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TWENTY-SEVENTH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

FOR THE

YEAR ENDING JUNE 30, 1904.

STATE OF IOWA.

PRINTED BY ORDER OF THE GENERAL ASSEMBLY.

DES MOINES:
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1905.



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

To the HONORABLE A. B. CUMMINS,
Governor of the State of Iowa:

As provided by law, we herewith submit to you the Twenty-seventh Annual Report of the Board. The report will contain the usual statistical tables, the opinions of the Commission upon matters presented to it for adjudication, and a record of all inspections, hearings before the Board, and a brief history of each case presented.

The work of this department is constantly increasing, and the results accomplished by the Board in matters presented to it for adjudication may be found by referring to that part of this report wherein the history of such cases is presented.

The law provides that certain statistical information concerning each and every railroad company doing business in Iowa shall be contained in the report of this Board. This we have tried to furnish as completely as the reports furnished us by the railroad companies will permit.

The statistical tables made a part of this report will contain the information referred to.

INTERLOCKING DEVICES.

The railway companies are still constructing interlocking devices at their crossings at grade as evidenced by the following list of those placed the past year:

NEW INTERLOCKING DEVICES INSTALLED DURING YEAR.

Gowrie	crossing C. & N.-W., C., R. I. & P. and N. & N. W.
Cedar Falls	crossing Ill. Cent. and C., R. I. & P.
Kelley	crossing N. & N.W. and C. & N.-W.
Colfax	crossing C., R. I. & P. and Colfax Northern.
Rinard	crossing C. G. W. and N. & N. W.
Mingo	crossing C. G. W. and N. & N. W.

NEW LINES IN IOWA.

During the past year about three hundred and seven miles of railway have been built in Iowa. This has been constructed mainly by the Chicago Great Western, the Chicago, Milwaukee & St. Paul and the Newton & Northwestern railway companies. The construction work done has been of a high order both as to roadbed and bridges, and these new lines compare very favorably with those that have been built many years

HIGHWAY AND FARM CROSSINGS.

In its report for 1900 the Board said:

"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 unrea-onable.

"While the Supreme Court of 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."

The Commission is still of the opinion expressed in the foregoing.

INTERURBAN RAILWAYS.

This report contains such statistics as we have been able to collect with reference to the interurban electric lines in Iowa. These have been tabulated, and follow the statistics of the operation of steam railway companies doing business in Iowa.

RETURN PASSES FOR SHIPPERS OF LIVE STOCK.

Early in January of the present year, western railway companies announced the abolishment of the custom of furnishing live stock shippers in western territory with return passes. This action brought forth active protest from the western live stock shippers, and upon its own motion this Board took up the matter in an informal way with the Iowa railway companies. After conference had been had by this Board with representatives of the railway companies, the Thirtieth General Assembly of Iowa, then in session, proposed legislation upon the subject, and the Commissioners thought it best, under the circumstances, to take no further action until the legislature had declared its purpose. The legislature passed a law known as chapter 78, wherein carriers are required to issue return passes to shippers of live stock. The Commissioners went into Chicago on April 26, 1904, to have further conference with the railway companies upon this subject. They were received by the representatives of the railway companies interested, into three different conferences, with final result that orders were issued on all western lines to restore the former privileges of return passes to shippers of live stock, not only on shipments beginning and ending in Iowa, but upon all shipments.

In the portion of this report devoted to the cases before the Board, the record of the Commissioners in this matter will be presented in full.

ACCIDENTS IN IOWA.

Under the present statute the railway companies within the State are not required to report to the railway commission the accidents which may occasion serious injury or death, but in nearly every instance that has been done at the request of the Commission. Notwithstanding the improved and better equipment of railways so far as the coupling and other devices are concerned, there is an extremely large number of persons injured and killed, occasioned by the operation of railways, each year. It is not always an easy matter to determine whether the injury or death of a person was occasioned by his own fault or negligence or the fault or negligence of the railway company, and some times we are fearful that that question enters into the consideration of the accident to too large an extent. The taking

or losing of human life is the most appalling thing which can happen in the operation of railways. Everything should be done to eliminate as far as possible and as quickly as possible the hazard and danger incident to the operation of railways.

Undoubtedly the most effective means which may be adopted will be the elimination, as far as possible, of grade crossings, and especially those which may be termed blind crossings, and the installation of double tracks and block systems. The public demand rapid trains both in the passenger and freight service of railways, and in order to meet the increased hazard and danger occasioned by the operation of such fast trains, it will become necessary, as soon as possible, to resort to safeguards along the lines suggested.

A great deal of time and thought has been given by the managers of railway companies, and by those interested in the operation of railways and the welfare of the public, to this subject. The result which will undoubtedly follow will be a general betterment of the present conditions, but how quickly that will follow will depend largely upon the question of railway income. The people of Iowa are constantly and rightfully demanding better service of the railways; they are requiring better equipments, better roadbeds, better farm and highway crossings, and a better system of railway generally. This undoubtedly is absorbing, to a certain extent at least, a considerable portion of the income of such railways, and the railway president of today in order to get his share of the business will undoubtedly be required to keep in touch with these public demands.

INFORMATION WITH REFERENCE TO MOVEMENT OF PASSENGER TRAINS.

There seems to be an apparent disposition of many of the railways operating within the State to conceal as far as possible any and all information with reference to accidents or delays occasioned to their passenger trains. It is the judgment of the Board that the tendency of the railways with reference to this subject has been rather to encourage this disposition to secrecy, and this many times causes hardship and annoyance to the traveling public as well as to those interested otherwise in the arrival and departure of trains.

We believe that passengers as well as those who may be interested in their safety and welfare, are entitled to know, along reasonable lines, about the movement of trains in which they may be interested. The tendency among many station agents is to keep as far as possible all information which they may have or are able to obtain, within themselves, and treat those who may be interested as though they were entitled to absolutely no information.

This can be obviated and remedied by the proper officials of railway companies, and the Board would suggest that this matter should be taken up with their agents to the end that the public which may be interested can and will obtain proper and reasonable information on this subject.

Train dispatchers, as well as some other officials of the railways, should be made to understand that their duty does not lie in concealing and keeping from the public such reasonable information of this character as it may well be entitled to.

ACCOMMODATIONS FOR PASSENGERS.

Another matter which has been brought forcibly to the attention of the Railroad Commissioners is, that there are many occasions when suitable train service, in the way of furnishing suitable and additional coaches, has not been provided.

There are certain times of the year due to holidays, excursions and meetings of state character, which from past experience it must have been known to the railway companies that no reasonable or ample provisions had been made or were being made to provide for the extra and additional transportation. It will not do to say that the furnishing of one extra coach has been made, and that is all that the additional transportation would probably make necessary, when it is known by experience and by the sale of tickets at the different points along the line of railway, that the company has not done all that is required of it.

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 either to the railway company or 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 there-

for, 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.

INSPECTION OF IOWA RAILWAYS.

Section 2113 of the Code provides, among other things, that the Board "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 examinations of its bridges," etc.

This law was enacted by the Seventeenth General Assembly in 1878, at a time when there were but 4,157.16 miles of railway and when the bridges were usually constructed of wood.

There are now within the State 9,803.52 miles of railway. The old wooden bridges have been largely replaced by iron, steel, stone and concrete structures.

The Commissioners have inspected many lines of railway, with the bridges, during the past year, and have to report that they have found the roadbed and superstructure, and bridges, of the main lines in good condition, with but few exceptions. However, with reference to many branch lines connected with and a part of some of the "trunk lines" in Iowa, we can not speak so favorably. In many instances we have found upon these branch lines that the roadbed was not properly ballasted, that the rail joints were loose, and the ties in a condition bordering closely upon dangerous. The bridges seemed to be sound and safe.

The board believes that while it may not be necessary for the railway companies to maintain branch lines to the high standard of the main lines where heavier locomotives and heavier traffic, with frequent trains, demand the best possible construction, yet these branch lines should be maintained and operated with

strict regard to safety. To this end the attention of railway companies is called to the condition of some of their branch lines in Iowa.

COMPARATIVE STATISTICS.

We continue in this report our former comparative statistical tables bringing them up to the present time. These include for the State of Iowa number of miles of railway, the earnings, operating expenses, net earnings per mile of road, number of railroad employes and the amount paid for their services, the number of cars used and the number of the same equipped with automatic couplers and train brakes, the total number of employes killed and injured while coupling cars or falling from trains and the total number of passengers, employes and others killed and injured.

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	\$ 20,714,496.07	\$ 12,545,950.23	\$ 8,148,545.84	\$ 1,960.12
1879	4,596.04	21,340,709.44	12,904,420.92	8,438,288.52	1,825.88
1880	4,977.01	24,857,545.85	13,982,063.77	10,854,891.68	2,181.00
1881	5,425.98	28,452,181.91	16,788,404.89	11,665,777.02	2,149.03
1882	5,537.43	32,028,996.03	20,512,993.05	11,511,572.98	2,081.44
1883	7,014.95	34,433,354.77	22,527,453.60	11,908,904.27	1,694.45
1884	7,249.25	35,735,271.85	23,250,916.05	12,484,355.80	1,664.45
1885	7,478.42	36,123,587.45	23,086,561.04	13,080,006.41	1,742.34
1886	7,554.67	39,093,108.54	22,531,553.13	13,161,551.44	1,739.37
1887	7,997.50	37,529,730.62	24,152,960.71	13,876,739.91	1,672.69
1888	8,346.81	37,295,656.68	26,297,168.92	10,968,427.76	1,307.73
1889	8,948.00	37,138,399.75	23,306,339.80	11,852,090.45	1,320.19
1890	8,412.72	41,818,138.69	27,296,282.58	14,021,849.70	1,666.75
1891	8,413.16	43,102,899.35	28,630,292.77	14,485,106.58	1,719.15
1892	8,407.94	47,405,473.22	32,076,825.00	*12,528,645.22	1,466.41
1893	8,401.76	45,000,690.51	32,622,504.42	12,881,086.09	1,474.81
1894	8,489.88	40,699,679.92	29,020,531.03	12,079,148.89	1,403.59
1895	8,498.39	35,385,910.47	24,725,072.45	11,108,838.02	1,304.25
1896	8,495.07	41,841,292.55	28,785,052.59	13,105,639.96	1,542.85
1897	8,478.93	38,209,608.04	25,330,714.38	12,962,788.06	1,518.54
1898	8,484.16	45,944,696.00	29,813,031.67	16,138,564.33	1,901.84
1899	8,514.81	48,466,188.44	31,476,771.68	15,869,386.76	1,844.54
1900	9,171.49	53,074,571.77	35,409,424.92	16,665,146.79	1,815.04
1901	9,553.90	54,764,635.95	37,449,971.10	17,514,664.85	1,851.09
1902	9,453.23	50,170,629.34	39,576,489.47	16,294,045.87	1,724.12
1903	9,496.00	57,159,088.09	40,752,847.90	16,485,236.49	1,730.55
1904	9,803.52	57,692,065.10	42,694,060.85	14,998,084.25	1,529.86

* Three Chicago, Burlington & Quincy lines not reporting.

TWENTY-SEVENTH ANNUAL REPORT OF THE
COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year.	Number.	Yearly com- pensation.	Average daily compensation.
1878	13,518	..	..
1879	15,341	..	..
1880	18,985	..	..
1881	21,974	..	..
1882	17,273	\$ 8,829,810.31	* 1.72
1883	27,112	13,164,288.07	1.55
1884	26,731	13,970,661.65	1.66
1885	25,666	13,623,097.06	1.69
1886	25,761	13,077,780.53	1.69
1887	29,088	15,146,234.84	1.66
1888	20,794	16,235,548.31	1.68
1889	24,642	14,212,590.27	1.67
1890	24,351	16,213,183.69	2.12
1891	27,589	16,264,933.45	1.66
1892	30,192	17,870,915.89	1.89
1893	31,127	16,389,373.88	1.68
1894	29,808	16,373,740.81	1.78
1895	24,107	14,163,803.35	1.87
1896	28,165	16,052,796.79	1.82
1897	26,690	15,167,519.49	1.81
1898	30,009	17,280,215.01	1.88
1899	32,835	18,406,383.76	1.82
1900	37,696	21,369,319.55	1.80
1901	37,836	22,253,822.79	1.88
1902	40,636	23,115,095.42	1.88
1903	42,484	24,683,563.17	1.83
1904	38,508	25,328,102.20	2.10

*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 all cars.	Equipped with automatic couplers.	Equipped with power or train brake.	Number of em- ployes.	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	54,451	..	..	18,985	..	..	..	..
1881	67,510	..	..	21,974	..	..	..	..
1882	85,206	..	1,581	17,273	16	182	31	57
1883	98,106	..	1,814	27,112	16	98	33	42
1884	108,337	..	1,917	26,731	8	109	10	57
1885	102,835	..	2,200	25,666	13	174	16	34
1886	106,178	..	2,164	25,761	10	126	25	38
1887	91,097	..	2,545	29,088	9	134	23	39
1888	113,975	..	1,864	30,794	19	240	32	52
1889	120,757	4,210	3,636	24,642	8	149	5	44
1890	127,464	9,194	10,422	24,351	14	203	17	58
1891	130,103	18,178	14,395	27,589	13	242	23	82
1892	149,731	34,315	29,047	30,192	14	196	23	63
1893	142,730	49,871	39,296	31,127	10	196	22	68
1894	127,171	46,558	37,784	29,808	7	91	17	32
1895	158,721	53,862	53,073	24,107	5	80	20	37
1896	182,529	70,718	87,050	28,165	6	97	19	35
1897	171,909	101,851	90,684	26,690	7	80	14	65
1898	176,035	142,638	105,323	30,009	4	75	18	50
1899	190,730	180,505	127,907	32,835	12	72	12	64
1900	200,814	188,636	134,691	37,696	8	59	20	59
1901	211,883	250,464	153,712	37,836	6	52	21	100
1902	237,289	236,276	133,712	40,636	4	49	6	98
1903	267,127	264,589	217,072	42,484	11	83	27	87
1904	284,748	280,559	237,248	38,508	10	75	20	147

ACCIDENTS TO PERSONS IN IOWA.

Year.	Killed.			Injured.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
1878	20	29	81	51	187	35
1879	22	42	40	12	103	39
1880	7	37	38	9	140	34
1881	7	67	34	17	146	31
1882	4	89	69	60	502	72
1883	6	82	65	25	255	50
1884	9	72	51	47	843	59
1885	8	61	75	89	720	66
1886	8	59	62	85	336	74
1887	10	101	65	28	354	58
1888	4	35	63	77	584	83
1889	9	73	69	25	442	46
1890	5	82	91	67	579	101
1891	23	80	76	64	601	92
1892	17	81	79	78	682	64
1893	7	43	90	62	367	62
1894	4	47	82	39	330	74
1895	6	36	94	62	411	84
1896	27	40	90	81	291	86
1897	5	44	114	30	301	70
1898	14	62	95	101	348	128
1899	9	70	143	82	449	196
1900	7	65	151	104	696	142
1901	9	64	120	104	853	129
1902	7	100	143	189	1,001	147
1903	12	90	113	201	1,419	128
1904	..	..	..	..	..	..

ORGANIZATION OF BOARD.

On January 4, 1904, David J. Palmer of Washington county, having been re-elected Railroad Commissioner, qualified, and the Board organized by the election of Commissioner Ed. C. Brown, chairman and Dwight N. Lewis, secretary for the ensuing year. Thos. H. Boylan was appointed clerk for the same period.

Respectfully submitted,
ED. C. BROWN,
EDWARD A. DAWSON,
DAVID J. PALMER.

Attest:
DWIGHT N. LEWIS, Secretary.
Des Moines, Iowa, December 5, 1904.

