30-19, connecting with West Main Street in Newton. The Board placed the case before the railway company and the company very promptly fixed the crossing so that all complaints were satisfied.

Des Moines, Iowa, Dec. 1, 1905.

No. 3027—1905.

ALFRED HURST & Co., MAQUOKETA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Overcharge.*

Complaint filed April 29, 1905.

The complainant in this case stated that they had been charged for shipments via longer lines than the shipments should have gone over, in other words that the freight charges should be based on the shortest line available.

The complaint was laid before the officials of the railway company and the claims were promptly adjusted.

Des Moines, Iowa, Dec. 1, 1905.

No. 3028—1905.

THOS. J. PETERSON, TITONKA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} *Damage to hay in transit.*

Complaint filed May 1, 1905.

This was more in the nature of an inquiry asking the Board whether the complainant could recover from the railway company for damages to hay in transit on account of delay in shipment.

The Board advised Mr. Peterson that it had no jurisdiction in such a case, but would present the matter to the railway company trusting that it would result in an adjustment for him. The railway company responded that the claim of Mr. Peterson would be looked into at once, and that if they were liable to him proper adjustment would be made.

Des Moines, Iowa, Dec. 1, 1905.

No. 3029—1905.

FARMERS' ELEVATOR CO., INWOOD,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} *Site for elevator.*

Complaint filed May 1, 1905.

This was an application by the Farmers' Elevator Company for site for elevator at Inwood, which was immediately taken up with the railway company. On June 17th the Board was advised that the Farmers' Elevator Company had purchased an elevator already constructed so no further action on the part of the Commission was necessary.

Des Moines, Iowa, Dec. 1, 1905.

No. 3030—1905.

BOONE CEREAL CO., BOONE,
vs.
CHICAGO & NORTHWESTERN, CHI-
CAGO, MILWAUKEE & ST. PAUL
AND NEWTON & NORTHWESTERN
RAILWAY COMPANIES.

} *Y connections.*

Inquiry filed May 3, 1905.

The Boone Cereal Co. inquired of the Board how they might proceed to have the Newton & Northwestern railway company connect with the C. & N. W. and the C. M. & St. P. Ry. Co. so that they might ship goods from their mill located on the C. & N. W. Ry. Co. and the C. M. & St. P. Ry. Co.'s tracks. The Commissioners informed them of the law and also made investigation into the situation at Boone. It was found that the track of the Newton

& Northwestern crossed both the other railroads overhead, and that the expense necessary to make such a "Y" would be so great that it would not be justified by the amount of business to be transferred at this time.

Des Moines, Iowa, Dec. 1, 1905.

No. 3031—1905.

L. R. FRITZ, ADAZA,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} *Site for coal-house.*

Complaint filed May 8, 1905.

Complainant desired a location on side track for coal house and a designated place for unloading tile. The case was taken up at once with the officials of the railway company and on July 11th, 1905, the complainant, thanking the Board for its assistance, withdrew his complaint.

Des Moines, Iowa, Dec. 1, 1905.

No. 3032—1905.

WALLER BROS., CHARLES CITY,
vs.
* * * * *

} *Live stock rates.*

Complaint filed May 15, 1905.

The complainant stated that they had looked over the commissioners classification and found that the rate on hog shipments from Charles City to Mason City should be 5.08 cents per cwt. while the company was charging them 7.33 cents per cwt. The commissioners advised Waller Bros. that the distance from Charles City to Mason City was 27 miles, which would take a thirty mile rate, 7.33 cents per hundred pounds on hogs. From a subsequent letter received from Waller Brothers it appeared that they had referred to a lettered class rate rather than a hog rate. The matter was explained to Waller Brothers and no further communication was received from them.

Des Moines, Iowa, Dec. 1, 1905.

No. 3033—1905.

MOORE & WOOLENBERG, ARION,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} *Switch to private property.*

Complaint filed May 17, 1905.

The Arion Milling Co., (Moore & Woolenberg), desired that the C. M. & St. P. Ry. Co. construct to their milling company a spur track, but stated that the company would not do so without the payment to them of \$350. The Commissioners laid the case before the railway company which resulted in a more

liberal proposition from the railway company, so that the amount expended for the side track would eventually be refunded to the milling company. The complainants were advised of the proposition made by the railway company, and the Commissioners stated that "We are of the opinion that it would not be fair to require the railway company to build a switch to your mill without more consideration, if what they say about your not having furnished any business for their line is true."

Des Moines, Iowa, Dec. 1, 1905.

No. 3034—1905.

U. L. PATTON, MANNING,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY.

} *Feeding and watering live
stock in transit.*

Complaint filed May 19, 1905.

The complaint in this case stated that the respondent railway company on shipment of live stock to Chicago charged him \$5.00 for stopping to feed and water and he objected to this charge stating that other companies did not make it.

The complaint was laid before the railway company with request that it be given such attention as it seemed to deserve. The reply was made that their rules in this respect were identical with the rules of all other companies. They also stated that they would have a representative of the company call on Mr. Patton and explain the matter fully.

Des Moines, Iowa, Dec. 1, 1905.

No. 3035—1905.

CITIZENS OF KEOSAUQUA, ET AL.,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} *Train service.*

Filed May 20, 1905.

Mr. George F. Smith of Keosauqua wrote the Board under date of May 19th sending petitions from the residents of Keosauqua, Douds', Leando, Salem, Mount Zion, Bentonsport, Bonaparte and Farmington requesting the Board of Railroad Commissioners to order better train service upon the respondents' line, particularly from Eldon to Keokuk. The matter was taken up by the Board with Railway Co., and at a later date the railway company provided additional trains and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3036—1905.

C. R. FAIRFIELD LUMBER CO., MARION,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} *Wrongful routing of freight.*

Complaint filed May 20, 1905.

The complainants stated that in having goods shipped from Boone the C. & N. W. Ry. Co. would carry them to Cedar Rapids where they were transferred to Marion making an additional charge whereas the C. M. & St. P. Ry. Co. should carry them all the way. It developed that the trouble was with the consignor of the goods and the complaint was withdrawn.

Des Moines, Iowa, Dec. 1, 1905.

No. 3037—1905.

THOMAS M. PAPE, HILLSBORO,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.

} *Street crossing.*

Complaint filed May 22, 1905.

The complainant in this case stated that he had been trying for two years to get the Railroad Company to provide a crossing for one of the streets in that town, and further stated that the street was laid out up to the right of way. He desired to know what steps he should take to get them to do this. The company objected to opening an additional street at this time, stating that they already had two good crossings such as the size of the town warranted. The commissioners wrote Mr. Pape advising him of the steps necessary to be taken before the railway company could be compelled to construct a crossing.

Des Moines, Iowa, Dec. 1, 1905.

No. 3038—1905.
TOWN OF GILBERT,
vs.

CHICAGO & NORTHWESTERN RAILWAY
COMPANY.

} *Street crossing.*

Complaint filed May 26, 1905.

Mr. F. M. Bell, Mayor of Gilbert, stated that the railway company refused to open Second Street across their right of way. The case was taken up with the railway company by the Board, and on June 8th Supt. Whalen advised the Commissioners that an adjustment had been made with the town of Gilbert by opening the street desired and closing others. The petitioners were asked to write the Board if this adjustment was not satisfactory, and nothing being heard from them the case is closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3039—1905.

FARMERS ELEVATOR CO. ROCK RAPIDS,
 VS.
 CHICAGO, BURLINGTON & QUINCY
 RAILWAY COMPANY. } *Site for elevator at Alvord.*

Application filed June 3, 1905.

The complaint in this case was as follows:

"We have a matter of business that we would like to call to your attention. We farmers of Alvord, Iowa, located on the Great Northern Ry. have organized and incorporated a company for the purpose of handling our grain business. In our early meetings we were assured by the road to get ready and if we wanted a site on which to build a house we could get it. We have now made application for a site and they wont grant it unless we erect a 30,000 bushel elevator. This is unreasonable as a house of such capacity is not necessary for our business and we object to building such an expensive house as it is showing partiality against us for the line elevator companies that operate in Alvord were given sites for houses of 10 to 18 thousand bushel capacity and two of them were built quite recently. There is not the right kind of grain business at this point as farmers have been losing from 4 to 7 cents per bushel and it is very important that we receive grant of a site for a house 12,000 bushel, that we build at once. It is getting late in the season and we must have a site soon. The Ry. officials are now turning a deaf ear to us and we kindly ask for your assistance in getting our rights."

The Board took the matter up, but before the case was reached the Commissioners were notified that the complainants had purchased an elevator already located, and there was no occasion for action by the Board.

Des Moines, Iowa, Dec. 1, 1905.

No. 3040—1905.

WM. BROWNING ET AL, NEW MARKET,
 VS.
 CHICAGO, BURLINGTON & QUINCY
 RAILWAY COMPANY. } *Failure to furnish cars.*

Complaint filed June 6, 1905.

The complainants said they were unable to get cars promptly for the shipment of coal, to their damage and inconvenience. The Board had some correspondence with the railway company concerning the complaint and conditions were adjusted to the satisfaction of all concerned.

Des Moines, Iowa, Dec. 1, 1905.

No. 3041—1905.

ORRICK BROS., DUBUQUE,
 VS.
 UNITED STATES EXPRESS CO. } *Loss of goods.*

Complaint filed June 9, 1905.

This was a claim for loss of strawberries in transit, which was adjusted by the express company.

Des Moines, Iowa, Dec. 1, 1905.

No. 3042—1905.

JACKSON GRAIN CO., Cedar Rapids,
 VS.
 ILLINOIS CENTRAL RAILROAD COMPANY. } *Minimum weights.*

Complaint filed June 12, 1905.

This complaint arose over some misunderstanding with reference to the minimum that should be applied on grain in Iowa and was promptly adjusted by the railroad company.

Des Moines, Iowa, Dec. 1, 1905.

No. 3043—1905.

L. E. C. VERNOCOM, VALERIA,
 VS.
 COLFAX NORTHERN RY. CO. } *Drainage.*

Complaint filed June 13, 1905.

The complainant in this case stated that the company had been neglectful in allowing its ditch along the right of way to fill up thus damming the water, and overflowing his land; that this had existed for over two years; that he had repeatedly called the company's attention to the matter but without avail. The complaint was taken up with the railway company which resulted in a culvert being placed for the benefit of the complainant and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3044—1905.

W. E. SVENDSON, MASON CITY,
 VS.
 IOWA CENTRAL RAILWAY COMPANY
 AND MINNEAPOLIS & ST. LOUIS
 RAILWAY COMPANY. } *Right of way fence.*

Complaint filed June 15, 1905.

This complaint was to the effect that the respondent railway companies had permitted their right of way fences to become practically useless through the complainant's farm. Considerable correspondence followed between the Board and the Railroad Co., and on October 20, 1905, Cliggitt, Rule & Keeler Atty., for complainant wrote the Board stating that the fences were now satisfactory, and thanking the Commission for its services.

Des Moines, Iowa, Dec. 1, 1905.

No. 3045—1905

In the matter of train connections at Waterloo between C. G. W. & C. R. I. & P. Ry. Co.

A member of the Board in June 1905 called the attention of the Chicago Great Western and the C. R. I. & P. Ry. Co., to the fact that by a little change

in time, connections might be made between No. 5 on the C. G. W. and No. 46 on the Rock Island at Waterloo. The companies finally adjusted their time card to meet the suggestions made by the Commissioners.

Des Moines, Iowa, Dec. 1, 1905.

No. 3046—1905.

EDWIN URFER, MONTROSE,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.

Drainage.

Complaint filed June 22, 1905.

The complainant in this case wrote the Board as follows:
"You are probably aware of the heavy flood that swept this part of the country upon the 10th of this month. We, along with others, have sustained severe losses by reason of the high water and our losses are much greater by reason of the railroad (C. B. & Q.) having a dump or sill across our bottom land and confining the waters of the creek to a bridge of possibly one hundred and forty feet in length. The bridge went out and possibly 2-3 of the fill in all, making a total of some five hundred feet swept away. Now, we wish to restrain the company from ever making the fill that is gone as it is none too wide as it is to permit the water sufficient outlet.
The matter was taken up at once with the Railway Co. and on June 30th General Supt. H. C. Nutt wrote the Board concerning this case in which he said:

"We had an unprecedented rainfall in that region in the early part of June, which caused some very serious washouts on the railroads and highways in that vicinity, and among other damages to our line, we sustained the loss of a Howe truss bridge on stone abutments together with several hundred feet of the embankment. We built a wooden trestle across this opening in order to open the line for traffic and have no immediate intention of reconstructing our embankment where the trestle now is, and I think Mr. Urfer has no good reason for any anxiety, in connection with it; although I want to say that I do not feel that the destruction of our embankment by such an unprecedented flood as the one just experienced would in any way prejudice our right to reconstruct the embankment whenever we may deem it necessary or expedient."

The complainant wrote the Board thanking the Commission for what it had done, and stating that he did not desire to carry the case any further.

Des Moines, Iowa, Dec. 1, 1905.

No. 3047—1905.

FARMERS' ELEVATOR CO., MELVIN,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Site for elevator.

Complaint filed June 26, 1905.

This was an application in the regular way for a site on the railway company's grounds at Melvin for an elevator. The Commissioners filed the application with the railway company but as there seemed to be no probability of an amicable adjustment, the Board, after due notice had given to all

parties, went to Melvin on Sept. 8th to personally investigate the wants of that community for another elevator. After a full hearing had been had upon it the Commissioners again took the matter up with the railway company and on Sept. 13th were advised that a site had been granted the complainants and the case is therefore closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3048—1905.

JOHN DEEMER, IOWA FALLS,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Drainage.

Complaint filed June 29th, 1905.

The complaint in this case follows:

"I write you for your help in regard to a waterway through the Rock Island railroad. The railroad has a waterway there now but it is on the level of the ground, it was put there before the ditch was put in. In 1904 there was about 5 miles of ditch put in with a ditching machine, six feet wide and three feet deep and drains about 800 acres of land. We came from the south with the ditch to the railroad and crossed over and went on with. What I want you to understand is that the railroad outlet is on the level of the ground and the water will not run out until the ditch runs over and backs the water on the land. I have asked the company to have their drain fixed but they will not do it so I do not know what to do, only ask your help. The land is the north and west quarter of section fourteen (14), eighty-nine (89) north range twenty (20) west fifth P. M., and the drain right beside of mile post 93, east of Iowa Falls on the Rock Island."

The Commissioners presented the case to the railway company and Mr. Carroll Wright, the general attorney for the company, replied on July 14th.

"Replying to the complaint of John Deemer of Iowa Falls, I have to say that many years ago this Company constructed an opening under its track at the point referred to in the complaint at such depth as would take care of all of the water coming to the track at that point. Our culvert is 5 feet and 8 inches below the top of the rail. Subsequent to that time I am advised that certain land owners joined together to dig a ditch without pursuing the provisions of the statute and have constructed a ditch to our right-of-way which is seven feet and 8 inches below the top of our rail. In order to accommodate them it will be necessary to lower our culvert 2 feet. I am advised that this would involve an expense of about \$200.00. I do not think that we should be expected to incur this expense. Certainly if the parties had pursued the provisions of our statute in reference to drainage, we would, in accordance with the provisions of the statute, be entitled to the expense of changing the drainage under our track. I believe upon investigation you will agree with me that it would be illegal to attempt to require us to pay the expense of the change.
"If I can furnish you any further information please command me."

The Commissioners sent a copy of Mr. Wright's answer to the complainant, and also called his attention to Section 1955 of the code. With this the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3049—1905.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RAILWAY COMPANY.

vs.

A. HOLSTER, SIOUX CITY.

} *Petition for right to condemn.*

Petition filed July 3, 1905.

This was an application in the regular way, and the Board fixed a date for hearing. Before the hearing, however, the Commissioners were notified that the company had adjusted the matter with the land owner.

Des Moines, Iowa, Dec. 1, 1905.

No. 3050—1905.

G. H. GIBSON, THAYER,

vs.

CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.} *Fencing.*

Complaint filed July 7, 1905.

Complainant stated that the railway company neglected to keep in repair their right of way fence where it crossed a stream through his farm. The complaint was taken up with the railway company. The railway company in answering this complaint said:

"We cross the Four Mile Creek, to which Mr. Gibson refers, on a bridge about sixty-five feet in height. We have naturally high embankment on both sides and our right-of-way is fenced on both sides with wings up to the bridge so that the cattle cannot get on the track.