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.	Common.		Preferred.		
									Rate.	Amount.	Rate.	Amount.	
Ames & College	800		\$ 25		\$ 20,000					10	\$ 2,000.00		
Atchison, Topeka & Santa Fe.	1,020,000	1,314,860	100	\$100	102,000,000	\$ 131,486,000	\$ 102,000,000.00	\$ 131,486,000.00	4	4,080,000.00	5	\$ 6,574,900.00	
Chicago, Burlington & Quincy	1,108,891		100		110,889,100		110,889,100.00						
Chicago Great Western	80,000	250,000	100	100	80,000,000	25,000,000	56,048,734.00	20,861,590.00	4	1,044,976.00	2½	284,310.00	
Mason City & Fort Dodge	200,000				20,000,000		920,000.00						
Wisconsin, Minnesota & Pac.	58,716		100	100	5,871,600		5,871,600.00						
Chicago, Milwaukee & St. Paul	581,839	483,744	100	100	58,183,900	48,374,400	58,183,900.00	48,374,400.00	7	4,072,873.00	7	3,545,008.00	
Chicago & North-Western	1,000,000		100	100	100,000,000		53,080,475.97	22,398,954.56	7	3,383,324.00	8	1,791,600.00	
*Chicago, Iowa & Dakota													
Chicago, St. P., Minn. & O.	300,000	200,000	100	100	30,000,000	20,000,000	21,408,293.33	12,646,833.29	6	1,113,330.00	7	787,976.00	
Chicago, Rock Island & Pacific	750,000		100		75,000,000		75,000,000.00			8	5,985,060.00		
Colfax Northern	1,200		100		120,000		60,000.00			9	5,400.00		
Crooked Creek	5,000		100		500,000		225,000.00						
Davenport, Rock Island & N.W.		30,000		100		3,000,000		3,000,000.00					
Des Moines, Iowa Falls & Nor.	11,200		100		1,120,000		858,500.00						
Des Moines Union	200		100		2,000,000		400,000.00						
Des Moines Western	3,000		100				187,700.00						
Dubuque & Sioux City (Ill. Cent)	150,000		100		15,000,000		11,784,500.00						
Iowa Central	110,000	74,000	100	100	11,000,000	7,400,000	8,521,838.48	5,674,228.34					
Albia & Centerville	4,000		100		400,000		400,000.00						
Manchester & Oneida	75,000				75,000		49,000.00						
Minneapolis & St. Louis	60,000	40,000	100	100	6,000,000	4,000,000	6,000,000.00	4,000,000.00	2½	150,000.00	5	200,000.00	
Muscataine Nor. & South	4,500				450,000		450,000.00						
Newton & Northwestern	20,000	5,000	100	100	2,000,000	500,000	2,000,000.00	500,000.00					
Tabor & Northern	2,400		50		120,000		25,300.00						
Union Pacific	1,961,787	1,000,000	100	100	196,178,700	100,000,000	168,772,900.00	99,567,100.00	4	4,350,916.00	4	3,662,584.00	
Wabash	380,000	240,000	100	100	38,000,000	24,000,000	38,000,000.00	24,000,000.00					
Willmar & Sioux Falls (Gt. Nor)	100,000		100		10,000,000		7,000,000.00		4	280,000.00			
Total	8,708,033	3,637,604			\$ 784,889,100	\$ 463,780,400	\$ 668,031,986.78	\$ 372,509,104.19		\$ 32,561,216.00		\$16,906,378.00	

*Reports from July 1 to 31, 1903.

+Common and Preferred.

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 Stock-holders.	
	Miles.	Amount.		Total.	In Iowa.	Total.	In Iowa.
Ames and College	1.28	\$ 10,001.01	\$ 20,000.00	\$ 19,000	34	33	
Archison, Topeka & Santa Fe	8,119.04	28,738.00		486,400	17,823	65	
Chicago, Burlington & Quincy	8,124.64	19,644.00		5,100	442	7	
Chicago Great Western	818.78	126,247.41	48,949,471.46				
Mason City & Ft. Dodge	378.13	2,443.03	853,500.92		8		
Wisconsin, Minnesota & Pacific	371.00	2,459.42			6		
Chicago Milwaukee & St. Paul	9,904.48	15,458.74	128,877,296.30	123,800	5,832	14	
Chicago & North Western	7,313.50	10,320.56	16,287,601.41	316,100	4,109	10	
*Chicago, Iowa & Dakota							
Chicago, St. Paul, Minn. & Omaha	1,521.60	22,977.84	1,568,297.97	11,000	1,045	2	
Chicago, Rock Island & Pacific	4,922.13	15,287.00			612		
Colfax Northern	4.00	10,000.00	60,000.00		5	5	
Crooked Creek	17.61	12,777.45		66,900	14	4	
Davenport, Rock Island & N. W.	48.75	61,157.40	2,214,071.85		9		
Des Moines, Iowa Falls & Northern	73.44	12,157.00	888,540.00				
Des Moines Union	4.00	100,000.00	400,000.00	250,000.00	12	6	
Des Moines Western	4.00	48,925.00	187,700.00		8	8	
Dubuque & Sioux City (Ill. Cent.)	752.56	15,419.00	10,945,429.00	800	30		
Iowa Central	502.27	28,264.00	11,676,882.58	21,800	717	9	
Manchester & Oneida	24.44	16,395.51	400,000.00	132,000	8	1	
Minneapolis & St. Louis	631.73	15,832.00	3,372,000.00		560		
Muscatine North & South	33.67	15,895.00					
Newton & Northwestern	102.50	2,439.62					
Tabor & Northern	8.79	2,878.28	25,800.00	25,300	43	43	
Union Pacific	2,085.70			180,200	14,090	24	
Wabash	1,909.20	31,484.87	6,404,022.56				
Willmar & Sioux Falls (Great Northern)	483.41	16,150.08					
Total	45,949.31	\$ 22,645.41	\$ 139,250,983.06	\$ 1,985,100	45,636	456	

*Reports from July 1 to 31, 1903. †Road mileage basis.

STOCK—CONTINUED.

For Cash.		Number of Shares Issued.								Total.	Total cash realized.
		For Construction.		For Reorganization.		For Other Purposes.					
Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Total.			
				1,019,980	1,314,860				2,334,840	2,000.00	
20											
133,740	1,181	82,754	74,591	219,289		318,288			769,103	9,266,123.00	
		8,200							8,200	920,000.00	
		38,715		30,000					58,715	5,371,600.00	
28,119,829	5,198,917	11,122,000	132,543,000			28,942,574	10,682,488		106,558,800	83,128,156.37	
92,391	58,400	24,060		386,270	110,899	19,207	76,691		764,794	12,152,908.27	
				53,400	20,466				73,866	340,501	4,814,717.73
				282,755		419,600	29,333	45,526	7,819	750,000	75,000,000.00
				117					900	900	60,000.00
						598			1,535	2,250	
				90,000					90,000	8,000,000.00	
										885,500.00	
				4,000					4,000	400,000.00	
				1,877					1,877	187,700.00	
						79,526		37,349	117,345	11,734,600.00	
						85,301	56,729		142,030	141,527	
						4,000			4,000	4,000	
									12	12	
				297	119				416	508	25,900.00
				20		600,885	750,000	477,729	246,671	2,085,460	2,085,000
						280,000	340,000	100,000		620,000	62,000,000.00
				55,010	14,900				70,000	70,000	70,000,000.00
28,772,829	5,236,964	1,242,437	32,617,891	8,196,025	2,601,818	80,029,518	11,038,838	114,651,391	422,628,806.45		

‡ Issued in exchange for bonds.

TABLE No. 3—DEBT.

Railroads.	Mortgage Bonds.						
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Average rates.	Interest.	
						Amount paid during year.	Amount paid during year.
Ames & College.....							
Achison, Topeka & Santa Fe.....	\$ 1,983,408.00	\$ 1,772,945.00	\$ 1,827,040.50	\$ 84,108,016.06	4 3/4	\$ 6,398,569.69	\$ 6,182,378.66
Chicago, Burlington & Quincy.....	171,090,800.00	171,090,300.00	182,648,100.00			6,020,231.23	6,024,277.22
Chicago Great Western.....	1,380,000.00	1,380,000.00	1,380,000.00			82,800.00	
Mason City & Fort Dodge.....	5,524,600.00	5,524,600.00	5,524,600.00		6	128,400.00	194,266.66
Wisconsin, Minnesota & Pacific.....	128,104,500.00	1,231,045.00	128,104,500.00		6	6,061,775.00	6,061,047.50
Chicago & Northwestern.....	245,474,000.00	105,646,000.00	104,456,800.00	42,689,968.92	5	5,309,759.38	5,308,458.49
*Chicago, Iowa & Dakota.....							
Chicago, St. Paul, Minneapolis & Omaha.....	42,229,800.00	29,070,800.00	27,501,800.00	11,902,000.00	6	1,519,372.25	1,516,216.25
Chicago, Rock Island & Pacific.....		113,390,000.00	113,390,000.00	11,580,055.00	4	4,280,860.00	4,180,690.00
Colfax Northern.....	60,000.00	60,000.00	60,000.00	60,000.00	5	3,000.00	3,000.00
Crooked Creek.....							
Davenport, Rock Island & Northwestern.....							
Des Moines, Iowa Falls & Northern.....	1,058,000.00	1,058,000.00	1,058,000.00	1,058,000.00	5	84,871.00	84,871.00
Des Moines Union.....	800,000.00	671,000.00	671,000.00	671,000.00	5	33,550.00	33,550.00
Des Moines Western.....							
Dubuque & Sioux City (Illinois Central).....	6,930,000.00	6,730,000.00	6,730,000.00	6,730,000.00	4 1/2	392,500.00	392,500.00
Iowa Central.....	32,650,000.00	12,260,544.91	12,260,544.91	3,569,906.70	4	562,816.67	562,816.67
Albia & Centerville.....							
Manchester & Oneida.....	100,000.00	65,000.00	65,000.00	65,000.00	7	3,250.00	3,250.00
Minneapolis & St. Louis.....	44,291,000.00	10,629,000.00	10,629,000.00	11,589,800.00	7	931,446.67	931,446.67
Muscatine North & South.....	450,000.00	450,000.00	450,000.00		5		
Newton & Northwestern.....	3,100,000.00	2,711,000.00	2,711,000.00		5	102,473.15	112,820.28
Tabor & Northern.....	60,000.00	50,000.00	50,000.00		5	2,500.00	2,500.00
Union Pacific.....	200,000,000.00	300,000,000.00	197,357,000.00		5	7,440,260.00	7,474,050.00
Wabash.....	101,682,000.00	100,518,000.00	100,518,000.00		5	3,091,438.97	3,108,622.72
Willmar & Sioux Falls (Great Northern).....	5,646,080.00	3,646,000.00	3,646,000.00	3,646,000.00	5	182,300.00	182,325.00
Total.....	\$ 932,551,688.00	\$ 776,800,294.91	\$ 864,765,886.41	\$ 127,840,389.90		\$ 42,480,356.68	\$ 42,442,258.13

* Reports from July 1 to 31, 1908.

TABLE No. 4—DEBT—CONTINUED.

Railroads.	Miscellaneous Obligations.						
	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	Interest.	
						Amount paid during year.	Amount paid during year.
Ames & College.....							
Achison, Topeka & Santa Fe.....							
Chicago, Burlington & Quincy.....	\$33,650,700.00	\$3,650,700.00	\$18,572,000.00			\$ 879,180.83	\$ 884,222.50
Chicago Great Western.....							
Mason City & Fort Dodge.....							
Wisconsin, Minnesota & Pacific.....							
Chicago, Milwaukee & St. Paul.....							
Chicago & North-Western.....	55,000,000.00	33,632,600.00	31,089,000.00	332,000,028.98		1,420,744.98	1,420,060.00
*Chicago, Iowa & Dakota.....							
Chicago, St. Paul, Minneapolis & Omaha.....							
Chicago, Rock Island & Pacific.....		28,883,000.00	20,916,000.00		4	882,240.00	890,100.00
Colfax Northern.....							
Crooked Creek.....							
Davenport, Rock Island & Northwestern.....							
Des Moines, Iowa Falls & Northern.....							
Des Moines Union.....							
Des Moines Western.....							
Dubuque & Sioux City (Illinois Central).....	18,107,745.84	11,532,745.84	11,532,745.84	11,832,745.84	4 1/2	397,000.00	397,000.00
Iowa Central.....							
Albia & Centerville.....							
Manchester & Oneida.....							
Minneapolis & St. Louis.....							
Muscatine North & South.....							
Newton & Northwestern.....							
Tabor & Northern.....							
Union Pacific.....	10,000,000.00	10,000,000.00	10,000,000.00	9,382,777.78	4	458,333.35	248,750.00
Wabash.....							
Willmar & Sioux Falls (Great Northern).....							
Total.....	\$94,758,445.84	\$112,098,445.84	\$91,906,745.84	\$33,445,500.00		\$ 4,013,479.16	\$ 3,818,122.50

* Reports from July 1 to 31, 1908.

TABLE No. 6—FUNDED DEBT—CONTINUED.

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.....						
Atchison, Topeka & Santa Fe.....	\$ 300,088,500.00	\$ 259,022,500.00	\$ 239,482,050.00	\$ 61,705,016.66	\$ 9,418,770.00	\$ 9,358,566.66
Chicago Burlington & Quincy.....	204,741,000.00	204,741,000.00	171,015,000.00		6,399,392.06	6,908,499.72
Chicago Great Western.....						
Mason City & Fort Dodge.....	1,380,000.00	1,380,000.00	1,380,000.00		82,800.00	
Wisconsin, Minnesota & Pacific.....	5,524,600.00	5,524,600.00	5,524,600.00		158,400.00	194,266.66
Chicago, Milwaukee & St. Paul.....	123,104,500.00	123,104,500.00	123,104,500.00		6,051,775.00	6,091,047.50
Chicago & North-Western.....	305,974,000.00	167,781,000.00	162,220,800.00	99,905,649.73	8,072,804.06	8,079,884.49
*Chicago, Iowa & Dakota.....						
Chicago, St. P., Minneapolis & Omaha.....	42,229,800.00	29,070,800.00	27,801,800.00	11,902,000.08	1,519,372.25	1,516,219.25
Chicago, Rock Island & Pacific.....		137,243,000.00	134,276,000.00	11,536,085.00	5,083,230.00	5,071,000.00
Colfax Northern.....	60,000.00	60,000.00	60,000.00	60,000.00	3,000.00	3,000.00
Crooked Creek.....						
Davenport, Rock Island & Northwestern.....						
Des Moines, Iowa Falls & Northern.....	1,086,000.00	1,036,000.00	1,036,000.00	1,036,000.00	34,871.23	34,871.23
Des Moines Union.....	800,000.00	671,000.00		671,000.00	33,550.00	33,550.00
Des Moines Western.....						
Dubuque & Sioux City (Ill. Cent.).....	23,037,745.84	18,262,745.84	18,262,745.84	18,262,745.84	759,500.00	759,500.00
Iowa Central.....		12,260,544.91	12,200,544.91	3,559,906.70	562,816.67	562,816.67
Albia & Centerville.....						
Manchester & Oneida.....	100,000.00	65,000.00	65,000.00	65,000.00	3,250.00	3,250.00
Minneapolis & St. Louis.....	44,291,000.00	19,529,000.00	19,379,000.00	11,539,806.00	931,446.67	931,446.67
Muscatine North & South.....	450,000.00	45,000.00	45,000.00			
Newton & Northwestern.....	3,100,000.00	2,711,000.00	2,711,000.00		102,478.15	112,589.28
Tabor and Northern.....	50,000.00	50,000.00	50,000.00		2,500.00	2,500.00
Union Pacific.....	210,000,000.00	210,000,000.00	197,257,000.00	9,852,777.78	7,948,613.35	7,727,700.00
Wabash.....	101,652,000.00	101,652,000.00	100,518,000.00		3,091,438.97	3,196,622.72
Willmar & Sioux Falls (Great Northern).....	3,646,080.00	3,646,000.00	3,646,000.00	3,646,000.00	182,300.00	182,625.00
Total.....	\$ 1,403,895,225.84	\$ 1,297,855,690.75	\$ 1,220,040,040.75	\$ 233,741,951.79	\$ 50,442,308.41	\$ 50,770,045.85

* Reports from July 1 to 31, 1903.