"The thing that troubles Mr. Gibson is that his cattle follow the creek underneath the bridge on to someone else's land. This is a natural water-way, and as our right-of-way is fully fenced so as to keep stock from getting on to the track, I think we have done our full duty. If any fence has ever been built across this creek at this place underneath the bridge by anyone connected with the company it has been done without authority.

"As a matter of fact, the water rises in this creek to such an extent at times that I do not think that anybody could successfully maintain a fence. This creek is forty-five feet wide from top to top of the bank, and eight feet deep, and at times runs full of water and overflows the bank."

Mr. Gibson was advised of the answer of the company on August 5th, and the Board, under the circumstances, closed the case.

Des Moines, Iowa, Dec. 1, 1905.

No. 3051—1905.

LEEDS BRICK WORKS, SIOUX CITY,

vs.

ILLINOIS CENTRAL RAILROAD COM-
PANY AND GREAT NORTHERN RAIL-
WAY COMPANY.} *Switching charges.*

Complaint filed July, 10, 1905.

The complainants in this case stated that they operated a brick plant located in the Leeds district of Sioux City, about one quarter of a mile east of a

side track owned jointly by the respondent railroads; that in shipping in coal and shipping out brick, when going over other lines the aforesaid companies had changed their switching to the Iowa Distance Tariff rate of 30 cents per ton. The complainants stated that this haul properly being only a switch did not believe they should be required to pay distance tariff rate. The Commissioners immediately notified the companies of the complaint and on August 2nd, 1905, the Board was advised by the companies that a switch rate would be made of \$2.50 per car. On Sept. 23 the Leeds Brick Works wrote the Commissioners thanking them for their prompt action in the matter.

Des Moines, Iowa, Dec. 1, 1905.

No. 3052—1905.

GILBERT BENDICKSON, LAKE MILLS,

vs.

CHICAGO & NORTHWESTERN RAILWAY
COMPANY.} *Drainage*

Complaint filed July 11, 1905.

Complainant in this case said that:

"I have about \$400 to \$500 worth of tile that is in the ground that is apt to get spoiled if I can't get outlet for the water soon. We have also a private crossing over the C. & N. W. Ry. that is in poor condition, so it is hard to get over it. Will you try to hurry them up with this for me."

He said further that he had notified the railroad company to provide drainage across its right of way to connect with his drain tile, but that the company paid no attention to it.

The Board advised Mr. Bendickson that Section 1955 of the code seemed to provide for the methods to be pursued in such cases, and the Commissioners also took the case up with the railway company.

On August 26th the Board was advised that Mr. Bendickson had laid his tile across the right of way of the railway company.

Des Moines, Iowa, Dec. 1, 1905.

No. 3053—1905.

E. C. WHITE, COUNTY ATTY., HARLAN,

vs.

CHICAGO GREAT WESTERN RY., CO.,

} *Dangerous highway crossings.*

Complaint filed July 11, 1905.

The Grand Jury of Shelby County reported that in its opinion certain crossings in Harlan were dangerous and should be protected. The County Attorney called the attention of the railroad commission to the finding of the grand jury, the commission called the attention of the railway company to the case, and in November the Board were advised that such steps had been taken by the railway company as removed the cause for complaint.

Des Moines, Iowa, Dec. 1, 1905.

No. 3054—1905.

TOWN OF TRURO,

vs.

CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.} *Drainage of street crossing.*

Complaint filed July 15, 1905.

Mr. H. D. Brown, Town Clerk of Truro, for the Town Council, complained to the Board, that the Railway Company did not properly drain Main street where it crossed the railway tracks. The complaint was laid before the officials of the railway company, and on August 3, the Board was advised that all matters complained of had been adjusted.

Des Moines, Iowa, Dec. 1, 1905.

No. 3055—1905.

M. L. HIMES, ELKADER,

vs.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.} *Overcharge.*

Complaint filed July 19, 1905.

This was a complaint of overcharge, but was based upon a misapprehension of the proper rates that were applicable to the shipment.

The matter was explained to Mr. Himes.

Des Moines, Iowa, Dec. 1, 1905.

No. 3056—1905.

FARMERS' ELEVATOR CO., WIGHTMAN,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.} *Elevator site.*

Complaint filed July 19, 1905.

This was an application by the Farmers' Elevator Company through its attorney, Mr. F. F. Hunter, for location on sidetrack for elevator. The Commissioners presented the application to the railway company and after considerable correspondence the railway company granted the request.

Des Moines, Iowa, Dec. 1, 1905.

No. 3057—1905.

LEO J. LUCEY, BREDA,

vs.

ILLINOIS CENTRAL RAILWAY COMPANY.

} *Claim for damages.*

Complaint filed July 24, 1905.

This was a complaint that the respondent railway company's caboose car on which complainant had ridden was in such bad condition that he tore his overcoat, for which he asked \$5.00. The Commissioners notified Mr. Lucey that they could not take cognizance of his claim for damages, but would suggest to the railway that it should provide better caboose for stock men to ride in. This latter was done.

Des Moines, Iowa, Dec. 1, 1905.

No. 3058—1905.

PETER REIFSCHNIEDER, LAUREL,

vs.

IOWA CENTRAL RY. CO.

} *Fencing.*

Complaint filed July 31, 1905.

Mr. A. L. Moser reported to the Board in above complaint that the company failed to keep its right of way fence in proper condition.

The complaint was taken up with the railway company and the fence was placed in repair.

Des Moines, Iowa, Dec. 1, 1905.

No. 3059—1905.

GEO. W. KERR, ALBIA,

vs.

WABASH RD. CO.

} *Fencing.*

Complaint filed August 7, 1905.

This complaint stated that the right of way fence was in bad condition and he wanted it repaired at once. The commissioners presented the case to the railroad company and on Aug. 28, the Commissioners were advised that orders had been issued to put this fence in perfect condition.

Des Moines, Iowa, Dec. 1, 1905.

No. 3060—1905.

FEINER FISH CO., CLINTON,

vs.

AMERICAN EXPRESS CO.

} *Special fish and oyster rates.*

Complaint filed August 15, 1905.

The complaint in this case was as follows:

"We have endeavored in every manner possible especially with the American Express Company to have them reinstate their special Fish and Oyster rate of eighty cents from Chicago, Illinois to Clinton, Iowa. So far we have been unsuccessful,

"We are compelled to pay on this class of commodity one dollar per hundred with twenty-five per cent additional for ice from Chicago to Clinton, a distance of one hundred and thirty-six miles. The same class of goods travel from Chicago to Omaha for a rate of one dollar and twenty-five cents. Again the same class of goods travel by the same company from Chicago to Louisville, Kentucky for one dollar one hundred, four times the distance.

"The Express Companies feel that they can do as they please about this matter because it is interstate work, that our own state Railroad Commission has no authority.

"However we are fully convinced that if you will take this matter up with them at once that we can get the old rate of eighty cents put in force."

The Commissioners at once took the matter up with the express company, although the Commissioners informed the complainants that this was an interstate case over which they could not exercise jurisdiction. The superintendent of the express company stated that he would take the case up with the New York office and on Sept. 16 the Board received word from the complainants that the rate which was desired had been reinstated, thanking the Commission for its efforts in its behalf.

Des Moines, Iowa, Dec. 1, 1905.

No. 3061—1905.

MILLER & SON, CLERMONT,

vs.
CHICAGO GREAT WESTERN AND CHICAGO & NORTH WESTERN RAILWAY COMPANY.

} *Joint rates on brick.*

Complaint filed August 19, 1905.

The complaint or application in this case follows:

"Just got home from Waterloo very much disappointed in losing a \$1,000 brick order simply because we have to pay freight on our brick to Cedar Rapids and back up to Waterloo instead of having a joint rate. There was a difference in price of 50 cts per M and if we had had a joint rate would have been 25 cts per M lower than the competing parties.

"We would ask you for a joint rate by way of Oelwein over the Great Western which we must have at once in order to secure some of the many contracts which are to be let there soon.

"We would be pleased to refer you to Ex-Gov. Larrabee of our city who understands the situation perfectly.

"Hoping you will give this your prompt attention we are, etc."

The Board published notice for hearing as required by law, also notified the parties personally of the date set for hearing. The notice follows:

NOTICE.

"To Whom It May Concern:

"Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa, will, on the 10th day of October, 1905, at 10 A. M., meet at its office at Des Moines, Iowa, for the purpose of considering the matters herein set forth; that it is the intention of the Board to establish joint rates in the application filed by C. Miller & Son, of Clermont, Iowa, for a joint rate on brick from Clermont, Iowa, to Waterloo, Iowa, via Oelwein, Iowa, passing over the lines of the Chicago, Rock Island & Pacific Railway Co. and the Chicago Great Western Railway Company, and that upon said date and at place aforesaid the Commissioners will give all persons desiring to be heard an opportunity to appear before them in relation to the said application."

The Board of Railroad Commissioners,
By DWIGHT N. LEWIS,
Secretary.

"Des Moines, Iowa, Sept. 19, 1905.

On the date named in the notices the parties appeared before the Board. The following will indicate what was done upon that date:

MILLER & SON, CLERMONT,

vs.
C. G. W. AND THE C. R. I. & P. RY. CO.

} *Hearing.*

"Before the Board of Railroad Commissioners, October 10, 1905.

"The Complainant was represented by Mr. C. Miller. The Chicago Great Western was represented by Mr. J. P. Hewitt, Atty., The C. R. I. & P. Ry. Co. was represented by Mr. Carroll Wright, Attorney and T. H. Simmons, Traffic Manager.

"Mr. E. A. Dawson of the Board announced that the Commissioners were ready to hear the application via the C. R. I. & P. and C. G. W. Thereupon Mr. Miller made the following statement

"Gentlemen—I wish to state that the C. R. I. & P. Ry. has not had sufficient notice of this matter to arrange with the other company as they ought to, so I have decided to withdraw the case temporarily to see whether they may not agree, or something else may be done.

"Mr. Dawson: We may understand that this case is substantially withdrawn?"

"Mr. Miller: Yes sir.

"Mr. Dawson: If you cannot arrange it then, upon that may depend what action you bring in the future?"

"Mr. Miller: Yes sir.

"Mr. Dawson: Then it will be so considered."

Case closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3062—1905.

G. M. FOSTER, WAVERLY,

vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

} *Stock yards.*

Complaint filed Aug. 19, 1905.

This complaint was made with reference to the construction and maintenance of stock yards at Waverly. The matter was taken up by the Board, the company notified of the complaint, and the stock yards were constructed and are now maintained. The case is closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3063—1905.

CITY OF DUBUQUE,

vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY.

} *Reconstruction of viaduct.*

Complaint filed August 25, 1905.

Complaint came to this Board from the city of Dubuque by Mr. C. F. Arendt, City Recorder, as follows:

"At the session of the City Council of the City of Dubuque, held Aug. 17th, 1905, the following resolution was passed:

"Whereas, the viaduct at present constructed on Peru Road over and across the tracks of the Chicago Great Western Railway Company, has by reason of natural decay and old age become unsafe for public travel;

"Therefore, Be it Resolved by the City Council of the City of Dubuque:

"That the City Recorder be and is hereby directed to at once notify the State Board of Railroad Commissioners of the necessity of the reconstruction of the viaduct on Peru Road over and across the tracks of the Chicago Great Western Railway Company, and that the Railroad Commissioners be and are hereby asked to examine into the condition of said viaduct to determine the necessity of such reconstruction for the public safety and convenience and to examine and approve the plans of such viaduct as prepared by the City Engineer."

The case was presented at once to the railway company and the Commissioners were advised on Sept. 8th by General Attorney A. G. Briggs that:

"Your favor of the 25th ult. to our general manager relating to viaduct over the Peru Road at Dubuque, Iowa, was received with considerable surprise by me, as I supposed we had been proceeding with proper diligence to satisfy the city with reference to this viaduct. There is no occasion so far as the city is concerned, for renewal of this viaduct. In other words, the viaduct is perfectly safe; but we have prepared plans which have been submitted to the city for approval and have been approved by the city, and believe everything is entirely satisfactory to them. I know of no reason why the viaduct should not be renewed with reasonable promptness."

The Commissioners wrote the city authorities at Dubuque asking them to advise the Commissioners if the arrangements made would not be satisfactory. Nothing was heard, however, and the Board presumes that the city is satisfied with the provisions made for the reconstructions of the viaduct.

Des Moines, Iowa, Dec. 1, 1905.

No. 3064—1905.

FARMERS' CEREAL COMPANY, SLOAN,
vs.
CHICAGO & NORTHWESTERN RAILWAY
COMPANY.

Elevator site.

Complaint filed Sept. 2, 1905.

This was an application by the Farmers Cereal Co. for site for elevator at Sloan. The Commissioners presented the application to the railway company and on Oct. 2nd the Board was advised that the company had located the Farmers Cereal Company and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3065—1905.

ASHBY & MCGEE, LUCAS,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.

Condition of stockyards.

Complaint filed September 4, 1905.

Complainants stated that the stock yards at Lucas were in very bad condition, that they had suffered damages to stock on account of the mud and that the yards were too small. The complaint was taken up with the railway company and Gen. Supt. Ross stated that it was the intention to move the stock yards to a better location just as soon as they could get to it.

Des Moines, Iowa, Dec. 1, 1905.

No. 3066—1905.

PAGE COUNTY,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.

Drainage.

Complaint filed September 11, 1905.

This was an action brought by the county under the drainage law of the state passed by the Thirtieth General Assembly and was immediately brought to the attention of the railway company. Before the date for hearing was fixed by the Board Mr. W. S. Jordan, County Auditor, wrote the Commission that it would be unnecessary for the commissioners to visit the premises involved as an adjustment had been made with the railway company.

Des Moines, Iowa, Dec. 1, 1905.

No. 3067—1905.

HUGO GERST, OAKVILLE,
vs.
IOWA CENTRAL RY. CO. } *Farm Crossing.*

Complaint filed Sept. 11, 1905.

The complainant stated that the private crossing provided for him by the Iowa Central Railway Company was in bad condition and as he wanted to use it for heavy traffic very soon he asked that the Board call the attention of the railroad company to his wants. The Commissioners wrote them, and on Sept. 22nd were advised that the crossing had been placed in good condition.

Des Moines, Iowa, Dec. 1, 1905.

No. 3068—1905.

OTTO GERMAR, VOLGA CITY,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

Delay in shipment.

Complaint filed Sept. 12, 1905.

The complainant made the following statement to the Board:

"I have car No. 17882 C. M. & St. P. R. R. Co. loaded with lime at the switch of Eagle Point Lime Works for the past four days. The Milwaukee people fail to take it out. We also had a car of lumber delayed side track 12 miles below this station for four days. The Company is not giving us prompt service on this line and we are getting tired of it and I want you to call Supt. J. W. Stapleton's, Dubuque Division, Dubuque, Iowa, attention to this matter."

The Commissioners did as requested by Mr. Germar but before the answer of the Ry. Co. was received he again wrote the Board stating that advice from the shipper of the lime stated that the car was loaded the 9th instead of the 7th, and that the railroad company had informed him that the car was not loaded until the 11th, and that he received it the 13th. He said that under the circumstances he had no complaint against the railroad company.

Des Moines, Iowa, Dec. 1, 1905.

No. 3069—1905.

In the matter of the condition of the toilet room in the Ames station on the C. & N. W. Ry.

Complaint filed Sep. 13, 1905.

Several persons complained to a member of the Board that the sanitary conditions of the C. & N. W. depot at Ames needed attention, and after a personal investigation by the Commission the attention of the railway company was called to the conditions on September 13, 1905, and at a later date the Board was informed that the closets had been put in first class condition.

Des Moines, Iowa, Dec. 1, 1905.

No. 3070—1905.

L. H. GRIFFITH, ELLIOT,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY. } *Freight train service.*

Complaint filed Sept. 15, 1905.

Complainant stated that he had had difficulty in getting the product of his mills handled promptly and asked the assistance of the Board in getting better train service. The Commissioners laid the complaint before the officials of the company and suggested that the proper provision should be made for taking care of the way-freight. General Superintendent Geo. T. Ross replied that instructions had been issued to arrange suitable provision for handling the way-freight on the proper train. The complainant was so advised.

Des Moines, Iowa, Dec. 1, 1905.

No. 3071—1905.

J. W. KINCADE, SEWAL,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Flag stop at Kniffin.*

Complaint filed Sept. 20, 1905.

The complainant stated that the railway company had discontinued stopping trains 3 and 4 at the station of Kniffin, and asked that the service be restored. The attention of the company was called to the case and request was complied with.

Des Moines, Iowa, Dec. 1, 1905.

No. 3072—1905.

S. RICE, SHELLROCK,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Farm crossing.*

In October 1905 the railway company was notified of the above complaint and at once complied with the request that the crossing be put in. The crossing is now maintained satisfactorily to Mr. Rice, and the matter is closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3073—1905.

TRUSTEES OF SHELLROCK TOWNSHIP, BUTLER Co.,
vs.
CHICAGO ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Drainage.*

During the month of October, 1905, complaint was made by Mr. Richards, one of the trustees of Shellrock Township, Butler county, against the C. R. I. & P. Ry. Co., claiming that proper drainage was not provided for, and that in

consequence thereof the public highway was impaired. The case was taken up with the railway company which provided the proper drainage, and the matter adjusted to the satisfaction of the trustees.

Des Moines, Iowa, Dec. 1, 1905.

No. 3074—1905.

J. N. HURTO, LAUREL,
vs.
IOWA CENTRAL RY. CO. } *Fencing.*

Complaint filed October 3, 1905.

Complainant stated that the company's fence through his land was in bad condition, and he wanted the same repaired. The railway company stated that the repairs would be made immediately.

Des Moines, Iowa, Dec. 1, 1905.

No. 3075—1905.
AUGUST LAU & SONS, KLEMME,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Failure to furnish cars.*

Complainant stated that they were losing money on account of their inability to obtain empty cars, and something must be done at once. The Commissioners took the matter up with the railway company, and such relief as possible was afforded the complainants.

Des Moines, Iowa, Dec. 1, 1905.

No. 3076—1905.

MCCOLL BROS., WOODWARD,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Choice of market.*

Complaint filed Oct. 5, 1905.

There seemed to be some misunderstanding with reference to shipping grain to Des Moines, and the Commissioners corresponded with both the complainant and the railway company to the end that an understanding was reached between the parties.

Des Moines, Iowa, Dec. 1, 1905.

No. 3077—1905.

AMERICAN SONS OF EQUITY, CUMBERLAND,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY. } *Site for coal house.*

Petition filed October 18, 1905.

While the petition in this case was not received until October 18, 1905, the Board had been corresponding with Mr. W. J. Mathews et al at Cumber-

land concerning the same matter. After the receipt of the petition, the Commissioners made this application the subject of careful attention, and found that there was already located at Cumberland on the railroad company's ground, a sufficient number of coal dealers to handle the business at that point.

Des Moines, Iowa, Dec. 1, 1905.

No. 3078—1905.

CHARLES E. ANDERSON, CYLINDER,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

Delay in transit.

Complaint filed October 21, 1905.

The complainant stated that a shipment of household goods from Chicago to Cylinder had become lost, and they could neither get their goods, nor a settlement. The goods were shipped October 3d. The matter was taken up with the railway company, and on October 28 the Commissioners were advised that this shipment was received by a railway company from van storage with the understanding that the same was to be assembled with other goods until a carload had been made up, and then forwarded to the distributing point; also that the goods had gone forward from Chicago on October 26.

Des Moines, Iowa, Dec. 1, 1905.

No. 3079—1905.

HENRY KUESTER, MELVIN,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Failure to furnish cars.

Complaint filed October 24, 1905.

The complaint stated that he needed cars very much for his shipments, but that he was unable to obtain the same. The complaint was taken up in the regular way, and so far as advised complainant's wants were fully satisfied.

Des Moines, Iowa, Dec. 1, 1905.

No. 3080—1905.

GUS SCHNOOR, ET AL., LAUREL,
vs.
IOWA CENTRAL RAILWAY COMPANY.

Condition of right of way fence.

Complaint filed October 30, 1905.

Mr. George D. Brown of Laurel wrote the Board stating that the Messrs. Gernie Talbott and Gus Schnoor desired to complain concerning the fence through their farms along the right of way of the Iowa Cent. Ry. Co. The complaint was called to the attention of the management of the railway company, and such repairs were made as were necessary to place the fence in proper condition.

Des Moines, Iowa, Dec. 1, 1905.

No. 3081—1905.

E. B. HOLLAND, FT. MADISON,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILWAY COMPANY.

Petition for right to condemn.

Petition filed Nov. 3, 1905.

The railway company by its attorney, Geo. B. Stewart, made application to the Board for certificate giving it the right to condemn certain land belonging to E. B. Holland in the city of Ft. Madison. The Board fixed the date for hearing, but before the time fixed in the notice for the hearing Mr. Stewart wrote the Board stating that perhaps the Board misunderstood his application. The company did not want to condemn any land belonging to Mr. Holland but "the right of way or easment in the street upon which his property abuts." Thereupon the Commissioners wrote Mr. Stewart as follows:

"Replying to yours of November 4th I am directed by the Board to say that it have never been the custom or practice of the railway companies or the Railroad Commissioners, or property owners, to have a certificate issued by the Board of Railroad Commissioners permitting a railway track to be laid in the street, and unless you are able to show some recognized authority that that is the rule the Board might not be inclined to go further in this proceeding.

As the Board understands it, where an incorporated city or town permits the construction of a railway upon and along its streets, the statute provided what damages, if any, the abutting property may be entitled to and the method of procedure therein."

Des Moines, Iowa, Dec. 1, 1905.

No. 3082—1905.

STEEL BROS. HAY CO., MALLARD,
vs.
MINNEAPOLIS & ST. LOUIS AND CHI-
CAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Shortage of cars.

Complaint filed Nov. 6, 1905.

This complaint resulted from the failure of the M. & St. L. Ry. Co., to obtain for the complainants Rock Island cars for shipments to Rock Island stations. The M. & St. L. Ry. Co. stated that they had been trying to get the cars, but owing to a general scarcity were unable to do so. At later time the matter was adjusted to the satisfaction of the complainants.

Des Moines, Iowa, Dec. 1, 1905.

No. 3083—1905.

J. H. OTTENS, BELLEVUE,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

Killing of stock.

Complaint filed Nov. 7, 1905.

This was a claim for a cow killed on right of way, and while the Board did not assume jurisdiction, yet the case was laid before the railway company, on November 10, Superintendent Stapleton declined to pay the claim giving the reasons therefor in detail. The complainant was advised of the answer of the company and the case closed.

Des Moines, Iowa, Dec. 1, 1905.

No. 3084—1905.

WILLIAM KOSTER, BREDA,
vs.
CHICAGO & NORTHWESTERN RAILWAY
COMPANY. } *Fencing.*

Complaint filed Nov. 13, 1905.

The complainant in this case wanted a hog tight fence around his field adjoining the right of way of the Chicago & Northwestern Ry. Co. The Board called the railway company's attention to this complaint and the same was adjusted satisfactorily to the complainant.

Des Moines, Iowa, Dec. 1, 1905.

No. 3085—1905.

GOTT ZURCHER, SUPERVISOR, FARMERSBURG,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Approach to bridge on highway.*

Complaint filed Nov. 14, 1905.

The complaint in this case was as follows:

"I have a complaint to make to you. The Clayton Co. Supervisors have put in a bridge in Farmersburg Township, Section 6. The road crossing, the Milwaukee track. The one abutment on the East side of the bridge is on the right of way of railroad company's land. The Supervisor told me to fill on the west side of the west abutment and put on bridge and notify the R. R. Co to fill on their right of way against East abutment, but they have failed to do so. I would like to know of you, who has to fill this gap, the County or the R. R. Co.? The rural mail hauler told me if I did not get it fixed he would report me to Postoffice Department."

The complaint was taken up with the railway company, and on Nov. 21, the Commissioners were advised that such filling as was necessary had been made.

Des Moines, Iowa, Dec. 1, 1905.

No. 3086—1905.

PAYNES CREAMERY, KINGSLEY,
vs.
CHICAGO & NORTHWESTERN RAILWAY
COMPANY. } *Damage to butter in transit.*

Complaint filed Nov. 18, 1905.

This was a claim for damages sustained to butter in transit, because it was shipped in same car with smoked meats. While the case was not properly one for any action by the Commission, yet as is usual in such cases, the complaint was sent to the railway company, and on Nov. 24 Mr. M. Hughitt, Freight Traffic Mgr., declined to pay the claim, stating that there was a large amount of butter in the same car belonging to other parties, who had made no complaints, and that the car was properly cleaned, iced, etc. The complainants were notified of the answer of Mr. Hughitt, and the case was closed.

Des Moines, Iowa, Dec. 1, 1905.

DIGEST OF DECISIONS OF SUPREME COURT.

REFERRING TO MATTERS AFFECTING RAILROADS.

DIGEST OF DECISIONS

OF SUPREME COURT REFERRING TO MATTERS AFFECTING RAILROADS.

CARRIERS—INTENDING PASSENGERS—APPROACHES TO STATION.

Plaintiff intended to take passage on a train which did not regularly stop at her station, but which the agent was to signal for her benefit. There were some side tracks leading to the depot, which the street did not cross, and which, at train time, were blocked with a freight train. The conductor of the freight train had no knowledge of plaintiff's desire to take the train until she reached the track, and the station agent was not shown to have known of plaintiff's intentions in time to have advised him thereof. No train scheduled to stop at the station was due, so that there was no reason for keeping the approach free. As the engine was detached, and time was pressing, so that the freight train could not be separated, plaintiff had to climb over it, and in so doing fell and was injured. *Held*, that there was no negligence on the part of the railroad. *Eakins v. Chicago, Rock Island & Pacific Railway Company*, 102 N. W. Rep., 104.

CARRIERS—ACTIONS—OWNERSHIP IN CONSIGNEE.

It is presumed that on the delivery of goods to a carrier the title thereto passes to the consignee, and such presumption is sufficient to sustain an action by the consignee as owner either in tort or for a breach of contract. *Bank of Irwin v. American Express Company*, 102 N. W. Rep., 107.

EMINENT DOMAIN—RAILROADS—RIGHT OF WAY—CONDEMNATION—APPEAL—MOOT QUESTIONS.

Where, after award in condemnation proceedings, the railroad company served notice of appeal, and had the same docketed as authorized by Code, section 2009, no appeal by the land-owner was necessary in order that he might procure larger damages than those awarded by the sheriff's jury, should he be found entitled thereto on the trial of the railroad company's appeal, as authorized by section 2011.

A railroad company having appealed from an award in condemnation proceedings, the land-owner also served notice of appeal, and caused a transcript to be filed with the district court clerk, but failed to pay the filing fee, whereupon the railroad caused the landowner's appeal to be docketed, paid the filing fee, and moved the district court to affirm the assessment of the sheriff's jury, as authorized by Code, section 3660, for the landowner's failure to prosecute his appeal. Such motion was overruled and the court ordered the landowner's appeal to be consolidated with that taken by the railroad company, when the later, without objection by the landowner, dismissed its appeal. *Held*, that the railroad company was not thereafter entitled to a review of the order refusing to dismiss the landowner's appeal. *McKinnon et us. v. Cedar Rapids & Iowa City Railway & Light Company*, 102 N. W. Rep., 138.

MASTER—INJURY TO SERVANT—DEFECTIVE FOOT GUARD—NEGLIGENCE—CONTRIBUTORY NEGLIGENCE—JURY QUESTIONS—EVIDENCE—ADMISSIBILITY.

In an action against a railroad for injuries to a brakeman from alleged defective foot guards at a switch, evidence examined, and whether defendant was negligent held a question for the jury.

A railroad brakeman does not assume the risk of a defect in the blocking at a switch in the absence of knowledge of the defect.

Where the question is whether, in a particular emergency, an employe was negligent in the method pursued by him in rendering a service, the general custom or usage as to the method of rendering such service may be shown.

In an action against a railroad for injury to a brakeman, where it appeared that he was injured by stepping between the cars inside the rail while the engine was in motion to uncouple, evidence was admissible to show that when he entered the employ of the defendant he was directed to go with a train crew and see how they performed their work, and to govern himself accordingly, and that on such instruction trip the brakeman, under circumstances similar to those which confronted him at the time of his injury, did the same as he did on that occasion. *Herson v. Chicago & North Western Railway Company*, 102 N. W. Rep., 149.

INJURY TO EMPLOYE—DEFECTIVE APPLIANCE—ASSUMPTION OF RISK—COMPLAINT AND PROMISE TO REPAIR—PROXIMATE CAUSE—CONTRIBUTORY NEGLIGENCE.

A section hand, who, long before the time when he lost his balance on a hand car from its lurching because of a wheel on one of the axles being loose, and the axle having to much play, knew of such condition of the car, and had not complained of it, will be held to have assumed the risk incident thereto.

A section hand's assumption of risk from defective brake shoes on a hand car is suspended immediately on the foreman's promising him, when he called his attention to their dangerous condition, that he would repair them; and the risk is then the master's as long as the servant may reasonably expect the promise to be performed. *Poster v. Chicago, Rock Island & Pacific Railway Company*, 102 N. W. Rep., 422.

RAILROADS—FAILURE TO FENCE—KILLING OF ANIMALS—EVIDENCE—SUFFICIENCY—COMPETENCY—WITNESSES—CREDIBILITY—INSTRUCTION.

In an action against a railroad for the death of a steer, caused by the railroad's failure to properly fence its track, as required by Code, section 2055, evidence held sufficient to sustain a verdict for plaintiff.

In an action against a railroad for the death of a steer, caused by defendant's failure to properly fence its track, as required by Code, section 2055, a charge that plaintiff could only recover upon proof of a want of repair known to defendant, or which had existed such a length of time that knowledge should be imputed, was sufficiently favorable to defendant.

In an action against a railroad for death of a steer by defendant's failure to fence its track as required by Code, Sec. 2055, that the track had been worked between the time of the accident and the time of the inspection thereof by plaintiff could be shown in connection with the question whether any of the evidences as to the position of the animal when struck had been obliterated, and if so, whether such obliteration was done purposely or not.

Such fact could also be considered in determining the credibility as witnesses of the men by whom the work was done, and who testified to the nonexistence of hoof prints upon the track. *Klay v. Chicago M. & St. P. Ry. Co.* 102 N. W. Rep., 526.

EMINENT DOMAIN—PROCEEDINGS—SHERIFF'S JURY—AWARD—APPEAL—NOTICE—SERVICE—PARTIES—JOINDER—DISMISSAL—TRANSCRIPT—FILING—TIME—DOCKET FEE—PAYMENT—STATUTES—CONSTRUCTION—COURTS—JURISDICTION—DAMAGES—ELEMENTS—EVIDENCE—INSTRUCTIONS—MISCONDUCT OF COUNSEL—PREJUDICE.

Where in condemnation proceedings, defendant railroad company served notice on the owner of the land sought to be taken and on his tenant, and the jury assessed damages which the owner had suffered at a specified sum, the award was not joint as to the owner and tenant, so as to require a joint appeal.

Where a landowner and his tenant were made parties to a proceeding to condemn land for a railroad right of way, and damages were awarded by the sheriff's jury to the owner only, neither the owner nor the tenant was bound to join the other in his appeal from the award, but both were entitled to prosecute independent appeals.

Where separate appeals from an award in condemnation proceedings were taken by the owner and his tenant, it was not error for the court to refuse to consolidate them on the railroad company's refusal to agree to the rendition of separate verdicts or findings in each case.

Code, Sec. 2009, provides for appeals from assessments by a sheriff's jury by service of a notice in writing on the adverse party and the sheriff. Section 3660 declares that in appeals from inferior tribunals the appellant shall cause the case to be docketed by noon of the second day of the term to which the appeal is returnable, and on his failure to do so the appellee may procure the case to be docketed and have the judgment affirmed, and that the provisions with reference to appeals from justices' courts are applicable "so far as they may be." Section 4559, relating to justices' appeals, provides that, if the appellant fails to pay the docket fee and have the case docketed by noon of the second day of the term at which it is triable, appellee may do so, and have the judgment affirmed or set for trial in its merits, etc. *Held*, that, as jurisdiction of an appeal from an award of a sheriff's jury in condemnation proceedings is conferred by service of notice on the adverse party and the sheriff, where the case properly got on the docket, after such service the appellee was not entitled to have the appeal dismissed, or judgment affirmed, for appellant's failure to file a transcript within the time specified or pay the docket fee.

In proceedings to condemn land for a railroad right of way, evidence as to what defendant railway company had paid to others per acre for rights of way over their land, not similarly situated, was inadmissible.