TABLE No. 7—DEBT—CONTINUED.

Railroads.	Amount of Debt per Mile of Road.		Amount of debt representing road in Iowa.	Interest paid during year representing road in Iowa.	Amount of stock and debt.	Stock and Debt Per Mile.	
	Miles.	Amount.				Entire line.	Iowa.
Ames & College.....	8,119.04	\$29,490.00			\$ 472,918,050.00	\$ 58,248.00	
Atchison, Topeka & Santa Fe.....	8,123.64	21,051.00			281,864,200.00	34,695.00	\$ 34,695.00
Chicago Burlington & Quincy.....	818.73	59,410.49	\$ 226,667.77	\$ 9,180.98	79,718,638.16	97,367.67	97,367.67
Chicago Great Western.....	378.13	3,649.54	1,230,258.63		2,300,000.00	6,082.56	6,082.56
Mason City & Fort Dodge.....	271.00	20,385.97	459,092.04	16,143.48	11,306,200.00	42,052.39	42,052.39
Wisconsin, Minnesota & Pacific.....	6,906.48	17,824.49	†33,361,319.50	†1,640,031.02	229,062,800.00	33,253.23	†33,508.10
Chicago, Milwaukee & St. Paul.....	7,313.50	23,314.14	36,793,673.30	1,743,196.39	243,637,379.33	33,313.38	33,313.38
Chicago & North-Western.....							
*Chicago, Iowa & Dakota.....	1,521.60	18,271.43	1,362,185.11	74,294.74	†1,851,926.62	40,649.27	40,649.27
Chicago, St. Paul, Minnesota & Omaha.....	4,922.13	27,230.00			209,276,000.00	42,517.00	
Chicago, Rock Island & Pacific.....	6.00	10,000.00	60,000.00	3,000.00	120,000.00	20,000.00	20,000.00
Colfax Northern.....							
Crooked Creek.....	46.76				3,000,000.00	64,157.40	64,157.40
Davenport, Rock Island & Northwestern.....	70.44	14,707.55	1,036,000.00	34,871.23	1,894,500.00	26,895.23	
Des Moines, Iowa Falls & Northern.....	4.00	217,928.20	217,928.20	35,873.20	1,271,712.79	317,928.20	317,928.20
Des Moines Union.....	4.00				187,700.00	46,925.00	46,925.00
Des Moines Western.....	759.50	24,054.76	17,744,031.99	733,150.00	30,005,531.99	39,503.83	40,149.24
Dubuque & Sioux City (Ill. Cent.).....	502.27	24,410.00	10,084,298.19	462,916.71	26,456,754.73	52,674.00	52,674.00
Iowa Central.....	24.44				400,000.00	16,366.61	16,366.61
Albia & Centerville.....	3.00	6,125.00	6,125.00	3,250.00	65,000.00	6,125.00	6,125.00
Manchester & Oneida.....	631.73	30,676.00	6,464,598.80	314,083.82	29,379,000.00	46,508.00	46,508.00
Minneapolis & St. Louis.....	28.67	15,696.00	450,000.00		900,000.00	31,362.00	31,362.00
Muscatine North & South.....	102.50	2,644.87	2,644.87	112,589.28	5,211,000.00	50,839.02	50,839.02
Newton & Northwestern.....	8.79	5,688.29	50,000.00	2,500.00	75,300.00	8,569.55	8,569.55
Tabor and Northern.....	2,955.70				416,513,923.82		
Union Pacific.....	1,969.20	52,216.15	4,752,090.20	161,590.12	164,824,036.06	83,701.02	54,852.67
Wabash.....	304.25	11,984.00			10,646,000.00	24,563.00	
Willmar & Sioux Falls (Great Northern).....							
Total.....	45,800.56	\$26,638.10	\$ 113,551,763.60	\$ 5,346,670.97	\$ 2,273,565,655.30	\$ 1,224,321.36	\$ 1,044,149.66

* Reports from July 1 to 31, 1903. † Road mileage basis.

TABLE No. 9—RENTALS RECEIVED, RENTALS

PAID AND MISCELLANEOUS INCOME.

Railroads.	Rentals received from lease of tracks, yards and terminals	Miscellaneous.	
		Gross income.	Expense.
Ames & College.....			
Atchison, Topeka & Santa Fe.....	\$ 90,438.85		
Chicago, Burlington & Quincy.....			
Chicago Great Western.....	10,778.84		
Mason City & Ft. Dodge.....	2,023.80		
Wisconsin, Minnesota & Pacific.....			
Chicago, Milwaukee & St. Paul.....	178,000.00		
Chicago, North-Western.....	50,138.91	\$ 256,993.40	\$ 1,200.96
*Chicago, Iowa & Dakota.....			
Chicago, St. Paul, Minneapolis & Omaha.....	39,128.80		
Chicago, Rock Island & Pacific.....	93,288.99		
Colfax Northern.....			
Crooked Creek.....			
Davenport, Rock Island & Northwestern.....			
Des Moines, Iowa Falls & Northern.....		3,647.99	
Des Moines Union.....	259,715.39		
Des Moines Western.....	16,737.67	4,707.93	
Dubuque & Sioux City (Illinois Central).....	26,887.29		
Iowa Central.....	4,323.23		
Albia & Centerville.....			
Manchester & Oneida.....			
Minneapolis & St. Louis.....	114,289.97		
Muscatine, North & South.....			
Newton & Northwestern.....			
Tabor & Northern.....			
Union Pacific.....	452,020.59		
Wabash.....	151,640.71		
Willmar & Sioux Falls (Great Northern).....			
Total.....	\$ 1,489,407.54	\$ 265,349.32	\$ 1,200.96

*Reports from July 1 to 31, 1903.

Income.	Rentals Paid.				For lease of tracks, yards and terminals.
	Net miscellaneous income.	For Lease of Road.			
		Interest on bonds guaranteed	Dividends on stock guaranteed	Cash.		Total.
					\$ 250,318.27
\$ 8,611,787.80					428,050.54
280,982.46					33,519.76
					510,086.12
311,993.35			\$ 37,041.84	\$ 37,041.84	138,844.50
255,792.44					128,837.65
					543,558.79
100,004.44			173,206.20	636,524.21	
1,459,448.77	\$ 452,390.01	\$ 10,938.00			6,357.68
					11,934.75
3,647.99					
					88,086.55
4,707.93					27,874.91
				19,516.05	60.00
27,432.65	19,516.05				480.00
					53,045.35
					250.00
10,217.50					
					141,996.15
					964,433.33
40,093.40			800.00	800.00	60,897.52
1,988.87					
\$ 10,546,112.68	\$ 471,896.06	\$ 10,938.00	\$ 211,048.04	\$ 698,882.10	\$ 3,898,836.82

+ Debit.

TABLE No. 10—COST OF ROAD AND

Railroads.	Cost of Construction.			Cost of Equipment.		
	Total cost to June 30, 1903.	Total cost to June 30, 1904.	Per mile.	Total cost to June 30, 1903.	Total cost to June 30, 1904.	Per mile.
Ames & College						
A., T. & S. Fe.	\$ 427,223,190.89	\$ 432,598,236.59		\$13,485,573.92	\$17,586,147.14	
C., B. & Q.						
C. G. W.	62,057,230.56	63,776,323.80	\$84,420.52	7,595,165.66	8,428,861.48	\$11,157.25
M. C. & Ft. D.	3,979,775.69	31,637,346.42	83,687.91	1,577,926.14	1,577,926.14	4,172.97
W., M. & P.	8,771,476.68	11,001,172.71	40,594.73	293,020.48	662,977.79	2,446.41
C. M. & St. P.						
C. & N. W.						
* C. I. & D.						
C. St. P. M. & O.						
C., R. I. & P.						
C. N.	129,719.64	135,675.13	22,612.52	11,731.10	19,579.93	1,596.65
C. C.	195,877.32	205,601.86	11,675.28	20,700.51	20,890.54	1,186.28
D., R. I. & N. W.	3,128,973.22	3,129,029.10	69,916.79	112,433.67	112,433.67	2,404.48
D. M., I. F. & N.		1,776,796.85	25,223.41		142,181.66	2,018.47
D. M. U.	1,090,567.00	1,240,326.16	310,081.54	21,697.00	31,386.63	7,846.66
D. M. W.		203,600.57	50,900.14			
D. & S. C. (Ill. Cent.)						
Iowa Central	21,505,896.09	23,695,570.47	47,176.96	2,380,915.53	2,383,783.18	4,746.02
A. & C.	400,000.00	400,000.00	16,366.61			
M. & O.						
M. & St. L.						
M. N. & S.						
N. & N. W.						
T. & N.	82,688.07	82,688.07	9,407.06	7,547.88	10,229.65	1,168.73
U. P.	226,789,486.61	226,750,745.18		11,093,539.46	11,108,065.08	
Wabash						
W. & S. F. (G. W.)	8,730,185.57	8,816,740.16	28,973.60	388,409.89	388,409.89	1,276.61
Total	\$ 764,089,867.84	\$ 805,449,793.07		\$36,988,111.24	\$42,462,872.81	

* Reports from July 1, to 31, 1903.

EQUIPMENT AND ACTUAL CASH VALUE.

Grand Total Cost of Construction and Equipment.			Total Cost of Construction and Equipment for Iowa.			Actual present cash value of road and equipment.	Actual present cash value of other property.
Total cost to June 30, 1903.	Total cost to June 30, 1904.	Per mile.	Total cost to June 30, 1903.	Total cost to June 30, 1904.	Per mile.		
\$ 440,713,764.81	\$ 450,184,883.73	\$54,773.73					
802,654,686.85	321,317,010.48	39,553.33	\$ 50,709,618.26	\$ 52,916,076.88	\$38,748.19		
69,652,396.22	72,205,185.28	95,577.77	36,905,274.70	38,257,869.78	95,577.77		
5,557,701.83	33,215,272.56	87,840.88	5,155,879.99	30,813,808.36	87,840.88		
9,064,497.16	11,694,150.50	43,041.14	753,588.03	969,716.88	43,041.14		
235,610,737.29	240,075,053.44	34,831.70					
221,504,456.02	223,417,034.42	30,548.58	47,708,138.72	48,210,851.35	30,548.58		
59,091,827.41	59,573,399.39	39,151.81					
117,903,270.62	162,507,717.28	33,015.73	†2,918,767.44	†39,151.81			
141,450.74	145,255.06	24,209.17	141,450.74	145,255.06	24,209.17		
216,578.33	226,492.40	12,861.56	216,578.33	226,492.40	12,861.56		
3,241,406.89	3,241,462.77	69,321.27	2,351,235.83	2,350,578.92	68,112.98		
	1,918,918.51	27,241.88					
1,112,264.00	1,271,712.79	317,923.20	1,112,264.00	1,271,712.79	317,923.20		
	203,000.57	50,900.14		203,000.57	50,900.14		
28,462,225.40	29,364,210.68	38,659.50					
23,886,011.62	26,079,353.65	51,922.98	19,646,244.57	21,495,777.43	52,039.07		
400,000.00	400,000.00	16,366.61	400,000.00	400,000.00	16,366.61		
28,524,167.06	29,438,019.97	46,599.05					
	900,000.00	31,391.69		900,000.00	31,391.69		
748,030.65	2,711,946.38	26,458.01	748,030.65	2,711,946.38	26,458.01		
90,235.95	92,917.75	10,570.84		92,917.75	10,570.84		
237,883,076.07	237,853,810.26						
143,832,500.00	145,335,419.36	73,804.29					
9,118,595.46	9,205,150.05	30,255.21					
\$1,939,459,860.29	\$2,062,552,477.78	\$48,787.80	\$165,988,301.82	\$ 203,885,371.99			

† Proportional mileage basis.

TABLE No. 11—INCOME ACCOUNT—IOWA.

Railroads.	Income from Operation.			Income from Other Sources.				Total Net Income.	Deficit.
	Gross income.	Operating expenses.	Income from operation.	Dividends on stock owned.	Interest on bonds owned.	Miscellaneous income less expense.	Total income from other sources.		
Ames & College.....	\$ 14,681.74	\$ 8,526.03	\$ 6,155.71					\$ 6,155.71	
Atchison, Topeka & Santa Fe.....	332,611.26	220,924.37	111,686.89					111,686.89	
Chicago, Burlington & Quincy.....	9,237,425.33	6,330,720.34	2,856,698.99					2,856,698.99	
Chicago Great Western.....	3,614,008.33	2,719,219.66	894,788.67	\$ 2,278.45	\$ 111.88		\$ 2,390.33	897,179.00	
Mason City & Ft. Dodge.....	857,392.11	590,213.51	267,178.60					267,178.60	
Wisconsin, Minnesota & Pacific.....	34,213.36	31,590.34	2,623.02					2,623.02	
Chicago, Milwaukee & St. Paul.....	11,320,299.82	8,725,502.12	2,594,797.70	491.19	711.37	\$84,550.20	85,752.76	2,680,550.46	
Chicago & North-Western.....	11,380,227.30	7,530,070.27	3,800,157.03	317,623.62	984.21	54,551.30	379,159.13	4,173,316.16	
*Chicago, Iowa & Dakota.....	2,799.49	2,512.91	286.58					286.58	
C., St. P., M. & O.....	937,391.83	479,936.40	457,405.43	70,935.00			70,935.00	528,340.43	
Chicago, Rock Island & Pacific.....	11,661,697.70	8,815,370.19	2,846,327.51					2,846,327.51	
Colfax Northern.....	28,814.28	18,151.86	10,662.40					10,662.40	
Crooked Creek.....	26,598.65	25,259.65	1,339.00					1,339.00	
Davenport, Rock Island & Northwestern.....	43,698.66	36,111.52	7,587.14					7,587.14	
Des Moines, Iowa Falls & Northern.....	69,870.44	76,733.48	6,863.04			3,647.99	3,647.99		\$ 3,220.05
Des Moines Union.....	259,715.39	205,503.34	54,212.05					54,212.05	
Des Moines Western.....	16,737.67	7,635.81	9,101.86			4,707.93	4,707.93	13,809.79	
Dubuque & Sioux City (Illinois Cent.)..	3,802,949.61	3,613,536.35	189,363.26					189,363.26	
Iowa Central.....	1,717,820.46	1,367,536.70	350,283.76		80,250.40	26,828.51	107,078.91	457,362.67	
Albia & Centerville.....	32,650.25	29,428.47	3,221.78			6.00	6.00	3,227.78	
Manchester & Oneida.....	16,593.31		16,593.31						
Minneapolis & St. Louis.....	455,685.95	351,155.97	104,529.98	4,948.34	23,821.64	3,295.10	37,065.08	141,595.06	
Muscatine North & South.....	56,013.39	59,171.51	3,158.12						\$ 3,158.12
Newton & Northwestern.....	64,355.65	43,767.87	20,587.78					20,587.78	
Tabor & Northern.....	18,552.93	13,045.13	5,507.80					5,507.80	
Union Pacific.....	231,171.65	242,294.56	11,122.91						\$ 11,122.91
Wabash.....	855,982.28	832,496.40	23,485.88	11,864.58	1,623.80	1,202.80	14,691.18	38,177.06	
Willmar & Sioux Falls (Great Northern)	231,037.55	217,535.09	63,502.46					63,502.46	
Total.....	\$ 57,370,996.37	\$ 42,694,060.85	\$ 14,676,935.52	\$ 408,141.18	\$ 112,503.80	\$ 178,789.83	\$ 699,434.31	\$ 15,377,277.60	\$ 17,501.08

* Reports from July 1 to 31, 1903. † Excluding taxes. ‡ Road mileage basis. § Iowa revenue train mileage basis. || Deficit.
 † On train mileage basis Iowa earnings are \$61,979,329.28.