In proceedings to condemn land for railroad right of way plaintiff was not entitled to recover for inconvenience suffered by an overhead bridge over a highway, which interfered with his access to a town.

Error of the court in permitting evidence of damage including such injury was not cured by an instruction that plaintiff could not recover for any inconvenience which affected the public generally as well as the owner, and that being obliged to drive under an overhead crossing was such an inconvenience.

In condemnation proceedings an instruction that it was proper for the jury to consider every element of annoyance and disadvantage resulting from the construction of the railroad which would influence an intending purchaser in making an estimate of the market value of plaintiff's property was erroneous, as permitting the jury to award damages on mere caprice.

Where, in proceedings to condemn land, most, if not all, of the landowner's witnesses were farmers living near the land, and few, if any, of the railroad's witnesses

were of that occupation, an instruction authorizing the jury to consider whether witnesses who are engaged in farming in the neighborhood of the land in dispute have a better opportunity of estimating the injury to plaintiff's farm by the construction of the railroad than men engaged in other occupations was erroneous, as on the weight of the evidence. *Simons et al. v. Mason City Ft. D. R. Co.* 103 N. W. Rep. 129.

MASTER AND SERVANT—INJURY TO SERVANT—NEGLIGENCE—CONTRIBUTORY NEGLIGENCE—VICE PRINCIPAL—INSTRUCTIONS—EXCESSIVE DAMAGES.

A brakeman engaged with a train crew in switching to make up a train had the switching list from which he learned what cars were to be taken into the train and the position which each was to occupy. On the basis of the list the train was made up. It was his duty to uncouple the cars as required. The crew acted solely in responses to the signals given by him. *Held* that he was a vice principal rendering the railway company liable for injuries to members of the crew occasioned by his negligence. In an action against a railway company for injuries to a brakeman while engaged in switching, evidence examined, and *held* to warrant a finding that the negligence of the employe in charge of the work was the proximate cause of the injury.

An instruction in a personal injury action that negligence means the failure to use "that degree of care which the law requires; that is, ordinary care or the doing of that which ordinary care . . . would dictate should not be done," is not open to the objection that matters of omission are excluded from consideration.

In a personal injury action the injury to plaintiff was in the loss of his left arm in the pain and suffering incident thereto. At the time of the injury he was 27 years old. He had been a brakeman for about a year, earning from \$60 to \$75 a month, and prior to that time he had been a farm hand. *Held*, that a verdict for \$12,000 was excessive, and should be reduced to \$7,500.

[*Ed. Note.*—For cases in point see vol. 15, Cent. Dig. Damages, Sec. 383.]

Struble v. Burlington, C. R. & N. Ry. Co., 103 N. W. Rep., 142.

MASTER—INJURY TO SERVANT—LIABILITY—STATUTE—CONSTRUCTION—NEGLIGENCE—INSTRUCTION—CONTRIBUTORY NEGLIGENCE—QUESTION FOR JURY.

A car repairer, whose duty it was to repair cars while on the repair track in a railroad yard and to follow cars, in making repairs, when moved to other points in the yard, was, while at work in the line of his duty, as matter of law, within the protection of Code, Sec. 2071, making the railroad liable for the neglect of its agent or any mismanagement of the engineers, when the injured person's employment is in any way connected with the use and operation of any railway on or about which he shall be employed.

In an action by a car repairer for injuries, the evidence showed that he was struck by the sudden starting of a railroad engine, without signal, which had been standing on a track which intervened between the place where he had gone for his tools and the repair track, where plaintiff usually worked. It also appeared that it was customary for plaintiff and other employes to pass in front of engines while standing on the tracks, and that the rules of the defendant required engineers to give signals before starting; and plaintiff testified that the defendant required engineers to give signals before starting, and that a charge that if, after the engineer knew or had reason to believe that plaintiff was in the place of danger, he with such knowledge started the engine without signal or warning, then defendant would be guilty of negligence, was not erroneous.

In an action by a car repairer against his employer for injuries, evidence examined, and whether plaintiff was guilty of contributory negligence *held* a question for the jury. *Hughes v. Iowa Cent. Ry. Co.*, 103 N. W. Rep., 339.

CARRIERS—BAGGAGE—DELIVERY TO CARRIER—NEGLIGENCE.

Where a railroad provided a regular and safe place at its depot for receiving baggage, and there was a safe road leading thereto, delivery of baggage to the railroad in such sense as to make it responsible for injury thereto could not be accomplished by unloading the baggage from a dray, in the absence of the station officials, onto a wheeled truck close to the edge of the platform near the track.

[*Ed. Note.*—For cases in point, see vol. 9, Cent. Dig. Carriers, Secs. 102-106, 1502.]

A passenger's baggage was unloaded from a dray onto a wheeled truck standing on the edge of the platform near the track, where it was struck by a passing train. There was no evidence that the train was being run at an unlawful rate of speed, nor that the engineer had any reason to apprehend that the dray or truck would be standing on or so near the track as to invite a collision, and it was shown that, when the engine approached sufficiently close to the edge as to make discovery of the situation possible, it was too late to check the speed of the train and avoid the collision. *Held*, that there was no evidence of negligence in the running of the train. *Lennon v. Illinois Cent. R. Co.*, 103 N. W. Rep., 343.

RAILROADS—INJURY TO LIVE STOCK—QUESTIONS FOR JURY—EVIDENCE—ADMISSIBILITY—DOUBLE DAMAGES—STATUTES—CONSTRUCTION.

In action against a railroad for the killing of a horse, which went through a gate in defendant's right of way, evidence *held* to warrant submitting to the jury the question as to how the gate became open.

Whether the gate was sufficient in construction and fastening was also a question for the jury.

[*Ed. Note.*—For cases in point, see vol. 41, Cent. Dig. Railroads, Sec. 1635.]

Where it was shown that the gate, if opened by stock at all, was opened by the use of the upper board for rubbing purposes, so that the question of the space between the upper and the second board became material in determining whether the gate was improperly constructed, the admission of evidence that after the accident the defendant had fastened a wire between the two boards was reversible error.

Code Sec. 2055, provides for double damages against railroads for injury to stock caused by failure to fence the right of way. Section 2057 defines a legal right of way fence, and section 2058 provides a penalty for failure to fence as provided in the preceding section. Section 2055 was in force prior to the enactment of sections 2057, 2058 and the courts had *held* that it was a complete defense to an action under section 2055 to show that there was a reasonably sufficient fence and that insufficient fences were in fact no fences at all. *Held* that, as it must be presumed that the Legislature had in mind such rules, there was no conflict between the sections, but it was the legislative intent that a failure to fence as required by section 2057 should be treated as an entire failure to fence, and that the liability and penalty provided for in section 2055 should then follow. *Titus v. Chicago M. & St. P. Ry. Co.*, 103 N. W. Rep., 343.

MASTER AND SERVANT—INDEPENDENT CONTRACTOR—DAMAGES—INJURY TO LAND—REMOVAL OF SOIL—COMPUTATION—AMOUNT.

The test to be applied in determining whether an employe is or is not an independent contractor, for whose acts the employer is free from responsibility, is whether the employe represents his employer as to the result of the work only, in which case he is an independent contractor, or as to the means as well as the result, when he is merely an agent or servant.

[*Ed. Note.*—For cases in point, see vol. 24, Cent. Dig. Master and Servant, Secs. 1242, 1251, 1258.]

A contract with a railroad for the removal of earth from cuts required the contractor to furnish all work, tools, and equipment to do all the grading required for filling at a certain place under the direction and to the satisfaction of the chief engineer, who should also determine the width of the embankment to be constructed, and who was empowered to terminate the contract whenever he deemed it for the railroad's best interest. The railroad was to pay the contractor a certain price for each cubic yard of grading done, and the contractor obligated himself to take certain precautions, to pay damages to stock and other property occasioned by his negligence and to save the railroad harmless from liens. *Held*, that the contractor was not an independent contractor, but the servant of the railroad, for whose negligence in removing soil from private property the railroad was liable.

In an action against a railroad for damages caused by the removal of soil from plaintiff's land, where the land from which the soil was taken was rendered practically valueless, and the title remained in plaintiff, the measure of damages was the difference in the value of plaintiff's land before and after the injury, and not the mere value of the soil actually taken.

Where a railroad removed soil belonging to plaintiff from both sides of its right of way through a considerable portion of plaintiff's farm, plaintiff's damages, as determined by the diminution in value of his farm, should be estimated on the basis of his entire farm, considered as a unit, instead of merely on the basis of narrow strips of land along the track.

In an action against a railroad for the removal of soil from the sides of defendant's right of way, running through plaintiff's land, the evidence showed that the effect of the excavations made by defendant widening the cuts previously made, was to actually appropriate the soil from less than an acre of plaintiff's ground, leaving the sides nearly perpendicular. Further evidence as to the recession of the upper edge of the cut showed that the land which would be rendered unfit for farming purposes would not exceed two acres in all. One of defendant's witnesses testified, without any inquiry being made as to the grounds of his opinion, that the farm, as a whole (160 acres), was damaged in the sum of \$1 per acre. The land was worth not to exceed \$75 per acre. *Held*, that a verdict for \$450 would be cut down to \$300. *Parrott v. Chicago Great Western Ry. Co.*, 103 N. W. Rep., 352.

RAILROADS—INJURIES TO ANIMALS ON TRACK—NEGLIGENCE—CONTRIBUTORY NEGLIGENCE.

The failure of employes to give warning of the approach of the train to a point where men and teams are known to be at work about the track may be negligence as a matter of fact, though not negligence per se arising from a failure to give the signals prescribed by Code, Sec. 2072, on approaching highway crossings.

Proof that a train was operated at a speed prohibited by a municipal ordinance is evidence from which a jury may find that the excessive rate of speed was the proximate cause of an injury to a team employed in repairing the track and struck by the train.

[*Ed. Note*.—For cases in point, see vol. 41, Cent. Dig. Railroads, Sec. 1485.]

The testimony of the engineer in charge of a train that he did all he could to stop the train before injury to a team was not conclusive on the jury where there was evidence that the train might have been stopped after the discovery of the peril and before the injury.

The employes in charge of the train on discovering that an unattended team employed in repairing the track is approaching the track must exercise ordinary care to stop the train and avoid injury.

[*Ed. Note*.—For cases in point, see vol. 41, Cent. Dig. Railroads, Secs. 1496, 1497.] A person left his team unattended and untied near a railroad track. It was used to standing unattended and untied. It passed onto the track, and was injured by being struck by a train. *Held*, that he was not guilty of contributory negligence as a matter of law. *O'Leary v. Chicago, R. I. & P. Ry. Co.*, 103 N. W. Rep., 362.

RAILROADS—CONSTRUCTION ON STREET—ABUTTING PROPERTY—EXCAVATION OF STREET.

Under Code, Sec. 767, declaring that no railroad track can be laid on a street until the injury to property abutting on the street has been ascertained and compensated for, property abutting on streets which are excavated in order to form a crossing with a rail-

road passing diagonally through the intersection of the streets is abutting property, the excavation being part of the railroad track. *Middleton v. Mason City & Ft. D. R. Co.*, 103 N. W. Rep., 364.

NEGLIGENCE—DANGEROUS APPLIANCES—RAILROAD SNOW FENCES—INJURIES TO CHILD—PROXIMATE CAUSE—INTERVENING CAUSE—CONTRIBUTORY NEGLIGENCE—QUESTION FOR JURY—EVIDENCE—MANIFESTATION OF PAIN—INSTRUCTION.

In an action for injuries to a child of six by the falling of a panel of a railroad snow fence, which defendant railroad company had been licensed by the child's father to erect on the father's property, evidence *held* to require submission of defendant's alleged negligence in constructing and fastening the fence to the jury.

In an action for injuries to a child of six evidence that after his injury he would cry out and weep as if in pain, and would otherwise give manifestations of physical suffering, and would complain from time to time that his broken limb hurt him, was admissible.

[*Ed. Note*.—For cases in point, see vol. 15, Cent. Dig. Damages, Sec. 485; vol. 20, Cent. Dig. Evidence, Sec. 381.]

In an action for injuries to a boy of six, evidence that his father was a day laborer in a planing mill, and that he earned about \$2 a day, was admissible, on the presumption that the child would follow his father's vocation.

Where, in an action for injuries to a boy six years old by the falling of a railroad snow fence erected on land belonging to the boy's father, there was evidence warranting a finding of negligence in the original construction of the fence, the mere fact that, earlier in the same day on which the accident occurred, plaintiff and his younger brother found the panel down, and lifted it back into its original position, did not constitute such an independent intervening cause, disconnected with the former act of defendant's negligence, as shown, as a matter of law, that the proximate cause of the injury was not the original negligence of defendant in erecting the fence.

In an action for injuries to a child of six by the falling of a panel of a railroad snow fence, plaintiff was only chargeable with such a degree of care as a child of his age would be reasonably expected to exercise under similar circumstances.

[*Ed. Note*.—For cases in point, see vol. 37, Cent. Dig. Negligence Sec. 123.]

Where there was evidence that plaintiff's nervous system was seriously injured, an instruction that if the jury found a permanent impairment and destruction of his nervous system and the functions thereof, etc., was not erroneous; the word "destruction" being used not in the sense of a total loss of nerve force, but as meaning an enfeeblement or impairment which would mark plaintiff's condition through life. *Fishburn v. Burlington N. W. Ry. Co.*, et al. 103 N. W. Rep., 481.

CARRIERS—INJURIES TO PASSENGERS—CONTRIBUTORY NEGLIGENCE—DISMOUNTING FROM MOVING TRAIN.

In an action against a railroad for injuries to a passenger claimed to have been caused by starting the train with a jerk after it had come to a stop near plaintiff's destination, evidence *held* to show that in fact plaintiff attempted to dismount from the train after it started again, and was consequently guilty of contributory negligence. *Newlin v. Iowa Cent. Ry. Co.*, 103 N. W. Rep., 999.

MASTER AND SERVANT—ASSUMPTION OF RISK—DEFECTIVE APPLIANCES—NOTICE OF DEFECT.

The existence of defects in certain places in a railroad track is not of itself sufficient to charge a brakeman with notice of a particular defect in another place in the track.

[*Ed. Note*.—For cases in point, see vol. 34, Cent. Dig. Master and Servant, Secs. 574-578, 706-709.]

A railroad brakeman assumes the ordinary hazards of his employment and risks incident to defects in the track of which he has or should have knowledge, but does not assume the risk of a defect of which he does not know and which he is not in position to discover.

[Ed. Note.—For cases in point, see vol. 34, Cent. Dig. Master and Servant, Secs. 574-578.]

In an action against a railroad for injuries to a brakeman, a charge on the issue of defendant's negligence was not erroneous because it failed, in stating the conditions of defendant's liability, to take into consideration the questions of assumption of risk, contributory negligence, and a violation of the railroad's rules.

In an action against a railroad for injuries to a brakeman, a charge that the jury should consider whether plaintiff, in the performance of his duty, should have been in the position which he was in when hurt, was in the absence of a request for a more specific instruction, sufficient on the effect of a rule of the railroad prohibiting the backing of trains over public crossings without a man on the leading car.

The doctrine of the assumption of risk is based on the servant's knowledge, actual or implied, of the defect which caused the injury, and consent or the equivalent thereof, and, in the absence of such knowledge on the part of the servant, there can be no assumption of risk.

[Ed. Note.—For cases in point, see vol. 34, Cent. Dig. Master and Servant, Secs. 574-578.]

A provision in a contract between a railroad and a brakeman that, in consideration of employment, the brakeman agrees to give the railroad notice of personal injuries sustained by him while in the railroad's service within 30 days after receiving such injuries and that his failure to give such notice in the manner and within the time specified shall be a bar to an action therefor, is in violation of Code, Sec. 2071, providing that railroads shall be liable for damages sustained by employes or others in consequence of the neglect of agents or other employes of the railroad, and that no contract which restricts such liability shall be legal or binding.

Code, Sec. 2071, providing that railroads shall be liable for damages sustained by employes or others in consequence of the neglect of agents or other employes of the railroad, and that no contract which restricts such liability shall be legal or binding, is within the legislative power to enact, and is not an unconstitutional interference with the liberty of contract. *Murford v. Chicago, Rock Island & Pacific Company*. 104 N. W. Rep. 1135.

SYLLABI OF DECISIONS OF INTERSTATE
COMMERCE COMMISSION.