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

Railroads.	Deductions from Income.							Net income.	Deficit.
	Interest on funded debt accrued.	Interest on interest bearing current liabilities.	Rents.	Taxes.	Permanent improvements.	Other deductions.	Total deductions from income.		
Ames & College.....				\$ 296.21			\$ 296.21	\$ 5,859.50	
Atchison, Topeka & Santa Fe.....				11,463.68			11,463.68	100,223.21	
Chicago, Burlington & Quincy.....				310,084.80			310,084.80	2,546,634.19	
Chicago Great Western.....		\$ 125,649.07		102,503.01			228,146.08	699,082.92	
Mason City & Fort Dodge.....	\$ 75,853.08	83,762.83		21,768.35			181,384.26	85,794.34	
Wisconsin, Minnesota & Pacific.....		17,110.80		1,899.90			18,980.70		\$ 16,337.68
Chicago, Milwaukee & St. Paul.....	† 1,640,081.02			362,782.80			2,002,813.82	677,786.64	
Chicago & North-Western.....	1,721,638.20		\$ 7,899.69	366,734.04	853,055.86	\$ 52,418.13	3,021,745.92	1,151,570.24	
*Chicago, Iowa & Dakota.....	820.00			250.00			1,070.00		
Chicago, St. Paul, Minn. & O.....	74,449.24			44,594.63	24,500.00	118.02	143,661.89	384,678.54	
Chicago, Rock Island & Pacific.....								2,846,327.51	
Colfax Northern.....	3,000.00			923.37			3,923.37	6,739.03	
Crooked Creek.....				1,754.19			1,754.19		\$ 415.19
Davenport, Rock Island & N. W.....				7,587.14			7,587.14		
Des Moines, Iowa Falls & Northern.....	34,871.23	2,524.07		6,446.00			43,841.30		\$ 47,061.35
Des Moines Union.....	33,550.00	2,323.20		18,338.85			54,212.05		
Des Moines Western.....				566.02			566.02	13,243.77	
Dubuque & Sioux City (Ill. Cent.).....	733,150.00			150,564.43		56,983.60	940,698.03		\$ 751,334.77
Iowa Central.....	462,916.71	26,708.23	19,516.05	69,607.04			578,748.03		\$ 121,335.86
Albia & Centerville.....		163.91		3,469.13			3,633.04		\$ 405.26
Manchester & Oneida.....				31,977.49			359,454.81		\$ 217,859.75
Minneapolis & St. Louis.....	314,063.82	13,393.50		2,606.84			27,497.14		\$ 30,655.26
Muscatine North & South.....	22,500.00	1,636.46		3,899.49		753.84	106,317.64		\$ 35,729.90
Newton & Northwestern.....	102,478.15			947.24	2,681.80		8,394.34		\$ 2,866.54
Tabor & Northern.....	2,500.00	2,260.30	5.00	8,682.56			8,682.56		\$ 19,865.47
Union Pacific.....	161,590.12			96,101.36	17,743.38	13,011.23	228,446.09		\$ 190,269.03
Wabash.....				18,141.43			18,141.43	45,361.03	
Willmar & Sioux Falls (Great Nor.).....									
Total.....	\$ 5,383,431.57	\$ 275,526.37	\$ 27,420.74	\$ 1,603,880.00	\$ 897,981.04	\$ 123,284.82	\$ 3,311,524.54	\$ 8,533,200.92	\$ 1,484,948.94

* Reports from July 1 to 31, 1903. † Road mileage basis. α Deficit.

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	\$ 14,681.74	\$ 8,526.08	\$ 6,155.71					\$ 6,155.71
Atchison, Topeka & Santa Fe	41,845,337.84	25,127,886.42	16,717,950.92	\$ 458,810.00	\$ 429,859.01	\$ 8,811,787.80	\$ 9,499,968.81	\$ 26,217,907.73
Chicago, Burlington & Quincy	63,984,377.49	41,353,874.51	22,630,502.98	4,712.50	72,169.00	1,280,982.46	1,204,100.96	22,436,402.02
Chicago Great Western	8,017,086.10	6,349,074.02	1,668,012.08	4,877.50	340.00		5,117.50	1,673,129.58
Mason City & Fort Dodge	896,941.99	648,400.45	248,541.54					248,541.54
Wisconsin, Minnesota & Pacific	670,201.62	402,947.13	273,254.49					273,254.49
Chicago, Milwaukee & St. Paul	48,330,334.70	30,275,857.44	18,054,477.26	1,812.50	2,625.00	811,993.56	316,430.85	18,370,908.11
Chicago & North-Western	53,862,166.88	35,543,186.76	17,819,030.12	1,489,845.00	4,615.00	255,792.44	1,749,752.44	19,568,782.56
* Chicago, Iowa & Dakota	2,799.49	2,512.91	286.58					286.58
Chicago, St. Paul, Minn. & Omaha	11,530,866.74	7,239,614.00	4,291,252.74	74,985.00	6,250.00	100,004.44	181,189.44	4,472,442.18
Chicago, Rock Island & Pacific	37,731,231.02	27,507,190.08	10,224,040.94	1,663,553.99	43,745.41	1,459,448.77	3,166,748.17	13,890,789.11
Colfax Northern	28,814.26	18,151.86	10,662.40					10,662.40
Crooked Creek	26,598.65	25,259.65	1,339.00					1,339.00
Davenport, Rock Island & N. W.	84,899.39	70,678.20	13,721.19					13,721.19
Des Moines, Iowa Falls & Northern	69,870.44	76,738.48	† 6,868.04			3,647.99	3,647.99	† 3,220.05
Des Moines Union	259,715.39	205,508.84	54,212.05					54,212.05
Des Moines Western	16,737.67	7,635.81	9,101.86			4,707.93	4,707.93	13,809.79
Dubuque & Sioux City (Ill. Cent.)	4,170,483.99	3,735,347.66	435,136.33					435,136.33
Iowa Central	2,409,699.28	1,917,096.16	492,603.12		97,568.88	27,432.65	125,001.53	617,604.65
Albia & Centerville	32,650.25	29,428.47	3,221.78			6.00	6.00	3,227.78
Manchester & Oneida	16,593.31		16,593.31					16,593.31
Minneapolis & St. Louis	3,024,111.58	1,805,393.00	1,218,717.98	14,674.79	85,473.44	10,217.50	110,395.72	1,329,083.70
Muscatine, North & South	58,013.39	59,171.51	† 3,158.12					† 3,158.12
Newton & Northwestern	64,355.65	43,767.87	20,587.78					20,587.78
Tabor & Northern			5,507.80					5,507.80
Union Pacific	53,239,269.25	18,538,905.74	14,640,363.51	720,484.00	3,277,386.67	2,254,896.01	6,252,717.28	20,863,080.79
Wabash	23,175,267.34	18,647,947.18	4,527,320.16	395,485.99	54,126.68	40,093.40	489,706.07	5,017,026.23
Willmar & Sioux Falls (Great North'n)	1,489,707.28	1,091,781.71	397,925.67			1,968.87		399,894.44
Total	\$ 334,556,312.28	\$ 220,791,326.99	\$ 113,770,493.04	\$ 4,826,141.26	\$ 4,074,059.09	\$ 12,801,015.29	\$ 21,703,215.64	\$ 135,473,708.68

* Reports from July 1 to 31, 1903. † Deficit. ‡ Debits.

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

Railroads.	Deductions from Income.							Net income.	Deficit.
	Interest on funded debt accrued.	Interest on interest bearing current liabilities.	Rents.	Taxes.	Permanent improvements.	Other deductions.	Total deductions from income.		
Ames & College				\$ 296.21			\$ 296.21	\$ 5,859.50	
Atchison, Topeka & Santa Fe	\$ 9,418,770.00			1,863,089.87		\$ 76,276.55	10,858,136.42	15,359,771.31	
Chicago, Burlington & Quincy	6,699,392.06			1,862,181.53		721,716.98	9,483,290.57	12,943,111.45	
Chicago Great Western		\$ 269,516.22		215,985.08			485,501.25	1,187,628.53	
Mason City & Fort Dodge	82,800.00	91,434.16		21,822.95			196,057.11	52,484.43	
Wisconsin, Minnesota & Pacific		208,700.00		22,255.89			225,955.89	47,298.60	
Chicago, Milwaukee & St. Paul	6,051,775.00			1,600,732.86			7,652,507.86	10,718,400.75	
Chicago & North-Western	8,072,804.06	37,041.84	\$ 1,813,405.47		\$ 4,000,000.00	245,789.88	14,169,041.25	5,399,741.31	
* Chicago, Iowa & Dakota	820.00			250.00			1,070.00		\$ 783.42
Chicago, St. P., Minneapolis & Omaha	1,519,372.25			450,666.18	500,000.00	2,408.49	2,472,446.92	1,999,995.29	
Chicago, Rock Island & Pacific	5,083,230.00	75,000.00	636,524.21	1,315,042.81			7,109,797.02	6,280,992.09	
Colfax Northern	3,000.00			923.37			8,923.37	6,739.03	
Crooked Creek				1,754.19			1,754.19		† 415.19
Davenport, Rock Island & N. W.				13,721.19			13,721.19		† 47,061.95
Des Moines, Iowa Falls & Northern	34,871.23	2,524.07		6,446.00			43,841.30		
Des Moines Union	33,550.00	2,323.20		18,338.85			54,212.05		
Des Moines Western				566.02			566.02	13,243.77	
Dubuque & Sioux City (Ill. Cent.)	759,500.00	32,472.01		155,271.49		56,988.60	971,755.09	† 636,018.76	
Iowa Central	582,816.67	163.91	19,518.05	91,019.80			705,824.53	† 88,219.88	
Albia & Centerville				3,469.13			3,633.04		† 406.26
Manchester & Oneida				111,209.24			1,082,375.65	246,708.05	
Minneapolis & St. Louis	981,446.67	89,719.74		2,606.84		753.84	27,497.14	† 90,655.26	
Muscatine North & South	22,500.00	1,636.46		3,899.49			106,317.64	† 85,729.80	
Newton & Northwestern	102,478.15	2,260.30	5.00	947.24	2,681.80		8,394.34	† 2,896.54	
Tabor & Northern	2,500.00			856,091.89			8,804,704.74	12,088,376.05	
Union Pacific	7,948,613.35		800.00	750,158.71	591,446.10	463,707.54	5,002,785.07	14,291.16	
Wabash	3,196,622.72			75,222.44			257,622.44	142,372.00	
Willmar & Sioux Falls (Great Northern)	182,300.00								
Total	\$ 50,906,162.16	\$ 757,791.91	\$ 2,470,250.78	\$ 3,943,908.22	\$ 5,094,127.90	\$ 1,567,936.88	\$ 69,742,877.80	\$ 66,523,606.40	\$ 1792,775.52

* Reports from July 1 to 31, 1903. † Deficit.

BOARD OF RAILROAD COMMISSIONERS.

TABLE No. 16—INCOME ACCOUNT

Railroads.	Payments From Net Income.					
	Dividends on Stock.				Other payments.	Total.
	Common.		Preferred.			
	Rate.	Amount.	Rate.	Amount.		
Ames & College	10	\$ 2,000.00				
Atchison, Topeka & Santa Fe	4	4,078,220.00	5	5,708,690.00		\$ 9,786,910.00
Chicago, Burlington & Quincy	7	7,758,787.00				
Chicago Great Western	4	1,044,976.00	5	284,310.00		1,329,286.00
Mason City & Ft. Dodge					\$ 58,590.18	
Wisconsin, Minnesota & Pacific					47,298.60	47,298.60
Chicago, Milwaukee & St. Paul	7	4,072,878.00	7	3,345,608.00		7,418,481.00
Chicago & North-Western	7	3,383,324.00	8	1,791,600.00		5,174,924.00
*Chicago, Iowa & Dakota						
Chicago, St. Paul, Minn. & O.	6	1,113,380.00	7	787,976.00		1,901,306.00
Chicago, Rock Island and Pacific	8	5,985,060.00				5,985,060.00
Colfax Northern	9	5,400.00				5,400.00
Crooked Creek						
Davenport, Rock Island & N. W.						
Des Moines, Iowa Falls & Northern						
Des Moines Union						
Des Moines Western	6	8,535.84				8,535.84
Dubuque & Sioux City (Ill. Cent.)						
Iowa Central						
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis	2½	160,000.00	5	200,000.00		360,000.00
Muscatine North & South						
Newton & Northwestern						
Tabor & Northern						
Union Pacific	4	4,350,916.00	4	3,932,584.00		8,283,500.00
Wabash						
Willmar & Sioux Falls (Great Nor.)	4	280,000.00				280,000.00
Total		\$32,233,371.84	\$16,100,768.00	\$ 100,888.78	\$32,287,201.44	

*Reports from July 1 to 31, 1903.

—ENTIRE LINE—CONTINUED.

From Operations Year Ending June 30, 1904.		On June 30, 1903.		For Year.		On June 30, 1904.	
Surplus.	Deficit.	Surplus.	Deficit.	Additions.	Deductions.	Surplus.	Deficit.
\$ 3,859.50			\$ 904.41			\$ 8,239,518.19	19,187,003.05
5,572,861.31		\$ 16,853,659.93				80,599,908.26	
5,184,374.45		25,415,538.81				21,674.81	
	\$ 141,647.67	163,322.48			141,647.67		
	1,105.75						
3,299,919.75		28,499,652.05				26,799,571.80	
224,817.31		10,772,465.54				10,997,282.85	
	783.42		9,488.75				\$ 10,272.17
98,689.26		3,800,912.91				3,899,602.17	
295,932.09		16,516,209.12		\$16,812,141.21	5,531,814.05	22,343,955.26	
1,339.03		19,757.75				21,196.78	
	415.19		7,679.43		415.19	7,364.24	
		47,395.14				47,395.14	
						47,061.55	
						4,707.93	
						859,862.36	
	536,618.76		322,753.60		10.00	1,916,945.50	
	88,219.88	308,677.29		1,697,088.15			1,298.27
	405.26		14,888.01		14,000.00		
	103,291.95	1,281,432.59		51,369.77		1,229,510.41	146,707.65
	80,655.26		116,052.39			87,729.86	
						26,498.92	
	2,886.54		23,612.38				
3,754,876.05		3,133,064.84		6,937,940.89	2,360,185.38	4,577,805.51	
14,291.16		969,994.49		141,382.54	81,560.65	1,094,807.54	
	187,628.00	429,005.77				291,877.77	
\$ 18,450,959.91	\$1,043,657.68	\$103,200,483.71	\$495,378.97	\$25,653,982.56	\$11,804,891.18	\$123,945,932.79	\$272,501.87

TABLE No. 20—EARNINGS—

Railroads.	Passenger Revenue.		
	Total.	Deductions ac- counts of re- payments, etc. decided, etc.	Net revenue.
Ames & College	10,753.50		10,753.50
Atchison, Topeka & Santa Fe	9,573,921.12	231,407.98	9,342,513.14
Chicago, Burlington & Quincy	14,213,919.72		14,213,919.72
Chicago Great Western	1,643,029.00		1,643,029.00
Mason City & Ft. Dodge	203,547.09		203,547.09
Wisconsin, Minnesota & Pacific	154,759.09		154,759.09
Chicago, Milwaukee & St. Paul	9,661,633.40		9,661,633.40
Chicago & North Western	13,842,554.81	804,096.53	13,038,458.28
* Chicago, Iowa & Dakota	692.94		692.94
Chicago, St. Paul, Minneapolis & Omaha	3,063,721.73	17,325.84	3,046,395.94
Chicago, Rock Island & Pacific	10,410,919.05	530,300.80	9,880,618.25
Colfax Northern	2,545.89	132.17	2,413.72
Crooked Creek	1,102.27	2.05	1,100.22
Davenport, Rock Island & N. W.	1,594.87		1,594.87
Des Moines, Iowa Falls & Northern	27,134.31		27,134.31
Des Moines Union			
Des Moines Western			
Dubuque & Sioux City (Illinois Central)	1,308,424.55	95,485.81	1,212,938.74
Iowa Central	421,564.37	2,413.89	419,150.48
Albia & Centerville	9,316.21	8.71	9,307.50
Manchester & Oneida			
Minneapolis & St. Louis	816,574.92	8,837.23	807,737.69
Muscataine, North & South	6,873.45		6,873.45
Newton & Northwestern	623.59		623.59
Tabor & Northern	3,908.45		3,908.45
Union Pacific	5,772,009.30	40,246.27	5,731,763.03
Wabash	7,435,973.95	440,148.66	7,045,825.29
Willmar & Sioux Falls (Great Northern)	325,022.30	14,517.32	310,504.98
Total	\$78,878,895.07	\$ 2,155,473.26	\$76,683,421.81

* Reports from July 1 to 31, 1903.

ENTIRE LINE.

Passenger Earnings.				
Mails.	Express.	Extra baggage and storage.	Other items.	Total passenger earnings.
				\$ 10,753.50
\$ 1,065,084.05	\$ 1,615,583.42	\$ 116,354.11	\$ 147,542.79	\$ 13,317,077.51
2,291,066.93	1,396,477.41	246,911.10	184,736.77	18,173,703.30
127,030.55	115,248.79	21,470.23	116,392.09	2,023,161.27
16,070.57	4,306.73	2,943.81	764.49	227,722.81
19,541.39	7,007.18	2,401.40	4,297.33	188,078.89
1,641,737.63	788,073.76	100,977.57	726,303.83	13,008,746.19
1,464,737.23	1,066,569.92	219,381.59	34,022.71	15,823,168.98
105.41	34.78	23.62		860.05
267,597.00	173,002.52	58,919.24	3,900.00	3,569,814.70
966,684.14	686,217.65	203,057.96		11,766,007.40
	96.00	17.86		2,477.58
705.61	300.00			2,165.88
5,492.23	4,737.32			11,824.42
365.43	2,138.58			30,126.74
192,750.23	105,680.72	30,234.51	4,631.02	1,391,373.88
59,111.27	21,375.93	9,690.67	2,000.00	511,225.35
1,108.88	217.09	294.63		10,928.70
				5,072.04
87,674.54	48,868.30	13,052.06	2,190.00	964,333.49
	729.03			7,002.51
	296.89			1,774.56
	703.85			5,377.69
517.90		147.66		649.86
1,639,371.37	477,366.32	98,819.15		7,947,319.57
891,925.23	533,703.85	98,700.06		8,580,184.02
40,329.07	16,970.15	5,896.63		693.50
				977,163.93
\$ 10,678,756.01	\$ 6,937,105.07	\$ 1,314,758.12	\$ 1,299,580.08	\$ 96,680,696.13

TABLE No. 21—EARNINGS—

Railroads.	Freight Earnings.			
	Freight Revenue.			
	Total freight revenue.	Less Repayments.		
		Overcharges to shippers	Other repayments.	Total deductions.
Ames & College.....	3,928.24			
Atchison, Topeka & Santa Fe.....	29,345,297.20	\$ 576,005.08		\$ 576,005.08
Chicago, Burlington & Quincy.....	43,745,282.98			
Chicago Great Western.....	5,911,059.96			
Mason City & Fort Dodge.....	595,021.74			
Wisconsin, Minnesota & Pacific.....	485,498.04			
Chicago, Milwaukee & St. Paul.....	35,081,759.28			
Chicago & North-Western.....	38,945,986.53	979,686.50	\$ 94,259.87	1,073,946.37
Chicago, Iowa & Dakota.....	1,894.21	8.83		8.83
Chicago, St. Paul, Minneapolis & Omaha.....	9,018,138.32	170,073.08	90,433.90	280,506.98
Chicago, Rock Island & Pacific.....	26,594,850.02	1,225,388.99		1,225,388.99
Colfax Northern.....	28,319.00			
Crooked Creek.....	27,276.32	280.23	4,166.47	4,446.70
Davenport, Rock Island & North-western.....	39,743.70			
Des Moines, Iowa Falls & Northern.....				
Des Moines Union.....				
Des Moines Western.....	2,542,017.66	70,068.06		70,068.06
Drumque & Sioux City (Illinois Central).....	1,938,135.90		72,650.65	72,563.25
Iowa Central.....	22,274.56			886.26
Albia & Centerville.....			46,497.23	46,497.23
Manchester & Oneta.....	1,964,655.81			
Minneapolis & St. Louis.....	48,965.88			
Muscatine North & South.....	62,581.07			13.44
Newton & North-western.....	19,001.39			845,295.82
Tabor & Northern.....	24,610,144.56	842,295.82		862,688.08
Union Pacific.....	14,067,294.84	350,237.52	688,400.81	47,817.93
Wabash.....	1,556,213.13			
William & Sioux Falls (Great Northern).....				
Total.....	\$ 235,480,438.46	\$ 3,714,693.06	\$ 899,407.98	\$ 4,604,419.00

* Reports from July 1 to 31, 1908.

ENTIRE LINE—CONTINUED.

Net revenue.	Freight Earnings.				Total freight earnings.	Total passenger and freight earnings.
	Stock yards.	Elevators.	Other items.	Total freight earnings.		
\$ 3,928.24				\$ 3,928.24	\$ 14,681.74	
28,769,202.12	\$ 16,936.18			28,834,896.51	41,151,914.02	
43,745,282.86	86,462.76			43,832,045.76	69,005,751.00	
5,911,059.96				5,911,059.96	7,884,220.03	
595,021.74				595,021.74	822,744.55	
485,498.04				485,498.04	673,574.98	
35,081,759.28	87,512.94			35,177,189.00	48,135,631.19	
37,271,900.16			\$ 67,917.08	37,360,374.90	58,215,543.88	
1,897.58				1,897.58	2,776.99	
7,745,651.90			2,218.97	7,760,570.96	11,820,685.66	
25,968,991.03				25,968,991.03	37,135,593.48	
26,319.00				26,319.00	28,796.66	
22,870.82				22,870.82	24,973.05	
39,743.70				39,743.70	11,824.42	
					66,870.44	
2,471,349.90			6,889.06	2,478,199.09	3,896,592.67	
1,860,514.45				1,860,514.45	2,871,742.80	
21,589.90				21,589.90	35,618.00	
1,878,058.88				1,878,058.88	9,521.27	
48,305.88				48,305.88	2,642,590.82	
62,581.07				62,581.07	48,305.88	
12,985.69				12,985.69	64,855.05	
24,307,848.74				24,307,848.74	15,263.18	
14,064,656.81			378,785.80	14,443,442.61	32,215,138.61	
1,107,553.26			875.62	1,108,428.88	23,028,628.03	
					1,486,131.80	
\$ 280,818,018.96	\$ 90,911.80	\$ 57,917.38	\$ 555,381.99	\$ 281,331,700.80	\$ 328,402,386.98	

TABLE No. 22—EARNINGS—

Railroads.	Other Earnings from Operation.			
	Switching charges—balance.	Car mileage—balance.	Hire of equip-ment—balance.	Telegraph.
Ames & College.....				
Atchison, Topeka & Santa Fe.....	\$ 68,992.90	\$ 331,799.54	\$ 49,898.26	
Chicago, Burlington & Quincy.....	887,970.18		66,644.00	\$ 190,982.69
Chicago Great Western.....			70,774.32	
Mason City & Fort Dodge.....			753.25	
Wisconsin, Minnesota & Pacific.....			4,810.19	31,576.23
Chicago, Milwaukee & St. Paul.....				
Chicago & North-Western.....	3.00			
*Chicago, Iowa & Dakota.....	24,198.06	124,416.77		
Chicago, St. Paul, Minneapolis & Omaha.....			355,015.10	5,678.78
Chicago, Rock Island & Pacific.....				17.68
Colfax Northern.....	1,696.50			
Crooked Creek.....		2,104.00		
Davenport, Rock Island & Northwestern.....	63,275.84	3,334.80	3,647.99	
Des Moines, Iowa Falls & Northern.....				
Des Moines Union.....				
Des Moines Western.....				
Dubuque & Sioux City (Illinois Central).....			28,271.50	1,021.40
Iowa Central.....				
Albia & Centerville.....				
Manchester & Onida.....		34,494.48	24,761.98	
Minneapolis & St. Louis.....				
Muscatine North & South.....				
Newton & Northwestern.....				230.25
Tabor & Northern.....	275,434.74		80,032.69	61,592.96
Union Pacific.....				
Wataah.....	2,026.25			
Willmar & Sioux Falls (Great Northern).....				
Total.....	\$ 1,329,477.17	\$ 494,015.59	\$ 696,654.01	\$ 294,067.17

*Reports from July 1 to 31, 1903.

ENTIRE LINE—CONTINUED.

Other Earnings from Operation.				Total other earnings.	Total gross earnings from entire line.	Percentage of gross earnings from operation— Iowa.
Rents from terminals and terminals.	Rents not provided for.	Other sources.	Total other earnings.			
\$ 90,438.85	\$ 85,696.10	\$ 66,602.67	\$ 693,423.32	\$ 14,681.74	\$ 14,681.74	14.811.26
52,008.12		347,715.50	1,978,626.43	41,845,337.34	832,611.26	832,611.26
10,778.84	4,533.35	100,888.73	182,365.47	63,984,377.49	19,894,837.11	19,894,837.11
2,023.39	1,120.63	271.19	74,197.44	5,017,086.10	18,654,118.29	18,654,118.29
	1,644.21	229.23	2,626.09	890,941.99	1890,445.96	1890,445.96
	112,824.28		144,399.51	670,201.62	165,657.20	165,657.20
50,188.91	30,296.38	18,376.92	148,623.10	48,330,334.70	118,928,905.46	118,928,905.46
	19.50		2,799.49	53,392,163.88	118,849,496.40	118,849,496.40
39,128.30	19,551.61	2,835.34	210,181.08	23,500	12,799.49	12,799.49
60,383.90	123.00	3,755.63	365,692.59	11,530,896.74	1764,499.46	1764,499.46
	15.50		17.68	37,771,231.62	112,400,801.88	112,400,801.88
	1,622.00		26,698.65	28,814.26	28,814.26	28,814.26
	3,647.99		84,399.39	73,518.43	43,698.66	43,698.66
			73,518.43		73,518.43	73,518.43
26,897.29	10,416.66	269,617.47	330,921.42	4,170,483.99	3,802,949.61	3,802,949.61
4,323.23		4,340.35	37,956.48	2,409,690.28	11,771,820.46	11,771,820.46
			152.25	32,650.25	32,650.25	32,650.25
				16,563.31	16,563.31	16,563.31
114,289.97	7,074.35		181,530.76	3,024,111.58	1455,686.96	1455,686.96
				55,968.39	55,968.39	55,968.39
				64,335.63	164,335.63	164,335.63
				18,532.93	18,532.93	18,532.93
452,020.99	48,485.54	59.50	289.75	33,239,260.25	231,171.65	231,171.65
151,940.71		126,614.12	1,084,100.94	23,175,297.34	885,686.23	885,686.23
	2,549.08		15	1,489,707.28	1,489,707.28	1,489,707.28
\$ 1,616,962.60	\$ 513,292.02	\$ 990,559.80	\$ 5,898,628.16	\$ 334,302,015.09	\$ 61,979,829.28	61,979,829.28

1 Revenue train mileage basis.

TABLE No. 23—OPERATING

Railroads.	Maintenance of Way and Structures.		
	Repairs of roadways.	Renovals of trestles.	Renovals of ties.
Ames & College	\$ 551.24	\$ 391.28	\$ 432.75
Atchison, Topeka & Santa Fe	13,706.06	3,305.71	8,633.05
Chicago, Burlington & Quincy	868,429.92	30,608.89	184,822.05
Chicago Great Western	278,258.70	10,153.65	64,822.23
Mason City & Ft. Dodge	65,003.45	61.22	13,595.81
Wisconsin, Minnesota & Pacific	9,322.80	17.17	2,655.43
Chicago, Milwaukee & St. Paul	797,056.67	114,204.05	109,041.42
Chicago & North-Western	833,069.49	107,421.85	219,970.47
*Chicago, Iowa & Dakota	1,354.21		
Chicago, St. Paul, Minn. & O.			296,583.29
Chicago, Rock Island & Pacific	1,061,192.87	47,586.89	909.03
Colfax Northern	2,115.88	116.61	3,069.71
Crooked Creek	4,741.54	12.80	708.49
Davenport, Rock Island & Northwestern	6,167.42	89.33	
Des Moines, Iowa Falls & Northern	13,346.72	6,030.00	4,320.40
Des Moines Union	23,714.17		
Des Moines Western	2,587.29		
Des Moines Union	416,961.44	75,831.92	70,097.59
Dubuque & Sioux City (Ill. Cent.)	137,124.08	903.81	47,822.91
Iowa Central	7,204.42	97.17	4,790.05
Albia & Centerville			
Manchester & Onond	54,190.09	77.65	14,105.45
Minneapolis & St. Louis	3,813.68		11,447.20
Muscatine North & South			
Newton & Northern	1,551.43		275.08
Tabor & Northern	12,257.33	860.31	2,395.76
Union Pacific	146,957.76	23.74	27,670.73
Wabash	27,035.44	23.32	4,945.33
Wilmar & Sioux Falls (Great Northern)			
Total	\$ 4,798,972.02	\$ 895,839.29	\$ 1,141,970.72

*Reports from July 1 to 31, 1903.

†Credit.

‡Proportional.

EXPENSES—IOWA.

Maintenance of Way and Structures.									
Repairs and renewals of bridges and cutovers.	Repairs and renewals of fences, road crossings, and on and out side of rails.	Repairs and renewals of buildings and fixtures.	Repairs and renewals of depots and wharves.	Repairs and renewals of telegraphic.	Stationary and printing.	Other expenses.	Total.		
\$ 40.35	\$ 154.62	\$ 280.63					\$ 1,666.87		
2,465.23	294.32	13,006.90		\$ 74.03	\$ 16.46		38,904.09		
344,501.08	33,354.75	121,238.83	43.01	20,727.14	512.72		1,010,719.94		
24,454.14	11,983.22	22,235.30		4,882.40	3,969.66	8,045.10	428,734.40		
5,492.65	2,905.75	3,409.30		802.38	83.33	1,481.10	93,145.07		
432.37	359.86	298.42		76.02	4.79		10,315.05		
190,575.96	54,922.21	134,479.19	6,307.51	10,774.09	669.61	203,023.09	1,681,894.40		
163,583.15	44,717.54	130,860.76	11,323.82	6,629.39	1,307.59	1,864.53	1,514,797.49		
	33.39	81.66		2.50			1,424.78		
288,131.87	50,847.80	114,330.20	10.35	16,836.53	4,609.43	3,372.22	1,896,440.44		
232.66	74.07	129.89					3,855.18		
848.41	455.72	21.52					9,149.70		
2,685.71	107.51	1,390.96		104.11	6.72		11,212.05		
687.27	38.00	241.65					14,164.28		
2,020.00	3,897.24	9,725.05				1,419.00	51,123.98		
60.00	22.50						18.10		
65,332.73	17,305.53	80,105.55		4,606.04	2,249.03	1,605.43	714,449.19		
10,012.55	5,412.48	18,283.82		888.87	420.03		822,078.16		
569.82	749.64	451.18		9.28			18,076.05		
8,173.59	2,856.71	4,154.42		640.98	66.25	10.84	84,050.64		
676.49	541.99	227.67					22,707.00		
1,286.28	8.53	45.38				12.06	3,182.20		
3,809.63	234.07	12,118.62				16.19	81,763.82		
46,044.65	4,885.59	16,105.05		1,125.25	326.34		245,649.72		
2,718.24	2,830.78	3,870.30				180.80	41,891.06		
\$ 1,164,411.10	\$ 241,887.26	\$ 660,604.76	\$ 17,477.97	\$ 74,666.34	\$ 14,366.88	\$ 221,861.06	\$ 6,735,068.88		

TABLE No. 24—OPERATING

Railroads.	Maintenance of Equipment.		
	Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.
Ames & College.....	\$ 480.00	\$	\$ 264.96
Atchison, Topeka & Santa Fe.....	1,783.04	21,472.60	3,083.67
Chicago, Burlington & Quincy.....	48,006.71	449,572.55	125,032.23
Chicago Great Western.....	4,970.47	220,065.69	44,380.17
Mason City & Fort Dodge.....	1,882.00	48,389.63	15,700.11
Wisconsin, Minnesota & Pacific.....	124.70	1,806.45	685.62
Chicago, Milwaukee & St. Paul.....	28,107.46	491,815.42	157,022.66
Chicago & North-Western.....	32,634.32	435,789.91	95,844.33
Chicago, Iowa & Dakota.....		18.06	
Chicago, St. Paul, Minneapolis & Omaha.....	77,593.98	645,525.37	128,069.84
Colfax & Northern.....	1,673.38	129.41	4.43
Crooked Creek.....	3,084.26	1,145.81	
Davenport, Rock Island & North-Western.....		2,076.02	.59
Des Moines, Iowa Falls & Northern.....	731.65	2,455.16	1,218.48
Des Moines Union.....	2,500.00	10,271.15	
Des Moines Western.....			
Dubuque & Sioux City (Illinois Central).....	11,926.66	285,180.15	55,362.96
Iowa Central.....	5,454.22	125,074.86	17,923.58
Albia & Centerville.....		1,327.98	170.25
Manchester & Oneida.....	1,651.64		9,848.67
Minnesota & St. Louis.....		26,104.10	
Muscatine North & South.....		2,675.10	
Newton & Northwestern.....			
Tabor & Northern.....	1,250.68	50.34	
Union Pacific.....	506.33	7,669.49	1,290.66
Wabash.....	4,406.60	70,579.79	16,300.41
Willmar & Sioux Falls (Great Northern).....	800.62	14,425.31	987.52
Total.....	\$ 229,588.06	\$ 2,662,980.58	\$ 660,471.81

* Reports from July 1 to 31, 1904.