SYLLABI OF DECISIONS.

EDWARD G. DAVIES
v.
THE PERE MARQUETTE RAILROAD COMPANY, and
THE MICHIGAN CENTRAL RAILROAD COMPANY.

Decided January 5, 1905.

Complainant alleged the collection by defendants of charges in excess of the tariff rate on certain shipments of fruit from Michigan points to Chicago, and an unlawful contract with a delivering agent in Chicago, and thereupon complainant insisted that defendants had been guilty of penal offenses under the law which should be reported for prosecution. The complainant disclaimed at the hearing any demand for damages or reparation. The facts show errors in charges arising from lack of knowledge by the agent at Chicago of the kind of package used, or the actual contents of the package shipped to complainant, the shipments having been unloaded by complainant, and also from a practice by the agent of the initial carrier at one point temporarily used as a receiving station for fruit, of making a charge in addition to the freight rate without the knowledge of the railroad company. The compensation paid to the delivering agent in Chicago for unloading and handling the freight in that city was apparently reasonable. *Held*, upon consideration of the evidence, that defendants were not guilty of any wilful or intentional violation of the law. 10 I. C. C. Rep.

WM. WRIGLEY, JR.,
v.
THE CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY, et al., THE
COWART-LOFTON COMPANY, Intervenor.

Decided January 5, 1905.

Defendant's rule, providing that the minimum charge upon any single shipment of freight shall be for 100 pounds at the class or commodity rate applying upon the article, which is in force in the territory roughly described as south of the Ohio and Potomac and east of the Mississippi rivers, and also on traffic shipped to that territory from points in the Central West, *held*, upon the facts in this case, not to be unreasonable or unjustly discriminating in its application to complainant's traffic. No opinion expressed as to legality of the rule upon traffic generally. 10 I. C. C. Rep.

PAXTON TIE COMPANY,
v.
DETROIT SOUTHERN RAILROAD COMPANY.

Decided January 7, 1905.

Between December 16, 1902, and April 6, 1903, defendant unjustly discriminated against complainant in furnishing cars for the shipment of cross ties by refusing to provide any cars for such shipments by complainant, while it did furnish cars to other persons for the interstate shipment of lumber, stone and many other freight articles, and also supplied cars for the shipment of cross ties destined almost entirely for its own use. Reparation in the sum of \$630 awarded to complainant. 10 I. C. C. Rep.

CHICAGO LIVE STOCK EXCHANGE,

v.

CHICAGO GREAT WESTERN RAILWAY COMPANY et al.

Decided January 7, 1905.

The complainant, an incorporated association, is entitled under section 13 of the Act to regulate commerce to bring and maintain a proceeding of this character.

The defendant, the Atchison, Topeka & Santa Fe Railway Company, removed the discrimination complained of as to its lines, and it appeared that the defendant, the St. Louis & San Francisco Railroad Company, does not participate in the rates in question. Complaint as to those lines dismissed.

Defendants exact higher rates for transporting cattle and hogs than for transporting live-stock products to Chicago from points west, northwest and southwest thereof, including Missouri river points and South St. Paul, Minn. Upon all the facts and circumstances, *Held*,

1. That such discrimination is not justified by difference in cost of transportation or otherwise, and subjects the traffic in cattle and hogs at Chicago and other points, and those interested therein, to undue and unreasonable prejudice and disadvantage, and gives to the traffic in the products of hogs and cattle, and to shippers and localities interested in such traffic, undue and unreasonable preference and advantage, in violation of the Act to regulate commerce. *Chicago Board of Trade v. C. A. R. Co.*, (4 I. C. C. Rep. 158) reaffirmed and the principle therein announced extended to the transportation of cattle and their products.

2. That the desire of a carrier to secure additional business for its line of road does not justify a change in the relation of rates resulting in a higher rate upon cattle and hogs, the raw material, than upon livestock product, the manufactured article, where, in this case, the articles are in sharp competition with each other in the markets of purchase and sale, where it appears that upon other lines and in other sections rates are generally no higher, and in many instances much lower, on the traffic prejudiced than on that favored by change, and where numerous and important industries, which have been built up and maintained under the former adjustment, and those interested in such industries, will be injuriously affected by the action taken. 10 I. C. C. Rep.

MERBSON, SCHUETTE, PARKER & COMPANY

v.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY and THE PENNSYLVANIA RAILROAD COMPANY.

Decided January 13, 1905.

Defendants' rates for transporting lumber in carloads to points on the New York & Long Branch Railroad are made by adding to the rate to New York, N. Y., an arbitrary charge of 5 cents per 100 pounds when the shipping point is Saginaw, Mich., but only 2 cents per 100 pounds when the shipping point is Buffalo, N. Y. Water competition between Buffalo and New York affects the rates to New York, but it justifies no wider difference in the rates from Saginaw and Buffalo to these interior destinations than exists in the rates from these shipping points to New York. *Held*, That the discrimination is undue and in violation of the Act to regulate commerce. 10 I. C. C. Rep.

THE LEHMAN-HIGGINSON GROCER COMPANY, et al.,

v.

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY, et al., RYLEY-WILSON GROCER COMPANY and NAYE-MCCOY MERCANTILE COMPANY, Interveners.

Decided January 17, 1905.

Complainants alleged that defendants, having in effect on sugar in carloads from New Orleans, rates per hundred pounds which were 25 cents to Wichita and 20 cents to

Kansas City and other Missouri River points, increased those rates to 47 cents to Wichita and 32 cents to Missouri River points, thereby increasing the differential as between Wichita and Kansas City from 5 cents to 15 cents per hundred pounds, and that the new rates were, as against Wichita, unjust and unreasonable in themselves and relatively; and it was further alleged that new advanced rates from other points of origin imposed the same differential as between Wichita and Kansas City, and that, as against Wichita, those rates were also unlawful. Wichita and Kansas City compete for the sale of sugar in common competitive territory. The competitive conditions applying in the transportation of this traffic to Wichita and Kansas City are stated and found not to justify the 15-cent differential against Wichita, and the existing rates to Wichita are excessive. *Held*:

1. That the rate of 47 cents on sugar from New Orleans to Wichita is unreasonable.
2. That the present differential of 15 cents applied at Wichita above Kansas City on shipments of sugar from the Atlantic Seaboard and New Orleans subjects Wichita to undue discrimination; and such differential should not be more than 8 cents per 100 pounds.
3. That as to traffic passing through Wichita to Kansas City the rule laid down in *Johnston-Larimer D. Co. v. A., T. & S. F. Ry. Co.* 4 I. C. C. Rep. 583, forbidding any higher charge to Wichita than to Kansas City on shipments from Galveston, is, in the light of decisions of the United States Supreme Court, no longer applicable, and defendants operating lines through Wichita to Kansas City are not prohibited from charging a higher rate on sugar to Wichita than to Kansas City so long as the Wichita rate is reasonable. 10 I. C. C. Rep.

IN THE MATTER OF ALLEGED UNLAWFUL RATES AND PRACTICES IN THE TRANSPORTATION OF COAL AND MINE SUPPLIES BY THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY.

Decided February 1, 1905.

The act to regulate commerce, which requires carriers to publish and adhere to their tariffs, has been grossly and continuously violated by the Atchison, Topeka and Santa Fe Railway Company during the last five years in the following respects: It published rates on interstate shipments of coal from mines in Colorado and New Mexico which, under the tariffs, applied only to the transportation thereof, but which for the Colorado Fuel and Iron company were made by the railway company to include the price of the coal, and such price was paid to the fuel and iron company by the railway company. While giving rebates to the fuel and iron company from such tariff rates, it charged the full tariff rates on interstate shipments of coal by other shippers in not only the general coal region favored, but in the same coal field. This practice of the railway company resulted in closing markets for coal to shippers competing with the Colorado Fuel and Iron Company.

The act of February 19, 1903 (the so-called Elkins law,) which prohibits carriers from transporting traffic until a tariff has been published, requires observance of the tariff, provides a penalty for each violation of not less than \$1,000 nor more than \$20,000, and applies both to the carrier and the party receiving the concession, has, respecting the transportation involved in this proceeding, been systematically and continuously violated by the Atchison, Topeka and Santa Fe Railway Company and the Colorado Fuel and Iron Company from the day of its passage down to November 27, 1904, when the tariffs upon which this coal moved were reduced in all cases \$1.15; and this notwithstanding the Atchison, Topeka and Santa Fe Railway company has, in suit begun in the United States circuit court at the instance and request of this Commission, been under injunction since March 25, 1902, to observe in all respects its published schedules of rates. 10 I. C. C. Rep.

DULUTH SHINGLE COMPANY,

v.

DULUTH SOUTH SHORE & ATLANTIC RAILWAY COMPANY, et al.

Decided February 2, 1905.

The defendants, by charging a higher rate on shingles than on lumber, in carloads, from Duluth, Minn., to Chicago, Ill., unjustly discriminate against shingles in favor of

lumber, subject Duluth and complainant and other shingle shippers from that point to undue prejudice and disadvantage, and afford undue preference and advantage to other places from which shingles are carried at rates as low as those applied on lumber therefrom. 10 I. C. C. Rep.

H. H. TUTT, W. S. WEST, J. LEE ENRIG, J. S. BETTS & COMPANY, GARRETT LUMBER COMPANY, ALABAMA LUMBER COMPANY and SOUTHERN PINE COMPANY.

SOUTHERN RAILWAY COMPANY, *et al.*

Decided February 7, 1905.

Defendants made effective on June 22, 1903, an advance of 2 cents per 100 pounds over rates previously in effect from Georgia points to Ohio River destinations on lumber in carloads, whether shipped locally to said Ohio River points or shipped beyond. The rates prior to that date were in effect from September 8, 1899, on which date an advance was made of 1 cent from Group 2 points on the Southern Railway, and 2 cents from most other grouped shipping points in Georgia, over rates in force May 17, 1894. From the various groups the present advanced rates to Cincinnati, Louisville and Evansville are, as to some, 4 cents higher than in 1892, and as to others, 3 cents higher than in 1891. The rates prior to the advance complained of were remunerative to the carriers. *Held:*—

1. That complainants, constituting only a small portion of the membership of the Georgia Saw Mill Association, which is alleged by defendants to be an unlawful association, were entitled to bring and maintain this proceeding in their own behalf and in the interest of all shippers of the traffic involved and others constituting the public at large.

2. That the advance of rates complained of in this case was the result of concerted action by defendants and other carriers; and while the question whether such concert of action is in violation of the "Anti-Trust Act" is for determination only by the courts, it is the province and duty of this Commission, when the reasonableness of rates is in issue before it, to consider whether the advanced rates resulted from untrammelled competition, or were fixed by concert of action or combination of the carriers.

3. That where an advance is made in rates which have been long maintained, and the evidence shows that the traffic affected is large, important, and constantly increasing, the advance will be held unjust, unless it is satisfactorily explained.

4. That the test of the reasonableness of a rate is not the amount of profit in the business of the shipper or manufacturer, but whether the rate yields a reasonable compensation for the services performed. Carriers necessarily and justly participate in the prosperity of their patrons in the resultant enlargement of their own business, and no rule is more firmly grounded in reason, or more universally recognized by carriers, than that the greater the tonnage of the article transported, the lower should be the rate.

5. That if permanent improvements are not included in the operating expenses of defendants, and if only such expenditures for equipment as are properly chargeable to a single year are included, the percentage of operating expenses to gross earnings will be materially reduced.

6. That carriers have no right to advance a rate which is already reasonably high and which yields an adequate return for the services rendered, solely because additional revenue is needed. The mere fact of the need of additional revenue to meet increased expenses does not justify the advance in rates on these lumber shipments from Georgia to and beyond the Ohio River, which are, for the most part, of low grade and comparatively small value.

7. That the building of flat cars empty to the mills, or the practice of shippers to load cars below their capacity, are conditions which, to the extent they exist, are properly taken into account by carriers in fixing rates; and it must be assumed that they were considered by defendants in making and maintaining the rates so long in force prior to the advance herein charged.

8. That the rates on lumber, prior to the advance complained of, were reasonably high when compared with the rates on other commodities which are at all analogous to lumber in respect to value, volume, risk, cost of hauling, and other circumstances and conditions affecting the transportation of the traffic.

9. That lumber rates should be relatively low, in view of the limited life of the lumber business in Georgia, at the end of which large investments of manufacturers in plants, including buildings, machinery and tram roads, will become practically valueless, the increase in the net revenue of the roads caused by the lumber traffic, the fact that lumber is inexpensive freight and few other commodities furnish greater tonnage, the constancy of the traffic throughout the year, the fact that no special equipment is required for its movement, that it is loaded by shippers and unloaded by consignees, that when flat or open cars are furnished the shipper is at considerable expense to equip them so as to protect the lumber and the train, that it is not a perishable freight and does not require rapidity of movement, that there is small risk and in case of accident the damage is insignificant, and that lumber is an article of general utility.

10. That the advance of 2 cents per 100 pounds in defendants' rates on lumber from Georgia shipping points to Ohio River points, which was made effective June 22, 1903, was not warranted by the facts, circumstances and conditions disclosed in this case, and that the increased rates then put in force are unreasonable and unjust. 10 I. C. C. Rep.

THE CENTRAL YELLOW PINE ASSOCIATION

THE ILLINOIS CENTRAL RAILROAD COMPANY, *et al.*

Decided February 7, 1905.

Complaint was made of an advance by defendants of 2 cents per 100 pounds on April 15, 1903 (except as to the L. & N. R. Co., as to which the advance became effective June 22, 1903), in the rates on lumber in carloads from points in lumber producing territories east of the Mississippi River in Louisiana, Missouri, and part of Alabama served by defendant roads, to Ohio River points, applying both on shipments locally to such Ohio River points and to shipments destined beyond. On September 9, 1899, the rate previously in effect from May 1, 1894, was advanced one cent, making a total advance of 3 cents since May 1, 1894. The rates prior to the advance on April 15, 1903, were remunerative to the defendant carriers. *Held:*

1. That when a railroad company advances at a rate which has been for some time in force, the fact of its continuance is in the nature of an admission against that company which tends to show the unreasonableness of the advance; and in this case the rates in effect for long periods prior to the advance are shown to have been profitable to the defendant carriers.

2. That the test of the reasonableness of a rate is not the amount of profit in the business of the shipper or manufacturer, but whether the rate yields a reasonable compensation for the services performed. Carriers necessarily and justly participate in the prosperity of their patrons in the resultant enlargement of their own business.

3. That the advance in rates by defendants was not justified by increased cost of operating the roads, for while the operating expenses have constantly increased, they have been enlarged by the inclusion therein of large expenditures for permanent improvements, and defendant's gross earnings have increased from year to year to such extent as to result in a constant increase of net earnings.

4. That the value of the entire property of a road employed for the public convenience can shed but little, if any, light upon the question whether the rate on one among thousands of articles of traffic yields its proper proportion of a fair return upon that value, and moreover, the voluminous and conflicting testimony in this case on that subject does not enable the Commission to determine the value of defendants' respective properties.

5. That the elements to be considered in determining the reasonableness of an entire system of rates are widely different from those involved in the question of the reasonableness of the rate upon a single commodity.

6. That the advance of rates complained of in this case was the result of concerted action by defendants and other carriers; and while the question whether such concert of action is in violation of the "Anti-Trust Act" is for determination only by the courts, it is the province and duty of this Commission when the reasonableness of rates is in issue before it, to consider whether the advanced rates resulted from untrammelled competition, or were fixed by concert of action or combination of carriers.

7. That the rates in effect prior to the advance were reasonably high when compared with the rates on other commodities which are at all analogous to lumber in respect to value, volume and the various conditions affecting the service of transportation.

8. That carriers have no right to advance a rate which is already reasonably high and which yields an adequate return for the services rendered solely because additional revenue is needed.

9. That logging roads or "tap lines" to which the defendant M. & O. R. Co. grants allowances from its published rates, are not common carriers, but such tap lines are the private properties of mill owners, and the allowances are therefore unlawful. *Cent. Yellow Pine Assn. v. V. S. & P. R. R. Co.* (10 I. C. C. Rep. 193), cited and applied.

10. That section 3, of the Act to regulate commerce, which prohibits undue preferences as between individuals or localities, is not violated by the failure or refusal of defendants to make "tap line" allowances to mill owners in their territory while such allowances are granted to mill owners by other carriers in the territory west of the Mississippi; but if the rate west of the Mississippi River, minus the allowance, is reasonable, it tends to support the proposition that a similar reduction east of the river would leave the rate reasonably high; and the M. & O. R. Co. by voluntarily making such allowances east of the river, practically concedes this proposition as to itself.