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.
			\$ 28.33		\$ 468.20	\$ 1,862.71
\$ 17,719.69	\$ 910.49		\$ 81.06		\$ 3,096.39	\$ 52,576.64
548,719.60	20,759.19		2,933.95		11,914.68	1,240,475.79
105,059.07			11,270.72		4,498.90	35,861.00
38,905.47			3,896.78		67.73	3,413.61
1,110.58			180.94		4.29	149.86
570,091.55	12,431.92		37,814.86		2,940.35	40,420.25
507,587.19	13,008.28	86.52	31,811.66		2,985.27	51,606.26
						15.05
440,028.65	20,745.88		67,042.97	3,069.73	148,500.01	1,625,175.93
			10.14			1,817.38
1,073.56			36.45	5.46		4,208.10
1,583.21			230.86			3,192.08
2,487.95			10,890.04			7,610.78
					4,294.19	29,812.88
285,180.50	11,472.53				1,990.60	32,732.86
70,993.37	1,061.21		29,891.04		598.58	3,702.74
817.22	8.52		8,775.04			2,823.97
15,245.05	75.45		2,839.54	151.06	869.20	56,595.18
21.20						2,099.80
4,308.91	259.41		28.70		6.71	1,842.49
35,072.45	1,550.64		1,055.89		44.09	10,601.66
9,002.07	899.18		10,888.75		384.08	4,010.69
			41.65		137.45	130.70
						25,894.81
\$ 2,061,250.38	\$ 80,529.20	\$ 86.52	\$ 251,428.59	\$ 18,383.41	\$ 843,066.06	\$ 7,117,322.69

+ Credit.

TABLE No. 25—OPERATING

Railroads.	Conducting Transportation.		
	Superintend- ence.	Engines and roadhouse men.	Fuel for loco- motives.
Ames & College.....		\$ 1,386.00	\$ 1,802.99
Aitchison, Topeka & Santa Fe.....	\$ 5,440.87	14,028.04	35,640.11
Chicago, Burlington & Quincy.....	160,377.75	571,308.59	740,414.96
Chicago Great Western.....	11,865.50	285,672.80	448,213.96
Mason City & Fort Dodge.....	4,341.47	77,470.50	180,980.27
Wisconsin, Minnesota & Pacific.....	305.70	5,714.80	5,097.14
Chicago, Milwaukee & St. Paul.....	101,529.91	958,711.50	1,331,983.54
Chicago & North-Western.....	†88,590.59	†847,389.03	†1,153,599.52
*Chicago Iowa & Dakota.....	201.62	160.95	217.04
Chicago, St. Paul, Minneapolis & Omaha.....	107,802.38	810,527.63	1,300,422.92
Colfax Northern.....	1,200.00	1,947.34	2,218.33
Crooked Creek.....	2,062.96	2,377.63	3,032.44
Davenport, Rock Island & Northwestern.....	84.89	2,146.63	1,227.52
Des Moines, Iowa Falls & Northern.....	2,445.57	6,197.84	8,285.08
Des Moines Union.....	2,300.00	24,694.12	10,318.33
Des Moines Western.....		1,261.94	163.88
Dubuque & Sioux City (Illinois Central).....	75,397.63	375,340.85	347,115.74
Iowa Central.....	31,597.19	189,454.92	246,937.43
Albia & Centerville.....		2,026.03	2,568.38
Manchester & Oneida.....			75.75
Manly.....	\$ 160.08	33,201.77	5,000.85
Muscatine North & South.....	2,553.61	6,012.25	5,660.83
Newton & Northwestern.....			1.65
Tabor & Northern.....	1,762.59	7,374.15	10,826.06
Union Pacific.....	17,686.60	74,285.85	87,410.76
Wabash.....	6,323.13	16,857.20	39,554.90
Willmar & Sioux Falls (Great Northern).....			
Total.....	\$ 728,596.07	\$ 4,819,950.48	\$ 5,964,625.22

* Reports from July 1 to 31, 1908. † Proportional.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation.						
Water supply for loco- tives.	Oil, tallow and waste for loco- tives.	Other supplies for loco- tives.	Train service.	Train supplies and expenses.	Switchmen, conductors and watchmen.	Telegraph expense.
\$ 160.46	\$ 238.00	\$ 1,215.00	\$ 8,990.93	\$ 5,614.85	\$ 19,280.03	\$ 3,181.25
421.73	882.92	694.45	406,183.62	104,506.75	169,903.67	105,191.83
37,674.23	20,515.17	12,595.91	190,151.85	44,166.85	70,212.81	60,487.26
24,844.10	23,753.00	4,690.80	56,183.95	9,123.89	15,225.69	18,238.58
7,611.09	4,085.71	778.23	2,863.76	414.16	1,124.73	
297.23	151.10	28.80	663,630.35	147,428.24	368,506.48	102,172.79
51,648.25	35,376.87	16,399.87	†336,902.84	†109,498.85	†324,004.59	†137,139.63
†50,607.30	†34,596.99	†17,314.83	150.52	19.94		34.92
43.55	12.34	.59				
46,708.23	33,244.38	62,111.94	598,282.20	203,758.38	200,769.50	185,506.28
81.16	33.54	104.54	1,716.33	52.39		197.62
192.85	199.83		718.62			
391.04	58.10	31.10		204.04	2,491.00	2,297.90
552.03	394.05		4,610.46	161.02	269.19	685.82
4,116.18	497.52	4,982.15	11,525.18	1,897.62	24,987.51	
163.88	33.64	3.95				76.45
19,059.17	16,445.90	7,241.49	249,189.14	69,480.50	99,734.41	65,500.29
12,850.99	7,338.07	6,950.92	120,424.86	16,354.34	28,036.83	27,575.59
343.99	85.13	76.61	1,251.37	153.23		681.39
1,765.55	†641.40			20,725.41	7,680.54	7,180.96
1,765.88	1,641.40	643.14		1,698.00	1,847.15	1,499.87
359.37						
60.96	1.65			604.08	33.20	
4,538.72	375.81	145.65	2,744.28	2,973.42	39,845.42	2,605.27
4,995.49	2,667.73	2,061.95	55,088.21	16,296.40	26,001.84	15,112.25
1,482.02	837.46	439.39	14,576.85	1,723.70	2,690.94	4,067.71
\$ 270,915.57	\$ 184,239.82	\$ 127,323.90	\$ 8,070,866.26	\$ 741,890.48	\$ 1,410,187.79	\$ 748,118.16

TABLE No. 26—OPERATING

Railroads.	Conducting Transportation.		
	Station service.	Station supplies.	Switching charges—balance.
Ames & College			
Atchison, Topeka & Santa Fe	10,341.03	458.58	1,046.25
Chicago, Burlington & Quincy	334,946.26	23,344.76	43,836.62
Chicago Great Western	210,132.76	19,061.23	10,418.58
Mason City & Fort Dodge	32,148.69	4,577.94	7,698.41
Wisconsin, Minnesota & Pacific	2,599.43	278.76	
Chicago, Milwaukee & St. Paul	723,751.69	58,118.06	70,387.84
Chicago & North Western	540,321.65	66,020.12	90,102.59
* Chicago, Iowa & Dakota	211.43	6.17	
Chicago, St. Paul, Minneapolis & Omaha			
Chicago, Rock Island & Pacific	423,779.87	48,528.41	
Colfax Northern	1,063.22	39.12	
Crooked Creek	2,122.78		
Davenport, Rock Island & Northwestern	6,885.05	365.38	
Des Moines, Iowa Falls & Northern	3,045.82	492.72	1,373.00
Des Moines Union	23,107.02	1,082.16	
Des Moines Western	2,936.39	92.69	
Dubuque & Sioux City (Illinois Central)	102,107.50	22,994.05	28,804.80
Iowa Central	60,694.02	7,411.88	3,803.95
Albia & Centerville	2,147.21	65.85	21.19
Manchester & Oneida		2,690.69	
Minneapolis & St. Louis	20,151.03	4,045.06	223.40
Muscatine, North & South			
Newton & Northwestern	606.58	11.78	
Tabor & Northern	99,620.10	5,107.54	
Union Pacific	47,820.23	5,211.13	
Wabash	10,961.29	1,481.51	3,863.96
Willmar & Sioux Falls (Great Northern)			
Total	\$ 2,754,154.83	\$ 268,487.66	\$ 261,558.89

* Reports from July 1 to 31, 1903.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation.							
Car mileage—balance.	Hire of locomotives—balance.	Loss and damage.	Injuries to persons.	Cleaning wrecks.	Operating marine equip-ment.	Advertising.	
8,509.61		3,855.73	874.70	592.80			897.97
68,245.98	1,092.20	81,845.61	70,036.97	12,978.07			33,323.56
8,333.68		20,123.58	52,189.49				16,296.51
		8,064.10	2,381.67				
1,597.86		492.20	639.07				33
54,293.20		99,820.68	91,865.78	15,188.54			44,393.28
71,435.82		96,044.98	131,383.00	12,370.57	819.75		45,844.88
		10.24					
72,750.45		141,677.02	106,822.49	28,547.97			105,898.24
		295.16	28.00	57.92			
	67.34	31.73	16.00				
		93.72	83.48	171.25			
1,800.78		834.31	2.00				311.50
		172.00					
170,414.56		49,858.82	73,320.02	5,101.52			10,644.07
3,959.96		19,222.40	7,603.93	3,552.16			2,535.30
2,669.11		244.24	218.82	27.89			
		3,799.85	2,884.48	458.57			1,023.55
							85.00
8,198.71	30.55	228.15					
143.78	87.47	70.00	28.50	6.00			
393.68		793.94	1,763.21				392.65
9,655.68	15.00	9,838.22	4,078.65	1,039.71			3,997.63
4,017.05	2,501.39	3,314.10	1,094.62	185.55			199.00
\$ 472,803.05	\$ 4,009.11	\$ 542,361.19	\$ 554,581.53	\$ 80,542.83	\$ 819.75		\$ 265,846.40

† Credit.

TABLE No. 27—OPERATING

Railroads.	Conducting Transportation.	
	Outside agencies.	
Ames & College	\$ 180.09	
Atchison, Topeka & Santa Fe	4,210.21	
Chicago, Burlington & Quincy	100,045.02	
Chicago Great Western	94,438.42	
Mason City & Fort Dodge	18,067.87	
Wisconsin, Minnesota & Pacific	328.54	
Chicago, Milwaukee & St. Paul	143,940.96	
Chicago & North-Western	122,386.54	
*Chicago, Iowa & Dakota		
Chicago, St. Paul, Minneapolis & Omaha		
Chicago, Rock Island & Pacific	285,848.03	
Colfax Northern		
Crooked Creek		
Davenport, Rock Island & Northwestern		
Des Moines, Iowa Falls & Northern		
Des Moines Union		
Des Moines Western		
Dubuque & Sioux City (Illinois Central)		
Iowa Central	40,906.66	
Albia & Centerville		
Manchester & Oquida		
Minneapolis & St. Louis	6,096.78	
Muscatine North & South		
Newton & Northwestern		
Tabor & Northern		
Union Pacific		
Wabash	2,674.73	
Willmar & Sioux Falls (Great Northern)	15,187.77	
	4,380.25	
Total	\$ 818,778.88	

* Reports from July 1 to 31, 1906.

EXPENSES—IOWA—CONTINUED.

Commissioners.	Conducting Transportation.					Total.
	Stock sheds and elevators.	Rents for tracks, yards and terminals.	Rents of buildings and other property.	Stationery and printing.	Other expenses.	
\$ 188.27		\$ 9,144.89	\$ 252.75	\$ 48.25	\$ 117.02	\$ 5,100.20
			86,287.80	33,960.15	1,009.27	119,418.02
			38,302.80	10,876.54	1,152.91	3,227,136.45
	\$ 312.55			72.64	1,240.68	1,665,629.42
				17.75	1.05	392,058.88
	16,368.40	95,477.98	15,108.45	53,886.75	43,470.09	15,755.44
6,014.28	29,610.54	6,221.34	42,184.96	814.44		5,359,754.23
						1,070.00
	1.87	2,621.14	56,479.38	81,142.51	14,597.18	4,985,512.30
	13.90		25.00	258.81	185.01	3,462.17
		1,929.60	259.28	221.71	17.40	11,680.85
		18,934.75	350.00	808.69		18,612.31
			1,149.06	613.07		51,043.44
				94.80		112,941.78
						4,065.11
692.02		87,206.89	19,728.25	37,990.30	4,334.28	2,073,339.99
		918.06	1,535.15	10,704.93		5,171.65
		60.00				6.82
						12,638.96
		300.00	131.07	4,139.59	3,804.54	18,547.25
		250.00	15.70	608.90	5.50	28,294.17
		20.00				
		5.00		95.88	106.55	6,028.81
	67.72		2.87	3,877.22		168,290.05
14.70		16.09	20,280.06	5,699.00		424,594.55
		23,158.86		570.00		145,921.23
\$ 6,976.99	\$ 16,710.69	\$ 269,632.76	\$ 245,006.49	\$ 204,626.66	\$ 90,575.88	\$ 24,535,589.05

† Deficit.

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

Railroads.	General Expenses.								Total.
	Salaries of officers.	Salaries of clerks and attendants	General office expense and supplies.	Insurance.	Law expenses.	Stationery print-ing-eral office.	Other ex-penses.		
Ames & College	\$ 300.00			\$ 40.25				\$ 400.95	
Atchison, Topeka & Santa Fe	2,109.91	\$ 9,070.44	323.55	41,988.79	\$ 1,134.19	687.05	\$ 1,218.27	\$ 10,030.62	
Chicago, Burlington & Quincy	70,822.10	109,730.85	15,378.20	20,916.60	17,407.93	17,364.30	27,405.88	302,332.15	
Chicago Great Western	50,265.42	88,117.58	14,924.19	9,988.00	15,100.60	1,879.39	2,436.74	188,692.32	
Mason City & Ft. Dodge				318.56	518.72	187.41		1,024.69	
Wisconsin, Minnesota & Pacific				49.02				49.02	
Chicago, Milwaukee & St. Paul				2,186.67				2,186.67	
Chicago & North-Western	95,960.26	110,817.08	9,807.62	18,174.05	10,063.87	10,063.87	55,164.70	348,219.53	
Chicago, Iowa & Dakota	80,708.07	72,221.36	21,920.64	5,258.07	33,507.48	8,239.75		231,008.63	
Chicago, St. Paul, Minneapolis & Omaha									
Chicago, Rock Island & Pacific									
Colfax Northern	101,623.78	158,167.03	8,187.47	22,249.49	59,756.35	20,238.39	\$ 4,646.16	418,241.52	
Crooked Creek	1,421.66	635.67	1.25	21.00	35.00		1,699.99	3,907.15	
Davenport, Rock Island & Northwestern				131.38	294.38			425.76	
Des Moines, Iowa Falls & Northern	1,833.97	1,103.73	137.91	188.10	293.89			3,557.80	
Des Moines Union	2,099.64	994.90	965.61	663.62	632.48		38.44	5,365.09	
Des Moines Western	3,780.00	2,701.00	3,381.15	88.00				14,273.37	
Dubuque & Sioux City (Illinois Central)	620.70		54.62	18,835.20	2,969.33		58.25	23,498.10	
Iowa Central	20,019.02	28,822.01	7,417.97	7,985.01	2,320.03	4,812.97	5,290.44	79,302.57	
Albia & Centerville	36,456.98	20,799.40	1,321.84	81.50	68.50		1.35	58,678.57	
Manchester & Otsida		600.00						600.00	
Minneapolis & St. Louis	10,040.82	5,532.09	257.10	1,778.08	1,003.73	1,109.14	1,664.01	21,414.87	
Muscatine North & South	4,940.00			97.00				5,037.00	
Newton & Northwestern									
Tabor & Northern									
Union Pacific	2,800.00	128.30	81.08	1.85	20.00			3,031.23	
Wabash	299.08	1,087.80	383.52	197.17	2,894.52	105.02		4,863.89	
Willmar & Sioux Falls (Great Northern)	3,805.28	9,423.44	688.47	1,821.19	4,754.35	1,308.65	256.29	21,859.57	
	810.29	8,031.10	281.89	955.48	734.32	493.29	51.60	17,582.97	
Total	\$448,126.04	\$669,890.34	\$84,560.88	\$175,150.80	\$189,729.85	\$71,426.80	\$200,474.43	\$1,788,358.13	

*Reports from July 1 to 31, 1909.

TWENTY-SEVENTH ANNUAL REPORT OF THE

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

Railroads.	Recapitulation of Expenses					Grand total.	Percentage of ex-penses to earn-ings—Iowa.
	Maintenance of way and structures.	Maintenance of equip-ment.	Conducting transpor-tation.	General ex-penses.			
Ames & College	\$ 1,666.87	\$ 1,852.71	\$ 5,106.20	\$ 400.23	\$ 8,626.03	66.42	
Atchison, Topeka & Santa Fe	38,904.09	62,576.64	110,418.02	10,030.62	220,929.37	67.92	
Chicago, Burlington & Quincy	1,610,719.94	1,240,475.79	3,227,198.46	302,332.15	6,380,726.34	73.60	
Chicago Great Western	428,784.40	426,138.82	1,665,829.42	108,060.29	2,719,812.93	68.84	
Mason City & Ft. Dodge	89,145.97	102,283.79	392,053.88	12,729.81	590,213.51	68.84	
Wisconsin, Minnesota & Pacific	10,315.06	3,945.06	16,755.44	574.17	31,590.34	62.33	
Chicago, Milwaukee & St. Paul	1,681,884.40	1,340,643.90	5,360,754.25	343,219.53	8,726,502.12	77.08	
Chicago & North-Western	1,514,787.49	1,170,422.74	4,664,231.40	231,008.63	7,580,450.26	64.15	
Chicago, Iowa & Dakota	1,474.09	18.00			2,612.91	89.76	
Chicago, St. Paul, Minneapolis & Omaha	87,324.13	74,615.51	393,069.08	14,969.71	479,968.40	51.20	
Chicago, Rock Island & Pacific	1,888,440.44	1,523,175.30	4,985,512.30	418,241.52	8,815,379.19	73.60	
Colfax Northern	3,665.18	1,817.96	9,402.17	3,367.15	18,151.86	62.30	
Crooked Creek	9,149.70	4,208.10	11,686.55	215.00	25,259.35	65.00	
Davenport, Rock Island & Northwestern	11,212.65	3,192.08	18,612.31	3,084.48	36,111.53	82.64	
Des Moines, Iowa Falls & Northern	14,194.28	7,910.78	61,048.44	3,884.08	76,738.48	65.02	
Des Moines Union	51,125.86	29,812.33	112,641.78	11,923.37	205,503.34	69.00	
Des Moines Western	2,688.07		4,085.11	852.63	7,625.81	65.02	
Dubuque & Sioux City (Ill. Cent.)	714,449.18	721,700.39	2,073,389.90	104,037.78	3,813,577.25	65.02	
Iowa Central	222,078.16	257,671.08	827,854.59	79,829.87	1,387,533.70	78.01	
Albia & Centerville	13,076.95	2,823.97	12,638.96	788.59	20,428.47	90.13	
Manchester & Otsida		56,656.18			56,656.18	77.06	
Minneapolis & St. Louis		2,069.30	28,264.17	5,500.95	35,834.42	65.02	
Muscatine North & South	22,707.06				22,707.06	68.00	
Newton & Northwestern							
Tabor & Northern	3,132.60	1,842.43	6,028.81	2,493.26	13,045.10	70.31	
Union Pacific	91,783.32	16,591.93	188,290.05	3,978.76	290,644.06	104.81	
Wabash	242,650.72	143,202.65	424,994.56	21,639.47	832,497.40	97.20	
Willmar & Sioux Falls (Great Northern)	41,991.06	25,894.81	143,921.25	6,327.97	217,585.09	77.41	
Total	\$ 8,818,293.12	\$ 7,101,088.20	\$24,841,719.81	\$ 1,869,841.84	\$42,604,060.81	84.77	

*Reports from July 1 to 31, 1909.

†Actual proportional.

BOARD OF RAILROAD COMMISSIONERS.

TABLE No. 30—OPERATING

Railroads.	Maintenance of Way and Structures.			
	Repairs of trackway.	Repairs of rails.	Repairs of ties.	Repairs and renewals of bridges and culverts.
Ames & College	\$ 551.84	\$ 301.28	\$ 432.75	\$ 40.35
Atchison, Topeka & Santa Fe	3,005,426.42	880,609.11	792,677.77	908,532.88
Chicago, Barrington & Quincy	4,596,829.86	682,824.67	1,374,783.56	1,551,745.78
Chicago Great Western	599,718.34	20,679.72	132,030.80	40,804.76
Mason City & Fort Dodge	59,192.60	85.16	14,483.69	8,943.24
Wisconsin, Minnesota & Pacific	72,582.47	204.11	30,457.16	8,193.73
Chicago, Milwaukee & St. Paul	2,765,857.30	396,298.72	586,542.06	861,262.88
Chicago & North Western	3,308,424.08	563,703.23	989,245.73	707,045.42
*Chicago, Iowa & Dakota	1,354.21			
Chicago, St. Paul, Minneapolis & Omaha	846,510.97	119,541.72	234,168.29	163,925.63
Chicago, Rock Island & Pacific	3,078,973.00	85,984.86	784,777.74	728,570.09
Colfax Northern	2,105.88	116.61	909.93	232.66
Crooked Creek	4,741.54	12.80	3,069.71	848.41
Davenport, Rock Island & Northwestern	10,971.72	684.21	1,047.81	3,381.78
Des Moines Union	13,246.73			897.27
Des Moines Iowa Falls & Northern	28,714.17	6,000.00	4,320.40	2,020.00
Des Moines Western	2,457.29			60.00
Dubuque & Sioux City (Illinois Central)	435,248.91	79,165.78	74,447.55	60,953.97
Iowa Central	163,938.04	460.05	60,653.88	19,714.77
Albia & Centerville	7,204.42	97.17	4,790.08	509.53
Manchester & Oneida				
Manchester & St. Louis	192,067.37	928.27	55,941.92	20,679.84
Muscatine North & South	8,813.98		11,447.26	676.49
Newton & Northwestern	3,681.43		275.88	1,293.28
Tabor & Northern				
Union Pacific	2,055,174.57	213,088.19	318,427.66	488,149.71
Wabash	1,950,067.26	388,363.21	421,804.69	421,804.69
Willmar & Sioux Falls (Great Northern)	171,981.19	88,512.53	82,375.98	39,499.71
Total	\$22,742,275.78	\$ 2,761,728.41	\$ 4,454,302.12	\$ 6,012,483.08

*Reports from July 1 to 31, 1903. †Credit.

EXPENSES—ENTIRE LINE.

Maintenance of Way and Structures.						Stationery and printing	Other expenses	Total
Repairs and renewals of trackway, crossings, bridges and cattle guards	Repairs and renewals of rails and fixtures	Repairs and renewals of ties, docks and wharves.	Repairs and renewals of bridges and telegraph	Stationery and printing	Other expenses			
\$ 154.52	\$ 280.63						\$ 1.6 6 87	
90,740.78	725,678.82			75,076.81	1,645.26	68.32	5,961,746.67	
178,024.18	923,508.84	5,773.67		184,455.57	2,385.97		9,500,280.13	
24,408.74	45,285.74			9,841.96	8,145.82		973,288.02	
2,778.14	3,690.74			853.60	35.46		88,453.17	
2,979.28	3,288.55			849.87	55.00		118,411.69	
190,559.78	469,617.60	21,538.88		37,354.96	2,427.50		5,858,933.71	
200,681.64	627,718.68	53,097.08		31,085.40	6,131.31	8,742.82	7,102,875.96	
83.39	34.66			2.60			1,424.76	
33,308.96	97,939.73	3,595.69		17,194.10	880.99		1,317,108.08	
143,063.51	439,117.02	3,713.10		46,678.92	14,120.14	48,047.83	5,370,945.80	
74.07	126.33						3,595.18	
455.72	21.32						9,149.70	
167.46	1,728.73			142.49	8.70		18,742.90	
38.00	241.68			.60			14,194.28	
8,897.24	9,725.05						61,125.86	
32.50					.18	18.10	2,988.07	
18,140.77	61,928.04			5,154.96	2,891.84	1,094.98	745,155.40	
18,816.85	20,900.21			2,132.55	935.04		281,347.29	
749.64	481.18			9.28			18,076.95	
9,458.55	19,441.88			2,784.20	406.66	46.29	310,756.24	
541.99	677.67						22,707.00	
8.53	49.38					12.00	3,182.60	
48,063.26	492,096.36			96,000.24	8,367.26		4,115,468.71	
114,243.15	421,079.88	7,364.48		51,332.82	8,104.67	774.66	3,981,908.00	
10,403.85	12,567.56			1,321.11	376.99		385,088.52	
\$ 1,101,676.93	\$ 4,845,645.33	\$ 95,053.45	\$ 502,788.30	\$ 47,237.29	\$ 789,120.91	\$ 45,850,607.45		

TABLE No. 31—OPERATING EXPENSES

Railroads.	Maintenance of Equipment.		
	Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.
Ames & College	\$ 480.00	\$ 121.74	\$ 264.36
Atchison, Topeka & Santa Fe	177,914.52	2,229,662.08	472,472.10
Chicago, Burlington & Quincy	245,655.44	3,352,251.96	734,627.65
Chicago Great Western	10,901.51	483,195.42	93,901.23
Mason City & Fort Dodge	1,945.90	50,092.10	16,384.28
Wisconsin, Minnesota & Pacific	1,655.16	23,159.64	7,852.70
Chicago, Milwaukee & St. Paul	97,527.68	1,706,507.37	544,839.18
Chicago & North-Western	153,023.14	2,043,429.67	447,071.90
*Chicago, Iowa & Dakota		18.09	
Chicago, St. Paul, Minneapolis & Omaha	77,394.81	449,120.35	127,048.04
Chicago, Rock Island & Pacific	239,050.47	1,822,416.38	375,716.11
Colfax & Northern	1,073.58	739.41	4.43
Crooked Creek		3,064.29	
Davenport, Rock Island & Northwestern		3,157.42	.59
Des Moines, Iowa Falls & Northern		2,455.15	1,218.48
Des Moines Union	2,500.00	10,271.15	
Des Moines Western		781.62	
Burlington & Sioux City (Illinois Central)	12,653.04	296,860.84	37,301.74
Iowa Central	7,085.15	107,893.17	21,843.72
Albia & Centerville		1,327.98	170.25
Manchester & Onida			
Minneapolis & St. Louis	7,075.75	116,028.04	41,916.02
Muscataine North & South		2,678.10	
Newton & Northwestern			50.34
Tabor & Northern		1,256.63	
Union Pacific	141,345.08	2,214,214.55	292,207.54
Walsh	28,723.73	1,433,538.09	407,358.06
Willmar & Sioux Falls (Great Northern)	3,426.37	61,224.47	4,197.41
Total	\$ 1,277,167.87	\$ 16,500,772.17	\$ 3,686,154.18

* Reports from July 1 to 31, 1908.

—ENTIRE LINE—CONTINUED.

Maintenance of Equipment.							Other expenses.	Totals.
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.				
			28.35			456.26	1,352.71	
\$ 1,718,911.51	\$ 30,941.44		249,238.05		8,172.12	314,236.62	5,253,508.12	
3,665,893.23	113,559.93		359,440.62		16,673.40	73,350.41	5,825,461.08	
348,437.87			24,748.48		9,798.16	78,728.86	1,053,703.62	
29,707.87			4,032.90		101.19	5,839.74	105,770.14	
12,204.19			2,315.94		55.00	2,025.45	49,128.09	
1,980,192.75	43,136.44		131,203.73		8,120.66	140,250.70	4,931,733.98	
2,380,688.39	30,966.16	\$ 405.70	149,165.65		9,777.88	242,400.38	5,486,359.85	
359,170.31	14,698.96		59,086.28		960.99	58,038.83	1,125,422.47	
1,274,468.94	45,908.92		204,955.60		9,599.56	455,898.63	4,485,700.72	
1,143.81			10.14				1,817.99	
1,632.75			55.44		8.85		4,208.10	
1,833.21			290.53			1,151.98	4,854.55	
2,487.06			10,290.04			1,151.98	7,610.78	
802,260.99	12,068.74		31,513.27		2,070.15	54,444.90	29,512.30	
103,545.34	1,537.23		11,810.48		711.80	4,559.66	746,200.87	
817.22	8.62						319,062.51	
120,875.71	1,649.10		11,296.94		669.06	4,381.00	2,383.97	
21.20							806,884.17	
1,107,010.80	79,165.97		28.70			6.71	1,845.43	
1,024,445.09	49,214.16		312,007.37		12,484.89	380,454.68	4,488,946.09	
82,679.39	1,676.15		223,079.15		6,238.32	152,859.43	5,473,001.69	
			280.15		515.69	665.26	104,495.92	
\$14,462,720.12	\$ 512,659.27	\$ 35,446.82	\$ 1,758,966.11	\$ 87,876.23	\$ 1,002,483.96	\$ 40,177,600.18		

TABLE No. 32—OPERATING EXPENSES—

Railroads.	Conducting Transportation.		
	Superintendent- ences.	Engines and roundhouse men.	Fuel for loco- motives.
Ames & College		\$ 1,836.00	\$ 1,802.20
Archison, Topeka & Santa Fe	\$ 388,072.10	2,378,179.96	2,879,118.86
Chicago, Burlington & Quincy	924,074.29	5,678,632.74	4,925,928.45
Chicago Great Western	25,458.37	622,772.49	975,058.26
Mason City & Fort Dodge	4,549.04	80,714.80	185,500.34
Wisconsin, Minnesota & Pacific	3,632.04	47,626.97	65,947.94
Chicago, Milwaukee & St. Paul	333,230.78	3,394,530.32	4,620,745.45
Chicago & North-Western	415,403.45	3,973,425.08	6,406,262.65
Chicago, Iowa & Dakota	201.62	180.36	217.04
Chicago, St. Paul, Minneapolis & Omaha	111,985.22	732,925.33	1,076,530.01
Chicago, Rock Island & Pacific	601,697.04	2,494,470.22	3,868,305.19
Colfax Northern	1,200.00	1,947.34	2,213.28
Crooked Creek	2,002.99	2,977.83	3,082.44
Davenport, Rock Island & Northwestern	129.12	4,994.71	2,371.80
Des Moines, Iowa Falls & Northern	2,449.57	6,197.94	8,233.03
Des Moines Union	3,200.00	24,394.12	10,613.29
Des Moines Western	78,000.00	1,291.94	855,723.55
Dubuque & Sioux City (Ill. Cent.)	3,200.00	387,809.33	78,000.00
Iowa Central	41,105.66	255,996.18	350,224.49
Albia & Centerville		2,596.93	2,596.93
Manchester & Onida	35,921.93	153,540.20	288,865.58
Muscatine North & South	2,553.61	5,012.23	5,000.88
Newton & Northwestern		1,491.72	2,871.63
Tabor & Northern	297,176.35	1,691,475.83	2,320,550.13
Union Pacific	394,209.54	1,635,164.17	1,980,500.82
Wabash	24,871.25	74,462.81	167,806.72
Willmar & Sioux Falls (Great Northern)			
Total	\$ 3,021,118.96	\$ 21,634,830.01	\$ 29,658,028.55

*Reports from July 1 to 31, 1903.