11. That no rule is more firmly grounded in reason or more universally recognized by carriers, than that the greater the tonnage of an article of traffic, the lower should be the rate, but defendants have made yellow pine lumber an exception to this rule.

12. That lumber rates should be relatively low, in view of the fact that lumber is inexpensive freight and few other commodities furnish to carriers so large a tonnage; that the lumber business is constant, yielding carriers revenue all the year; that no special equipment is constructed or furnished for its carriage; that it is loaded by shippers and unloaded by consignees, and where open cars are furnished the shipper required, at considerable expense, to equip them so as to protect the lumber and the train; and that there is small risk and in case of accident the damage is insignificant.

13. That the advance on April 15, 1903, of 2 cents per 100 pounds in the rate from the shipping points in question to the Ohio River was not warranted, and that the resultant increased rates are unreasonable and unjust. 10 I. C. C. Rep.

CONSOLIDATED FORWARDING COMPANY, *et al.*

v.

SOUTHERN PACIFIC COMPANY, *et al.*

1. Defendant's minimum carload weight of 26,000 pounds for the carriage of citrus fruit in refrigerator or ventilator cars from Southern California points to eastern destination is not unreasonable with the 40-foot car in general use.

2. Whether or not the regulating statute applies to refrigeration charges in all cases, the defendants, by compelling shippers to pay icing charges on citrus fruits as established by the car lines or do without necessary refrigeration for the traffic have made these charges part of the cost of transportation and subject to regulation under the law.

3. The refrigeration charges applying on shipments of citrus fruits from Southern California points to eastern markets have been reduced during the pendency of this proceeding, and the present charges for refrigeration are not found, upon the record of this case, to be unreasonable.

4. Defendants are unlawfully engaged in pooling the traffic in citrus fruits originating in Southern California and carried by them and their connections to eastern markets. Further action upon that branch of this proceeding is reserved by the Commission, in view of the pendency in the United States Supreme Court of an appeal from a like decision of the Circuit Court for the Southern District of California, in a suit brought by this Commission to enforce its order herein prohibiting the defendants from continuing to apply and enforce a provision in their tariff reserving to themselves the routing of this traffic to eastern destinations, and depriving shippers of their right to determine which of various established routes shall be used for the transportation of their property.

5. Defendants' present rate of \$1 per 100 pounds on lemons in carloads from Southern California to points on and east of the Missouri River is apparently reasonable.

6. Defendants' rate of \$1.25 per 100 pounds on oranges in carloads carried from Southern California to points on and east of the Missouri River is unreasonable and unjust. 10 I. C. C. Rep.

RICHMOND ELEVATOR COMPANY

v.

PERE MARQUETTE RAILROAD COMPANY.

Decided February 18, 1905.

While the Act to regulate commerce contains no provision which expressly or by proper implication gives this Commission jurisdiction in cases merely showing delay or negligence in the receipt, forwarding or delivery of property offered for transportation, including the furnishing of cars the regulating statute does prohibit any unjust discrimination or wrongful prejudice in the provision of cars or other transportation facilities, as well as in the fixing and application of transportation charges.

Every shipper is legally entitled to fair opportunity and treatment in the use of these public utilities, and any discrimination which in substantial degree deprives shippers of such use must be considered unjust, unless forced by justifying conditions. In such a case the burden of proof is upon the complainant to the extent of showing discrimination, and then upon the carrier to show that the discrimination was justified.

Merely putting in evidence defendant's rule of car apportionment is insufficient to show discrimination against the complainant; the actual effect of the rule, during the time covered by the complaint is necessary to a determination of the question of unfairness in the distribution of cars.

It appears generally from the facts in this case that in furnishing cars defendant unjustly discriminated against the complainant, which desired to ship hay from various points in Michigan, but the proof fails to indicate with any degree of certainty the damage caused by the wrongful discrimination and the amount which the complainant is entitled to recover by way of reparation. Complainant granted leave to apply within a limited time for further hearing. 10 I. C. C. Rep.

CHARLES A. THOMPSON

v.

THE PENNSYLVANIA RAILROAD COMPANY.

Decided March 10, 1905.

The right of complainant to ship coal was not barred by the fact that he is a druggist by occupation, or that he loaded coal cars from wagons, for a large part of the commerce of the country is handled in that way; and when he tendered freight for transportation he was entitled to the same facilities furnished to other shippers under like conditions.

During the anthracite coal strike of 1902, which caused an extremely large demand for bituminous coal and great increase in the price of that coal, complainant arranged for the purchase and sale of the surplus product of certain bituminous mines, called surface or country mines, and for hauling the coal by wagon to stations or sidings and loading upon defendant's cars. Under normal conditions this could not be done at a profit. Complainant demanded and received several cars during the month of November, 1902. In that month defendant issued a rule limiting its coal cars to mines having track connection with its road, and this rule was kept in force during the strike period. The demand for coal throughout the strike resulted in the greatest tax upon the railroad equipment and in the congestion of lines, yards and terminals. The mines loading by tippie and by track connection received far less than their usual car supply. Under these and other attendant conditions, defendant's temporary rule, confining its comparatively few available cars to mines generally in operation, where quick loading could be accomplished, and declining to permit its sidings or switches to be further congested by loading coal from wagons, not only by

complainant, but many others temporarily engaged in the same pursuit, was calculated to hasten rather than retard the movement of coal for public use, and was not unreasonable or unjust.

No opinion is expressed upon the point whether a railroad may, under ordinary conditions, discriminate in furnishing cars as between the methods of loading by tippie and wagon, or whether without a rule it may, even in great emergency, discriminate between the two classes of shipments, and the decision is confined to the particular situation disclosed by the record in this proceeding. 10 I. C. C. Rep.

THE CANNON FALLS FARMERS' ELEVATOR COMPANY,

vs.
THE CHICAGO GREAT WESTERN RAILWAY COMPANY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Decided March 25, 1905.

A ruling that an antecedent haul to one locality and no previous transportation to a competing locality constitute justification for a lower charge from the former to a common market, would be in effect to approve the equalization of natural advantages and disadvantages as between localities, and such equalization is not sanctioned by the Act to regulate commerce.

With competition for the carriage of grain to and via Duluth and other northern lake ports, rates of 10 cents on wheat and 7½ cents on other grain from Minneapolis to Chicago are as high as can be obtained by the all-rail lines between those points, and competition by lines other than the defendants from Minneapolis to East St. Louis has fixed the rate by all lines at 10 cents per 100 pounds, and this also controls the rate to Louisville. The rates from Cannon Falls, a point in Minnesota 48 miles from Minneapolis, to Chicago, East St. Louis and Louisville, are also competitive rates, and in its competition with Minneapolis in conditions will permit. In view, however, of the desirability of keeping open the Minneapolis market to Cannon Falls grain, the short distance between those points, and the low rate from Minneapolis forced by competition, it is apparently not unjust that the grain rate from Cannon Falls should be as high as the local rate to Minneapolis plus a 7½ cent rate therefrom to Chicago, provided the Cannon Falls dealer is not thereby subjected to disadvantage as compared with the Minneapolis grain dealer.

Under present rate conditions the Cannon Falls shipper is subjected to disadvantage as follows:

First: The combination of rates on rye and other coarse grain from Cannon Falls to Minneapolis and Minneapolis to Chicago is ½ cent less than the straight rate from Cannon Falls to Chicago, and this is without justification.

Second: The favorable location of Cannon Falls with reference to Minneapolis and Duluth and the competitive advantage to which the Cannon Falls dealer is entitled by reason of the route via Duluth, are neutralized to an extent by manipulation of billing at Minneapolis whereby Cannon Falls grain sold in Minneapolis can be re-credited to Duluth under a substituted billing and the balance of a through rate, resulting in a less total charge from Cannon Falls to Duluth than the charge on a through shipment from Cannon Falls to Duluth.

Third: The rate on rye, barley and other coarse grain from Cannon Falls to Louisville or East St. Louis is wrongfully higher than the rate on wheat between the same points. 10 I. C. C. Rep.

IN THE MATTER OF DIVISIONS OF JOINT RATES AND OTHER ALLOWANCES TO TERMINAL RAILROADS.

Decided March 25, 1905.

Carriers operating lines to points west of the Mississippi River make rates to such points which are the same from East St. Louis, Ill., as from St. Louis, Mo. A large portion of the less than carload traffic is hauled by team from East St.

Louis to the depots of the rail carriers in St. Louis, mostly by regularly organized transfer companies, but to some extent by teams owned by shippers. The rail carriers accept delivery at depots of the transfer companies in East St. Louis, pay the transfer companies 5 cents per 100 pounds for such transfer to St. Louis, and also pay a like sum to the Grant Chemical Company, a shipper, for a similar transfer of that company's shipments from East St. Louis, but refuse to make such payments to other shippers. The Eclipse Transfer Company was organized for the sole purpose of obtaining these payments; it uses teams owned by the Simmons Hardware Company, and uses the storehouse of the latter for a receiving depot. Under the circumstances, *Held*: That the payments to the Grant Chemical Company and the Eclipse Transfer Company are illegal. No opinion is expressed as to whether lines leading west from St. Louis may properly apply the St. Louis rate to the station of a *bona fide* transfer company in East St. Louis and absorb the cost of transfer to St. Louis; nor whether the rail carriers may, by proper schedules, allow all shippers from East St. Louis a fixed sum per 100 pounds for transporting their merchandise to the carriers' depots in St. Louis, those questions not being presented by the record in this proceeding.

The Granite City & Eastern Railroad Company was organized for the purpose of operating several thousand feet of railway used in the business of the St. Louis Sirup and Preserving Company and located on the latter's private grounds at Granite City, Ill. The Granite City Company has constructed a short track outside the limits of the grounds of the Preserving Company and uses, jointly with other parties, another track about 3,000 feet in length. By means of these tracks the Granite City Company connects with other railroad companies and is paid by the latter certain divisions of transportation charges on traffic shipped by the Preserving Company and hauled to such connections by the Granite City Company. Assuming that the Granite City Company and the Preserving Company are identical in ownership concerning which a definite finding is not made, *Held*: That the payments to the Granite City Company constitute rebates and are illegal.

The Illinois Terminal Railroad Company was organized in the interest of the Illinois Glass Company and uses tracks constructed by the latter on its private grounds at Alton, Ill., for the purpose of connecting its plant with different lines of railway. Facts relating to the construction and operation of the terminal road are stated. *Held*: That if the Glass Company owns and operates the Illinois Terminal Railroad, the case is in all respects identical with the facts developed at the Chicago hearing in this investigation (10 I. C. C. Rep. 385) and the conclusions there announced apply here; but if the holders of the capital stock of the Glass Company own the Railroad Company, a different question may be presented. 10 I. C. C. Rep.

W. J. KOCH and H. W. KOCH

vs.
THE PENNSYLVANIA RAILROAD COMPANY and THE PITTSBURG, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

Decided April 11, 1905.

Shippers are not entitled as a matter of right to mill grain in transit and forward the milled product under the through rate in force on the grain from the point of origin to the place of ultimate destination; but allowance of the privilege by a carrier to shippers in one section must be without wrongful prejudice to the rights of shippers in another section served by its line.

Considering the defendants as a single line, the granting of transit milling west of Pittsburg and denying it to millers at Harrisburg is not necessarily unlawful, because conditions on that line in Ohio and Indiana may be very different from conditions in eastern Pennsylvania, and it does not follow that the allowance of transit privileges in the former territory requires as a matter of law the like allowance in the latter territory; but such differences have not been shown, nor their bearing explained, by the testimony in this proceeding, and upon the meager and incomplete facts now appearing, the Commission is not warranted in making a decision which in principle, if complainants' contention is well founded, would involve a general extension of transit privileges into a large territory where heretofore such privileges have not been allowed. Case continued for further hearing. 10 I. C. C. Rep.

city, or to the proper switching road, or is placed upon the team track of the carrier, if no specific delivery is named, the car has been properly delivered and the carrier may insist that the consignee shall accept such delivery; and in case the consignee intercepts and sells the carload while upon a hold track, after arrival at East St. Louis but before such delivery, he thereby accepts delivery. If the consignee instead of removing the hay from the car so delivered, sells it to complainant, and a carrier, upon an order of the original consignee or of complainant, moves the car to complainant's storehouse in East St. Louis, that is a new and independent service on reconsignment performed entirely within the state of Illinois, of which this Commission has no jurisdiction; but it is considered that Congress might, directly or through the Commission, require that shippers shall be allowed a certain time after arrival in East St. Louis to designate the point of delivery for interstate shipments, and that such delivery be made accordingly. 11 I. C. C. Rep.

ST. LOUIS HAY & GRAIN COMPANY.

v.

MOBILE & OHIO RAILROAD COMPANY; ILLINOIS CENTRAL RAILROAD COMPANY; LOUISVILLE & NASHVILLE RAILROAD COMPANY; AND SOUTHERN RAILWAY COMPANY.

Decided May 15, 1905.

Stopping a commodity in transit for treatment or reconsignment is in the nature of a special privilege which the carrier may concede, but which the shipper, under the present state of the law, cannot demand as a matter of lawful right; but carriers may not unjustly discriminate between markets or individuals in the granting of such privileges.

In allowing the privilege of reconsigning hay at East St. Louis to southern destinations, defendants are entitled to charge for such privilege what it actually costs them; and the fair average cost to the carrier when complainant or others handle the hay through warehouses at East St. Louis, over and above the cost of handling in East St. Louis a through shipment via East St. Louis to southern destinations, is \$2 to \$2.50 per car, or approximately 1 cent per 100 lbs. Shipments routed through East St. Louis are carried from that point to southern destinations at a proportional rate, which is 2 cents per 100 lbs. above the rate from Ohio River crossings to the same destinations. Hay reconsigned to such points from warehouses in East St. Louis is charged 4 cents per 100 lbs. above the Ohio River rate. Hay appears to be reconsigned from warehouses at Ohio River points, and at Nashville and Memphis to southern points without additional charge.

Held, upon all the facts, that defendants' rates on reconsignments of hay from warehouses in East St. Louis to points south of the Ohio River, amounting to 2 cents more than their proportional rate from East St. Louis on through shipments, are unjust and unreasonable, and that complainant is entitled to reparation. 11 I. C. C. Rep.

THE CAPITAL CITY GAS COMPANY

v.

THE CENTRAL VERMONT RAILWAY COMPANY AND THE RUTLAND RAILROAD COMPANY.

Decided June 1, 1905.

The phrase "under substantially similar circumstances and conditions" in section 2 of the Act to regulate commerce refers to the matter of carriage, and it is not permissible under that section for two or more carriers to establish a joint through rate, less than the sum of their locals, which is applicable only to a particular shipper or class of shippers, while denying such lower rate to other shippers of like traffic between the same points of origin and destination. *Wight v. United States*, 167 U. S. 512, 42 L. ed. 258, 17 Sup. Ct. Rep. 822, as explained and confirmed in *Interstate Commerce Commission v. Alabama Midland R. Co.* 168 U. S. 144, 166, 42 L. ed. 414, 423, 18 Sup. Ct. Rep. 45, applied.

Defendants' joint rate of 90 cents per ton on bituminous coal from Norwood, N. Y., to Montpelier Vt., when intended for "railroad supply" and their combination X., to Montpelier, Vt., when intended for "railroad supply" and their combination

rate of \$1.85 per ton, applied on such coal carried between the same points and used for manufacturing or any other industrial or domestic use, constitutes unlawful discrimination. 11 I. C. C. Rep.

IN THE MATTER OF CHARGES FOR THE TRANSPORTATION AND REFRIGERATION OF FRUIT SHIPPED FROM POINTS ON THE PERE MARQUETTE AND MICHIGAN CENTRAL RAILROADS

Decided June 22, 1905.

Railroad companies are required at common law to furnish suitable facilities for the conduct of the business in which they engage, and it follows that the respondent railroad companies, holding themselves out as carriers of perishable fruit, must provide the necessary refrigerator cars for the transportation of that traffic.

During performance of the transportation the car is to every practical intent the car of the railroad company using it, and its measure of responsibility as to the sufficiency of the car is the same, whether it obtains the car by purchase or lease.

Where a railroad company holds itself out as the carrier of a commodity which can only move under refrigeration, its duty extends ordinarily to furnishing that refrigeration, for the icing is not a mere incident to the transportation service, but is a part of the service itself, and properly speaking, it is not ice but refrigeration that the carrier furnishes to accompany the shipment during every movement of its journey. In the case under consideration, where the railroad company insists that the ice shall be supplied only by the party whom it appoints, and where it collects from the shipper and passes over to his party the compensation for that service, the railroad company must stand responsible for the refrigeration as for any other part of the transportation.

Refrigeration, being incumbent upon the carrier as part of the transportation, the charge for that service stands like any other charge for transportation. It is the duty of the carrier to publish, file with the Commission, and observe its refrigeration charges, and the Commission has the same jurisdiction to inquire into the justice and reasonableness of such charges as of any other charge for the transportation of passengers or property.

It is not within the province of the Commission to prescribe the method or kind of refrigeration charges which shall be adopted by the carrier.

A reasonable refrigeration charge on Michigan fruits shipped to interstate destinations from points in Michigan, when based upon the ice actually used, would be \$2.50 per ton, and reasonable and just charges, if made by the car, are also found and stated for the service from Michigan to the destinations involved. As a result of this investigation the Michigan Central R. Co. has established for the present season the reasonable charge of \$2.50 per ton for ice actually used, and that company is dismissed from the proceeding. The Pere Marquette R. Co., while under contract to continue its use of the Armour cars during the present season, has made reductions in its refrigeration charges amounting to from 15 to 30 per cent to apply during this season, and has filed a statement with the Commission that it intends for the season of 1906 to purchase or lease its own equipment and also furnish refrigeration at \$2.50 per ton for the ice used in transit. For reasons stated, including the consideration that the Commission is without authority to fix rates for the future, an order should not be issued at this time. 11 I. C. C. Rep.

W. SCHEIDEL & COMPANY.

v.

CHICAGO & NORTHWESTERN RAILWAY COMPANY AND UNION PACIFIC RAILROAD COMPANY.

Submitted January 8, 1906. Decided January 18, 1906.

The "Scheidel outfit" is an electrical apparatus consisting of a so-called Ruhmkorff coil, an interrupter, a small rheostat and two switches, fitted to a strong table. The parts are detachable and are shipped in separate boxed packages, except the table, which is crated. This outfit, which transforms an electrical current of low voltage into

one of extremely high voltage, is used in medical and scientific work, including the use of the x-ray, and also in wireless telegraphy and in chemical works. The Western Classification places x-ray apparatus and scientific or medical instruments in double first class, and electrical apparatus u. o. s., in first class. Complainants contend that their outfit should be treated as an ordinary electrical appliance and carried at first class rates. *Held:*

That under conditions now governing the manufacture and use of complainant's outfit, such outfit is properly classified by the defendants with the x-ray and medical or scientific apparatus as double first class, and is not entitled to a first class rating with dynamos, transformers and other electrical machinery; but no opinion is expressed upon the justice of the first class rate for such machinery. 11 I. C. C. Rep.

CHARLOTTE SHIPPERS' ASSO.

v.
SOUTHERN R. CO. et al.

Decided June 22, 1905.

Freight rates to Charlotte, N. C., from New York and other northern and eastern points and from Louisville, Chicago, and other western points, are complained of as unjust, and those from the west as greater for the shorter distance to Charlotte than for longer distances through Charlotte to more distant localities. The freight rates to Charlotte are made by combining rates to Lynchburg and other Virginia cities with the local rates from those cities to Charlotte. Competition forces low rates to the Virginia cities, and also compels the low rates in force from the west to certain points east of Charlotte. If through rates to Charlotte lower than the combination of charges to and from the Virginia cities were established, the disadvantage now resulting to Charlotte dealers in their competition with dealers at Virginia cities would to that extent be removed, and the carriers are recommended to consider taking such action, but in the absence of a showing that the present through charges are unreasonable the Commission is without authority to require discontinuance of the charges now exacted. *Held:* After citing decisions of the courts, that the facts presented do not constitute a basis for an order of relief which could be enforced, and therefore the complaints must be dismissed. 11 I. C. C. Rep.

WILLIAM W. WYLIE

v.

NORTHERN PACIFIC RAILWAY COMPANY, YELLOWSTONE NATIONAL PARK TRANSPORTATION COMPANY AND YELLOWSTONE PARK ASSOCIATION.
SHAW & POWELL, Interveners.

Decided June 23, 1905.

The defendant railway company publishes rates entitling passengers to transportation over its line from St. Paul, Minn., and other points, including eastern cities, to Gardiner, Mont., and return, via Gardiner, through the Yellowstone Park, a Government reservation, by stages of the defendant transportation company and return, and also, if desired, to accommodations at hotels in the Park conducted by the defendant association. Complainant also operates a stage line through the Yellowstone Park and has established permanent camps where hotel accommodations are furnished. Licensed camping parties are conducted through the Park by the Interveners. Tickets issued by the defendant railroad company providing both railroad and stage transportations, and those also including hotel accommodations, are coupon tickets, covering the service by rail, by stage, and at the hotels, and the rates charged therefor are divided between the railway company and the stage company, or between the railway company, the stage company and the hotel company, as the case may be, in such manner that the railway company receives for its rail service less than its established rate to Gardiner and return. The joint rate and ticketing arrangement is solely between the railway company and the other defendants. The railway company admittedly controls the policy and operations of the other defendants. Excellent facilities for touring the Park are furnished by complainant. *Held:*

1. That the defendant railway company, stage transportation company, and hotel association, are not competent in law to form through routes and establish joint rates as provided in section 6 of the Act to regulate commerce, and the circular or tariff under which the rates and tickets in question are provided cannot be regarded as a joint tariff established by connecting carriers under that Act.

2. That, upon the facts in the case, the charging of a given sum for rail transportation to Gardiner and return only, and the acceptance of a smaller sum for the rail transportation when the passenger goes by stage to points in or through Yellowstone Park, with or without hotel accommodations therein, the service performed by the railway company being the same in each case, constitutes unlawful discrimination.

3. That the arrangement between defendants under which the through tickets are issued and sold and the proceeds divided, and the joint operations of defendants as actually carried on, constitute and effect an undue and unreasonable preference and advantage to the transportation company and hotel association, and subject complainant and others in like situation, as well as passengers traveling to and from Yellowstone Park, to undue and unreasonable prejudice and disadvantage; and while it is not decided that a carrier subject to the Act may not in some cases provide for transportation beyond its own line by stage or other similar conveyance, the facts shown in this case establish a discrimination forbidden by law.

4. That it is the duty of the defendant railway company to so conduct and control its operations relating to the transportation of passengers to Yellowstone Park as to afford such passengers full and equal opportunity at the terminus of its line at Gardiner and elsewhere to select the stage line or other agency they may desire to use for touring of the Park, and the places and manner of entertainment therein. 11 I. C. C. Rep.

THE GLOBE-WERNICKE COMPANY

v.

BALTIMORE & OHIO SOUTHWESTERN RAILROAD COMPANY et al.

Decided August 10, 1905.

While there is much to support the view that sectional bookcases might properly be placed in the first class of the Official Classification, it does not appear upon the proofs presented that one-and-one-half times that class rates for all bookcases is an unlawful discrimination against the sectional variety, and the action of defendants in fixing the same classification and rates for sectional as for other bookcases does not exceed the limits of their discretion; nor is defendants' one-and-one-half times first class rate for the transportation of sectional and other bookcases shown by the record to be unreasonable. Complaint dismissed without prejudice to further investigation. 11 I. C. C. Rep.

IN THE MATTER OF FREIGHT RATES BETWEEN MEMPHIS AND POINTS IN ARKANSAS.

Decided August 15, 1905.

The Memphis Freight Bureau and the St. Louis Southwestern Railway Company submitted certain matters to the Commission for determination and such correction of rates involved as might be required under the Act to regulate commerce. Rulings of the Commission thereon are:

Defendant's rates on cotton from local points in Arkansas to Memphis are not required to be reduced, but it is directed that the relation of cotton rates from such points to Memphis and St. Louis be made more uniform from particular stations.

Defendant's rates from local points in Arkansas to Memphis on traffic other than cotton are not disturbed, but defendant is recommended to consider revision of its rates to Memphis on live stock and cotton seed.

Defendant's rates from Memphis to points in Arkansas, as compared with the Arkansas Commission mileage rates, including those applying from Little Rock and Pine Bluff, Ark., are held to constitute a discrimination for which it is doubtful whether defendant can be held responsible, and in that respect complainant's contention is not sustained; but it is found and decided that defendant's rates from Memphis to local points in Arkansas are in many instances unreasonably high and should be reduced.

Defendant required to submit within 30 days a revised schedule and put the same to force as provided by law. Case retained for such further order as may become necessary. 11 I. C. C. Rep.

T. M. KEHOE & CO.

v.

THE EVANSVILLE & TERRE HAUTE RAILROAD COMPANY; THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY; THE NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY COMPANY; THE GEORGIA RAILROAD; AND THE SOUTHERN RAILWAY COMPANY.

Decided August 15, 1905.

The Evansville & Terre Haute R. Co. does not make through rates with the other defendants from points in Indiana to destinations south of the Ohio River, but has established on hay a local rate of 8 cents per hundred pounds to Evansville and a proportional of 6½ cents to Evansville when the shipment is billed through to a specified destination. The E. & T. H. refused to apply a proportional on shipments billed to Evansville in care of a southern line for points beyond, having discontinued a tariff providing therefor, which was effective from November 19, 1903, to July 19, 1904. The rate from Evansville by the other defendant lines is the same whether shipped locally from or through Evansville. *Held*, that it is unreasonable and unjust for the E. & T. H. to insist upon the billing of these shipments to a specified destination in order to secure application of the lower proportional rate, while it declines to assume responsibility for such billing and does not post in its stations the tariffs from which the shipper can himself ascertain the rate at which the shipment should be billed; and that while the proportional rate is kept in force it is reasonable and just that these shipments shall be billed to Evansville in care of the road leading southerly therefrom, as was actually done in 1903 and 1904. *Held*, further, that complainants are entitled to reparation on a shipment of one carload of hay carried from Johnstown, Ind., to Charleston, S. C., amounting to \$4.38 from the E. & T. H. and \$5.97 as admitted overcharge collected by the Georgia R. on the same shipment. 11 I. C. C. Rep.

THE CATTLE RAISERS ASS'N., OF TEXAS.

v.

MISSOURI, KANSAS & TEXAS RY. CO., et al.

Decided August 16, 1905.

The case relates to advances in rates on cattle from points north of the Texas quarantine line to northern ranges in Colorado, Western Nebraska, Wyoming, Montana, and North and South Dakota, and to advances in rates from points in Texas, Colorado, Wyoming, Nebraska, Kansas, Indian Territory and New Mexico to Chicago, St. Louis and Kansas City. An appendix to the decision shows the advances in detail. After considering cost to the carriers at originating and delivering points, cost and maintenance of equipment, expense of unloading and reloading in transit incident to feeding, watering and resting the stock, character of the movement, number of cars in trains, average loading, volume and desirability of the traffic, return of empty cars, liability to damage, cost of carriage, increased cost of producing live stock, decreased selling price, method of making the advanced rates, disappearance of competition, cost of railroad labor and supplies, improved methods of operation and increased general traffic, millage revenue per ton per car and per train, and other pertinent circumstances and conditions, *Held*,

1. That defendants' advances in live stock rates during 1903, as shown in the appendix, were unjust and unreasonable, and that the present rates are unjust and unreasonable to the extent of such advances.

2. That the present terminal charge for delivery of live stock at the Union Stock Yards in Chicago, amounting to about \$2.00 per car, is unjust and unreasonable, and that a reasonable charge would be \$1.00 per car for such terminal services. 11 I. C. C. Rep.

IN THE MATTER OF CLASS AND COMMODITY RATES FROM ST. LOUIS TO TEXAS COMMON POINTS IN FORCE OVER THE LINES OF THE MISSOURI, KANSAS & TEXAS RAILWAY COMPANY; ST. LOUIS SOUTHWESTERN RAILWAY COMPANY; ST. LOUIS & SAN FRANCISCO RAILWAY COMPANY; MISSOURI PACIFIC RAILWAY COMPANY; TEXAS AND PACIFIC RAILWAY COMPANY; ST. LOUIS, IONN MOUNTAIN AND SOUTHERN RAILWAY COMPANY; INTERNATIONAL AND GREAT NORTHERN RAILWAY COMPANY; ATCHISON, TOPICKA AND SANTA FE RAILWAY COMPANY; GREE, COLORADO AND SANTA FE RAILWAY COMPANY; CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY; AND CHICAGO, ROCK ISLAND AND TEXAS RAILWAY COMPANY.

Decided August 16, 1905.

Rates in force on freight articles from St. Louis, Mo., to Texas common points prior to March 15, 1903, afforded reasonable compensation to the carriers, and as they had been in effect for a long period, and the material advances of such rates on that date were made through concerted action of the carriers, justification for the advances should be clearly shown; but this is a general investigation, in which no complainant is demanding relief from some particular rate, and no particular rates have been investigated, and it does appear moreover, that the financial condition of the respondents, especially those operating in Texas, is not favorable. While impressed with the belief that these advances in rates are improper, the Commission does not see warranted in making an order condemning such advances in this proceeding. 11 I. C. C. Rep.

CATTLE RAISERS' ASSOCIATION OF TEXAS, COMPLAINANT, AND THE CHICAGO LIVE STOCK EXCHANGE, INTERVENOR.

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Decided August 16, 1905.

A railroad company may maintain its live stock depot at a particular point, although it neither builds nor repairs nor insures the stock pens into which the stock is unloaded, and does not hire or control the men who do the unloading; and whether the Union Stock Yards at Chicago have been, in railroad phraseology or in legal definition the depot of defendants' material, for they were, and still are, in fact the point to which the stock is transported and unloaded under the shipping contract of defendants.

Excluding the territory covered by the reduction of 1896, which is described in the findings, live-stock rates to Chicago participated in by defendants were on May 31, 1894, reasonable compensation for the service performed, including delivery at the Union Stock Yards in Chicago. At all times since that date such rates have been, and now are, sufficiently high to include a delivery at the stock yards as such delivery was made prior to June 1, 1894. While since that time there have been advances and reductions from some points, they have been about equal, averaging probably less than one cent per 100 pounds and the great majority of the rates remain the same as they were on May 31, 1904. These scattered reductions, as well as the advances, applied variously, some on cattle, some on sheep and others on hogs. No change in the rate has been made to offset the addition of the terminal charge in Chicago of \$2.00 per car, or with any reference to such charge. The imposition of any such terminal charge, except in so far as the cost of delivery in Chicago has been increased by the truckage charge paid by defendant to the Stock Yards company since June 1, 1904, is unreasonable. Such increased cost of delivery, that is to say, such truckage charge, is fairly estimated for all the defendants at one dollar per car. Citing and applying *Interstate Commerce Commission v. Chicago, Burlington & Quincy R. Co.*, 186 U. S. 320, 46 L. ed., 1182, 22 Sup. Ct. Rep. 824. *Held*:

First: That delivery to the Union Stock Yards prior to June 1, 1894, was included in the rate and was in no sense a gratuity.

Second: That outside of the excluded territory, a terminal charge for delivery to the Union Stock Yards in Chicago of one dollar per car is reasonable, and defendants' terminal charge of two dollars per car, exacted since June 1, 1894, is unreasonable.

Third: That the case be retained for further proceedings in the matter of reparation. 11 I. C. C. Rep.

BUREAU OF FREIGHT AND TRANSPORTATION OF CHARLESTON, S. C.

THE NORFOLK & WESTERN RAILWAY COMPANY, *et al.*

Decided August 16, 1905.

This case, involving the reasonableness and justice of freight rates from Chicago, St. Louis, Louisville, and other Ohio River and Mississippi River points, is similar to, and was held to await the final disposition of, the case of *Wilmington Tariff Assn. v. Cincinnati, P. & V. R. Co., et al.* 9 I. C. C. Rep. 118, in which proceeding the Commission entered an order requiring correction of rates from the same points to Wilmington, N. C., but such order the United States Circuit Court declined to enforce. During the present year the rates from Chicago to Ohio River crossings have been materially reduced on shipments destined to southeastern points, resulting in reduction of through rates from Chicago to Charleston and Wilmington. *Held*, that in view of the decision of the Circuit Court in the Wilmington case, no enforceable order of relief can be predicated upon the facts shown in this case and the complaint must be dismissed. 11 I. C. C. Rep.

IN THE MATTER OF RATES ON CORN AND CORN PRODUCTS FROM MISSOURI RIVER POINTS TO POINTS IN TEXAS.

Decided Aug. 16, 1905.

Up to February 19, 1905, the rate on corn meal was 3 cents per 100 lbs. higher than the rate on corn for shipments from Missouri River points to points in Texas. On that date, the differential against corn meal was advanced so that it varied from 7 to 9½ cents. On April 15, the differential was made 5 cents for all Texas destinations. The differential for hominy grits and bran remains at 3 cents. Upon consideration of the facts and circumstances, *Held*, that the differential on corn meal shipped from Missouri River points to Texas destinations should not be more than 3 cents above the rate on corn in force between the same points. 11 I. C. C. Rep.

IN THE MATTER OF RATES ON CORN AND CORN PRODUCTS FROM MISSOURI RIVER POINTS TO POINTS IN LOUISIANA.

Decided Aug. 16, 1905.

Prior to July 1, 1905, rates per 100 pounds from Missouri River points to points in Louisiana were 5 cents higher on corn meal than on corn, but on that date the differential was removed by respondents and the rates on corn and corn meal made the same. Such action having obviated the complaints herein, no order is considered necessary. 11 I. C. C. Rep.

THE ROCK HILL BUGGY COMPANY

v.

THE SOUTHERN RAILWAY COMPANY and THE SEABOARD AIR LINE RAILWAY.

Decided August 16, 1905.

Defendants' rate of \$1.30 per 100 lbs. on buggies in carloads from Rock Hill, S. C., to Tallahassee, Fla., is not shown to be unreasonable, and under the construction placed upon section 4, or the long and short haul clause of the statute, by the United States Supreme Court, competition by the A. C. L. R. Co. justifies defendants' lower rate of \$1.10 for the longer distance to Quincy, Fla. 11 I. C. C. Rep.

IN THE MATTER OF RATES ON CORN AND CORN PRODUCTS FROM MISSOURI RIVER POINTS TO POINTS IN WASHINGTON, OREGON AND CALIFORNIA.

Decided August 16, 1905.

The relation of rates on corn and corn products from Missouri River points to California terminals was for about one year after January 1, 1890, a differential of 9

cents against corn products. Then, for about one and a half years, it was 9 cents in favor of corn products. The rates were the same between July, 1892, and March, 1895, when a differential of 5 cents against corn products was established. In December, 1897, the differential was increased to 10 cents, and in July, 1902, it was made 20 cents. During March, 1904, the differential was fixed at 17½ cents, and in October of that year it was reduced to 10 cents, and has since remained at that figure. Changes in the relation of rates on corn and corn products from Missouri River points to North Pacific terminals were not greatly different from those mentioned, except that in December, 1897, the rates were made the same on corn and corn products and there is not now any difference unless the minimum carload for corn is the marked capacity of the car, in which case the rates show a differential of 10 cents against corn products. Upon consideration of all the facts and circumstances, *Held*, that the present charges on corn products and corn from Missouri River points to Pacific Coast terminals, in so far as the rate on corn products is more than 5 cents above the rate on corn constitute undue, unreasonable and unlawful discrimination against corn products and producers thereof at places on the Missouri River. 11 I. C. C. Rep.

GEORGE M. SPIEGEL & COMPANY

v.

THE CHESAPEAKE & OHIO RAILWAY COMPANY and THE PENNSYLVANIA RAILROAD COMPANY.

Decided October 17, 1905.

1. On complaint that defendants' rates on oak lumber in carloads to Philadelphia are unlawfully higher from Afton, Va., and points east thereof, to and including Gordonsville, Va., than those for the longer distances over the same line from the second Basic City, Va., it appeared that a rate of 14 cents per 100 pounds applied over the whole territory for a period of about nine years between November 1, 1892, and August 1, 1901. Effective competition was shown by defendants' witnesses at Basic City and Staunton, and complainants failed to offer any testimony. Upon the record as made in this case, *Held*: That the higher rate from the Afton-Gordonsville group does not constitute unlawful discrimination.

2. Complainants allowed reparation for conceded erroneous charges on two carloads of oak lumber. 11 I. C. C. Rep.

IN THE MATTER OF PROPOSED INCREASE IN THE MINIMUM PERCENTAGE OF CARS IN TRAINS REQUIRED TO BE OPERATED WITH POWER OR TRAIN BRAKES.

Decided November 15, 1905.

The manifest purpose of the amended Safety Appliance Law is that all freight cars shall be equipped with air-brakes, and that all brakes shall be used and operated, and such condition is necessary to the safety of both railway employees and the traveling public, besides facilitating traffic movement and resulting in the handling of traffic with greater economy. Increasing the minimum percentage of air-braked cars in trains from 50 to 70 per cent would result in the earlier operation of trains fully equipped with air-brakes and accelerate the removal from service of old and comparatively unsafe cars now unequipped with that appliance; but under the present public demand the use of every available car is required to move the unusual volume of traffic now offered and ordering such increased percentage into immediate effect would hamper railway operations and impose several hardships upon shippers and the general public. After due notice and full hearing, *Held*: That the minimum percentage of air-braked freight cars in trains on railroads used in interstate commerce shall stand increased to 75 per cent on and after August 1, 1906. 11 I. C. C. Rep.

RED ROCK FUEL COMPANY

v.

BALTIMORE & OHIO RAILWAY COMPANY.

Decided November 25, 1905.

A State has jurisdiction to enact that carriers of coal therein shall provide track connections with all mines within its borders, but the power of the State in that respect

arises from its authority over State commerce and does not constitute any limitation upon the exclusive power of congress to regulate interstate commerce.

The enactment by congress in section three of the Act to regulate commerce that the carriers affected thereby shall not subject persons, localities or descriptions of traffic to undue prejudice or unreasonable disadvantage, or give any undue or unreasonable preferences or advantage to persons, localities or kinds of traffic in any respect whatsoever applies to discrimination in facilities or instrumentalities of shipment or carriage, and while the Commission has no authority to order a carrier to put in sidetrack connections, or to prescribe the terms of conditions relating to the construction of such connections, its jurisdiction does extend to any case of wrongful prejudice resulting from discrimination in the provision of such facilities or instrumentalities of shipment or carriage, including sidetrack connections.

Carriers must conduct and manage their business under the requirements and prohibitions of the regulating statute, and undue discriminations cannot be justified by the fact of long-standing agreements with favored mine operators and other shippers, nor is it a defense to the charge of discrimination that the facilities provided the favored persons may be withdrawn at the will of the one who grants them.

Defendant declines to permit a sidetrack connection between its line and a switch or sidetrack to complainant's coal mine in the Fairmont District of West Virginia for the purpose of receiving interstate shipments of coal from its mine, although it has provided and maintains sidetrack connections for other mines in that district from which large quantities of coal are shipped to interstate destinations. Defendant controls, through ownership of capital stock, large coal mining enterprises in the Fairmont District which, during the year 1904, shipped more than one half the tonnage from that district. Complainant has purchased the right of way for the sidetrack and the physical conditions pertaining to the proposed connection are at least as favorable as those pertaining to connections already made for other mines in that coal field. It is found generally that as between complainant's and the favored mines similarity of situation exists in essential respects. Under such discrimination complainant is unable to make interstate shipments of coal from its mine, and the defendant, by continuing its policy of denying these facilities to applying owners of coal lands, may practically control in its own interest all the undeveloped coal in this field, as well as derive greater profits from its large holdings in mines already developed in that section. *Held*: That the discrimination is not only wrongful as between complainant and other more favored shippers, but amounts to undue and unreasonable preference by defendant of itself, and that order forbidding further violation of section three of the statute should issue accordingly. 11 I. C. C. Rep.

A. L. ARTZ

v.

SEABOARD AIR LINE COMPANY.

Decided November 29, 1905.

Defendant's passenger fare from Fernandina, Fla., to Savannah, Ga., 124 miles is \$5.00, or about 4 cents per mile. A rate of 3 cents per mile is fixed by state authority for fares within the states of Florida and Georgia. Defendant's line between Savannah and Fernandina or Jacksonville is more expensive to maintain than other part of its system. The freight traffic is light and the local passenger traffic insignificant. A reduction of this interstate passenger fare would not contribute to development of the section or increase materially the passenger business of the line. Reducing the fare to three cents per mile would render the earnings of this part of the system less than the average upon the whole system and less than the average of other roads in that part of the country.

Held: 1. That ordinarily the through interstate passenger fare should not exceed the sum of local fares, but there is no specific requirement in the regulating statute to that effect, and the only question for determination is whether the fare complained of is unreasonable. 2. That upon all the circumstances of the case the fare in question can not be deemed excessive and the complaint must be dismissed. 11 I. C. C. Rep.

R. C. BRABHAM *et al.*

v.

THE ATLANTIC COAST LINE RAILROAD COMPANY and THE CHARLESTON & WESTERN CAROLINA RAILWAY COMPANY.

Decided December 7, 1905.

Defendants charge for passenger fare from Ellenton, S. C., to Augusta, Ga., 22 miles, is 80 cents, and from Jackson, S. C., to Augusta, 15 miles, is 60 cents, and these fares are alleged to be unreasonable. The local passenger fares in South Carolina and Georgia are controlled by a maximum of three cents per mile fixed by state authority. The distance covered between the points mentioned is via the C. & N. W. Ry., the other defendant, the A. C. L. R. Co. having certain trackage rights over part of the other line. All fares collected by the A. C. L. R. Co. for transportation between Ellenton or Jackson and Augusta are turned over to the C. & W. C. Ry. Co. The financial condition of the C. & W. C. Ry. Co. is poor. The country along the line if this road, though long settled, is sparsely inhabited and the traffic is light. *Held*:

1. That the rates fixed by the State Commissions of South Carolina and Georgia are presumptively reasonable, but such presumption is not conclusive and the railroad companies are entitled to show the contrary in a case involving the rates on interstate traffic.

2. That a railroad company is entitled to a fair return upon the value of that which it employs for the public convenience, and that in view of all the facts in this case, and previous decisions of the Commission cited, it is not apparent that the interstate passenger rates complained of are unreasonable. 11 I. C. C. Rep.

DEWEY BROTHERS COMPANY

v.

BALTIMORE & OHIO RAILROAD COMPANY; CINCINNATI, NEW ORLEANS & TEXAS PACIFIC RAILWAY COMPANY; SOUTHERN RAILWAY COMPANY; AND CAROLINA & NORTHWESTERN RAILWAY COMPANY.

Decided December 15, 1905.

Complainant shipped a carload of hay from Summit, O., to Lenoir, N. C. Complainant claims that shipping instructions were given to route the car via "Strasburg Junction and Southern Railway." The defendant initial carrier denies this and asserts that instructions were given to route via "Cincinnati and Southern Railway," the route actually used. The rate was less via Strasburg than via Cincinnati. The complainant was unable to prove definitely the giving of instructions to route via Strasburg, but complainant and defendant both agree that shipping instructions were given. *Held*:

1. That if the carrier had, contrary to positive instructions from the shipper, routed the car by an indirect and expensive line instead of the direct and cheaper route, or had without any instructions sent the car by the longer route, so as to burden the shipper with needless expense, such action would be prima facie unjust and unreasonable, and without justification would constitute fair basis for an order of reparation.

2. That the giving of instructions relieves the carrier from any obligation to forward by the cheaper route, and in this case, where the testimony does not indicate what instructions were actually given, an order in favor of the complaining shipper can not be issued. 11 I. C. C. Rep.

THE ST. LOUIS HAY & GRAIN COMPANY

v.

THE ILLINOIS CENTRAL RAILROAD COMPANY AND THE MOBILE & OHIO RAILROAD COMPANY.

Decided December 20, 1905.

The service of defendants in handling reconsigned hay at and from East St. Louis is more expensive as a general rule, if not invariably, than the service performed in case of shipments through East St. Louis, while the privilege of recon-

signing hay from that point at a charge less than the established local rate is of substantial value to dealers in that city. *Held:*

1. The fact that through rates are less than the sum of in and out rates is not of itself a valid ground of objection, nor is it unlawful for defendants to maintain reconsignment rates which are higher in some cases than their proportions of through rates.

1. The fact that the reconsignment rate is sometimes the same as the proportion of the through rate does not warrant an inference of illegal conduct or support a charge of unjust discrimination. 11 I. C. C. Rep.

THE DEWEY BROTHERS COMPANY

v.

BALTIMORE & OHIO RAILROAD COMPANY; CHESAPEAKE & OHIO RAILWAY COMPANY; AND ATLANTIC COAST LINE RAILROAD COMPANY.

Decided December 15, 1905.

Upon two carloads of hay shipped about May 8, 1902, from Pataskala, O., one to Wilmington, N. C., and the other to Greenville, N. C., it appears that the Wilmington shipment was overcharged 1 cent per 100 pounds, and that on the Greenville shipment the rate under published tariffs should have been 30 cents per 100 pounds, instead of a higher rate claimed for the defense to have been 30½ cents and by the complainant to have been 36 cents, the proof not indicating definitely what was actually charged. *Held:* That the findings show a basis for adjustment and refund which should be made, and that the case be held open for further proof and order if that course should become necessary.

The circumstances and conditions governing hay traffic from Columbus and Pataskala, O., appear to have been substantially dissimilar at a time when a lower rate from Columbus than from Pataskala to Greenville and Wilmington was in force, and complainant's demand for reparation based upon the rate then in force from Columbus is not sustained. 11 I. C. C. Rep.

GEORGE J. KINDEL

v.

BOSTON & ALBANY RAILROAD COMPANY et al.

Decided December 28, 1905.

1. The fact that a carload rating has been established on cotton-piece goods from the east to Pacific coast points because of water competition, and the fact that duck and denims have been given carload rates to Salt Lake City and Denver to encourage manufacturing industries at those points, while elsewhere throughout the country the rate on cotton-piece goods is the same for any quantity, do not indicate that the action of defendants in denying a carload rating on tickings, drills and sheetings to Denver is unlawful.

2. Defendants' rates per hundred pounds on cotton-piece goods in less than carloads from New York Boston and other eastern points are \$2.24 to Denver and \$1.50 to San Francisco. The charge to Denver is a combination of rates from the point of shipment to the Mississippi River, Mississippi River to Missouri River, and Missouri River to Denver. From New York to Chicago, from Chicago to Denver, and from St. Louis to Denver for a long period of years cotton-piece goods have been given rates substantially below the rates on first class articles, and throughout the United States greater or less differentials on cotton-piece goods under first class have been maintained with one notable exception, namely, from Missouri River points to Denver. Transcontinental rates from eastern points to San Francisco are made in competition with water rates, and are in no sense a measure of the value of the service; but that situation does not justify the carriage of goods to San Francisco at a loss, thereby placing additional burdens on other traffic. The rate of \$1.50 on cotton-piece goods from the east to San Francisco, about 3400 miles, is assumed to cover the

actual cost of the service, and that rate for the 1400 to 1600 miles less distant to Denver, and saving the haul of that distance over mountain ranges where fuel and labor are counted more expensive, is found to be reasonable for the transportation from New York, Boston and other eastern points to Denver. Under the present combination rate to Denver no reduction from local charges is made on account of the through haul of 2000 miles. Such application of combined local charges to a long distance shipment places a wrongful burden upon the shipper. The exaction of first class rates on cotton-piece goods between Missouri River points and Denver in view of the long-prevailing differentials in other parts of the country and other existing conditions is unjust and unreasonable.

Held: That the result of the excessive rate on cotton-piece goods between the Missouri River and Denver and the application of full locals in making up the through combination rate from New York, Boston and other eastern points taking the same rates to Denver is to make the through rate excessive, and that such through rate to Denver to be reasonable should not exceed \$1.50 per hundred pounds. 11 I. C. C. Rep.

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THIRTY-FOURTH ANNUAL REPORT

OF THE

ASSESSED VALUATION

OF

RAILROAD PROPERTY

IN THE

STATE OF IOWA,

AS FIXED BY THE

Executive Council of the State, July 27, 1905.

COMPILED BY A. H. DAVISON,

SECRETARY OF THE EXECUTIVE COUNCIL,

AND

A. U. SWAN,

ASSISTANT SECRETARY.

PRINTED BY AUTHORITY OF CHAPTER FOUR, ACTS TWENTY-EIGHTH
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IN THE STATE OF IOWA.

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