ENTIRE LINE—CONTINUED.

Conducting Transportation.						
Water supply for loco- tives.	Oil, tallow and waste for loco- tives.	Other sup- plies for locomotives.	Train service.	Train sup- plies and expenses.	Switchmen, watchmen and flag- men.	Telegraph ex- penses.
\$ 160.40	\$ 238.00		\$ 1,215.00			
162,903.45	100,824.53	81,554.06	1,537,962.60	464,803.23	738,768.65	539,719.52
235,370.70	139,412.15	81,238.40	2,492,071.45	645,975.03	1,501,313.85	722,064.32
54,542.44	52,147.15	10,207.05	417,456.23	66,063.39	189,866.99	123,191.98
7,874.97	4,229.51	933.62	53,761.44	9,444.50	13,252.19	19,400.40
3,632.60	1,937.19	369.96	37,893.54	5,300.70	8,098.53	12,913.61
179,209.75	122,751.11	56,904.47	2,406,975.54	511,548.38	1,382,048.98	354,530.42
237,238.90	102,224.61	81,159.67	2,986,433.16	513,446.46	1,522,078.01	643,332.47
43.53	12.84	.50	160.82	19.94	34.22	
51,313.82	23,184.37	13,778.12	598,725.73	124,165.36	221,490.54	150,201.99
171,659.31	100,818.68	157,767.91	1,722,732.44	654,230.80	894,493.79	545,020.54
81.16	33.54	104.54	1,715.33	32.36		197.93
192.55	169.33		718.52			
925.31	134.77	74.55		311.65	6,064.70	3,954.94
352.03	394.95			161.02	259.16	985.32
4,116.18	497.52	4,932.15	11,525.18	1,897.62	24,937.51	
169.86	33.64	3.95				76.45
19,697.33	17,036.47	2,490.80	239,854.01	71,890.05	100,633.28	68,184.07
16,727.05	9,815.93	3,295.86	159,322.07	30,843.86	89,305.99	80,890.94
348.96	85.13	76.61	1,251.37	153.23		681.59
7,181.97	7,038.59	2,706.94	102,000.05	81,892.02	51,298.48	33,661.03
859.37	873.57		1,098.00	12.15	1,847.15	1,499.87
	1.65	50.96		85.20		
	85,045.00	38,012.82	1,033,653.39	340,420.26	463,014.06	434,483.40
103,773.32	67,737.20	42,154.56	1,147,394.55	379,474.83	719,732.09	840,815.23
3,833.62	3,327.56	1,739.69	59,178.50	7,941.35	13,304.00	21,337.30
\$ 1,440,046.17	\$ 836,179.27	\$ 583,673.03	\$ 15,060,654.67	\$ 3,850,958.69	\$ 7,836,339.53	\$ 4,069,687.63

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

Railroads.	Conducting Transportation.							
	Outside agencies.	Commissions.	Stockyard and elevators.	Rents for yards and terminals.	Rents for land and other property.	Stationary and printing.	Other expense.	Total conducting transportation.
Ames & College	\$ 180.08					48.25	117.02	5,108.20
Atchison, Topeka & Santa Fe	427,095.70	20,170.80		260,818.27	30,816.64	119,642.28	84,334.97	12,883,876.06
Chicago, Burlington & Quincy	581,272.28			1,043,894.90		183,109.70	14,838.59	21,738,772.08
Chicago Great Western	102,973.27	13,601.67	12,718.80	423,050.54	17,426.55	97,023.65	30,202.72	4,018,475.81
Mason City & Fort Dodge			382.50		33,519.76		75.28	441,634.73
Woonamin, Minnesota & Pacific	5,771.99		4.30			259.95	22.32	228,814.34
Chicago, Milwaukee & St. Paul	499,404.17		56,777.92	331,290.60	87,423.48	198,973.96	10,833.95	18,507,343.92
Chicago & North-Western	573,650.00	28,201.10		138,844.50	29,172.01	197,806.41	1,474.44	31,970,968.28
* Chicago, Iowa & Dakota								1,070.99
Chicago, St. Paul, Minneapolis & Omaha	122,610.87	1,165.94	50,803.09	158,837.08	20,434.80	64,117.34		4,571,083.74
Chicago, Rock Island & Pacific	790,354.18		142.28	548,558.79	170,812.70	244,480.68	29,018.68	10,445,511.60
Colfax & Northern			13.36			255.91	138.01	9,402.17
Crooked Creek						100.79	185.45	11,680.85
Davenport, Rock Island & Northwestern				6,357.69	446.14	337.19	24.20	42,172.82
Des Moines, Iowa Falls & Northern				18,934.75	350.00	800.88		51,048.44
Des Moines Union					1,149.96	612.07		112,041.78
Des Moines Western						94.30	55.09	4,063.11
Dubuque & Sioux City, (Illinois Central)	41,853.38	717.06		88,355.55	19,813.40	40,002.51	4,420.56	2,136,841.91
Iowa Central	17,906.54			27,874.91	1,898.75	14,116.91	68,353.37	1,209,783.85
Albia & Centerville					80.00		6.23	12,428.36
Manchester & Onida								
Minneapolis & St. Louis	87,878.97			80,045.35	179.90	18,960.69	78,247.25	1,067,574.42
Muscatine, North & South				250.00	15.70			5.50
Newton & Northwestern			20.00	5.00			29.86	6,029.81
Tabor & Northern				141,900.15	6,008.80	90,007.44		2,138,781.40
Union Pacific	428,623.17	27,112.96		1,175,916.52	97,259.94	135,655.74	4,102.62	10,943,067.12
Wabash	523,178.66	11,028.86		60,897.52	7,319.58	3,894.19	198.28	573,867.44
Willmar & Sioux Falls (Great Northern)	17,905.40							
Total	\$ 4,108,038.93	192,650.05	120,507.85	4,445,939.78	488,005.68	1,345,097.82	473,941.74	120,253,204.49

* Reports from July 1 to 31, 1903. † Credit.

TWENTY-SEVENTH ANNUAL REPORT OF THE

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

Railroads.	General Expenses.									
	Salaries of general officers.	Salaries of clerks, station-drawers.	General office expenses and supplies.	Insurance.	Law expenses.	Stationary and printing at office.	Other expenses.	Total general expenses.	Total operating expenses.	
Ames & College	\$ 360.00			40.25					400.25	
Atchison, Topeka & Santa Fe	210,584.40	395,574.29	32,522.64	97,375.24	108,296.41	68,101.39	135,943.27	1,008,805.88		
Chicago, Burlington & Quincy	376,014.83	665,481.66	78,596.27	192,128.24	198,656.08	79,757.39	100,730.31	1,569,900.67		
Chicago Great Western	102,973.27	138,732.35	30,386.51	42,900.00	30,876.99	3,827.39	55,815.86	404,621.62		
Mason City & Ft. Dodge				10,200.00	551.88	199.37	15,842.41	15,842.41		
Woonamin, Minnesota & Pacific				3,900.00	362.80	25.00	2,405.21	6,560.01		
Chicago, Milwaukee & St. Paul	529,024.48	334,514.62	44,288.80	146,379.55	63,063.67	34,916.28	291,726.87	1,190,907.45		
Chicago & North-Western	172,106.92	338,647.73	102,814.53	15,277.19	157,117.42	35,575.48	358,668.93	1,083,205.17		
* Chicago, Iowa & Dakota								1,969.99		
Chicago, St. Paul, Minneapolis & Omaha	90,128.40	70,161.95	12,065.56	18,525.98	8,173.08	5,383.63	11,960.11	225,968.71		
Chicago, Rock Island & Pacific	303,039.87	471,591.50	25,028.20	66,890.89	181,874.43	78,189.08	127,412.10	1,254,965.96		
Colfax Northern	1,431.56	555.97	1.25	215.00				3,997.15		
Crooked Creek				215.00				215.00		
Davenport, Rock Island & Northwestern	3,027.88	1,678.63	209.59	211.90	622.03	91.72	69.25	4,907.93		
Des Moines, Iowa Falls & Northern	2,038.34	994.59	335.51	188.10	75	75		3,854.86		
Des Moines Union	3,750.00	2,701.00	3,381.15	668.62	932.48	405.12		11,923.37		
Des Moines Western	628.70		24.62	68.00		43.06		732.63		
Dubuque & Sioux City (Ill. Cent.)	21,358.45	29,423.53	7,568.91	10,080.00	10,417.47	3,093.91	10,383.69	107,149.98		
Iowa Central	48,883.24	28,084.27	1,770.81	10,420.37	2,965.51	6,447.97	8,357.04	106,892.71		
Albia & Centerville		800.00		31.50	68.80		87.24	788.59		
Manchester & Onida										
Minneapolis & St. Louis	89,116.61	32,659.45	1,511.50	10,182.50	3,794.82	6,287.56	9,674.24	153,226.77		
Muscatine North & South	4,940.00	450.45		97.50			13.00	5,500.95		
Newton & Northern				81.00		30.00	62.16	2,463.20		
Tabor & Northern	2,900.00							4,569.57		
Union Pacific	97,933.32	313,969.96	40,539.56	98,171.08	103,379.91	39,569.97	59,207.82	752,786.54		
Wabash	105,629.88	230,873.42	18,122.46	50,522.58	99,714.40	31,851.67	16,371.97	559,863.29		
Willmar & Sioux Falls (Great Northern)	5,490.98	15,778.47	1,192.62	4,155.98	4,513.70	2,003.90	233.64	28,920.03		
Total	\$ 1,941,961.27	2,990,412.04	389,144.48	787,885.30	973,631.28	889,376.91	81,007,961.88	88,480,892.13		

* Reports from July 1 to 31, 1903.

BOARD OF RAILROAD COMMISSIONERS.

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

Railroads.	Recapitulation of Expenses.					Percentage of expenses to earnings.
	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Grand total.	
Ames & College.....	\$ 1,666.87	\$ 1,852.71	\$ 5,108.20	\$ 400.25	\$ 8,528.03	.....
Atchison, Topeka & Santa Fe.....	5,981,746.67	5,259,598.12	12,883,886.05	1,008,205.58	25,127,886.42	80.05
Chicago, Burlington & Quincy.....	9,500,280.13	8,525,461.08	21,738,772.88	1,589,360.62	41,353,874.51	64.63
Chicago Great Western.....	873,288.02	1,052,706.52	4,018,457.81	404,621.67	6,349,074.02	79.14
Mason City & Fort Dodge.....	88,458.17	105,770.14	440,634.73	13,542.41	648,405.45	72.29
Wisconsin, Minnesota & Pacific.....	118,411.69	49,128.09	228,814.84	6,593.01	402,947.13	59.59
Chicago, Milwaukee & St. Paul.....	5,835,823.71	4,651,783.36	18,597,342.92	1,190,907.45	30,275,857.44	62.64
Chicago & North-Western.....	7,102,875.96	5,486,359.35	21,870,696.28	1,083,205.17	35,543,136.76	66.61
*Chicago, Iowa & Dakota.....	1,424.76	18.06	1,070.09	.....	2,512.91	89.76
Chicago, St. Paul, Minneapolis & Omaha.....	1,317,106.08	1,125,422.47	4,571,086.74	225,998.71	7,239,614.00	62.78
Chicago, Rock Island & Pacific.....	5,370,945.80	4,485,766.72	16,445,511.60	1,254,965.96	27,567,190.08	72.90
Colfax Northern.....	3,565.18	1,817.86	9,402.17	3,367.15	18,151.86	62.80
Crooked Creek.....	9,149.70	4,208.10	11,686.85	215.00	25,259.65	.....
Davenport, Rock Island & Northwestern.....	18,742.90	4,854.55	42,172.82	4,907.93	70,678.20	83.74
Des Moines, Iowa Falls & Northern.....	14,194.28	7,610.78	51,048.44	3,884.98	70,738.48	.....
Des Moines Union.....	51,125.86	29,812.33	112,641.78	11,923.37	205,503.34	.....
Des Moines Western.....	2,688.07	.....	4,095.11	852.63	7,635.81	.....
Dubuque & Sioux City (Ill. Cent.).....	745,155.40	746,200.37	2,136,841.91	107,149.98	3,735,347.66	89.57
Iowa Central.....	281,847.29	319,092.51	1,209,763.65	106,892.71	1,917,096.16	79.56
Albia & Centerville.....	13,676.95	2,323.97	12,638.96	788.59	29,428.47	90.13
Manchester & Oneida.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis.....	310,756.24	305,834.17	1,067,576.42	123,226.77	1,805,393.60	59.70
Muscatine North & South.....	22,707.09	2,699.30	28,264.17	5,500.95	59,171.51	106.56
Newton & Northwestern.....	3,182.60	1,342.43	6,026.81	2,493.29	43,767.87	68.00
Tabor & Northern.....	4,115,495.71	4,488,840.09	9,241,781.40	752,788.54	18,598,905.74	55.95
Union Pacific.....	3,681,608.00	3,473,001.68	10,943,067.12	550,270.88	18,647,947.18	80.46
Wabash.....	385,089.32	104,495.92	573,867.44	28,329.03	1,091,781.71	73.29
Willmar & Sioux Falls (Great Northern).....	.....	.....	.....	.....	.....	.....
Total.....	\$45,850,507.45	\$40,177,500.18	\$ 126,252,204.49	\$ 8,480,392.13	\$ 220,804,372.12	\$66.04

*Reports from July 1 to 31, 1903.

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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.....	\$ 104,659.81	288.42	\$ 360.27	.....	.....	.....	.....	.....	.....	\$ 63,758.52	271.07	\$ 234.43
Atchison, Topeka & Santa Fe.....	494,179.22	1,407.00	351.23	\$ 86,257.65	222.57	\$ 387.11	\$ 11,819.88	23.61	\$ 500.63	187,876.18	1,022.62	183.72
Chicago, Burlington & Quincy.....	62,030.78	177.27	338.64	.....	.....	.....	28,491.81	128.24	222.11	14,809.77	99.45	148.92
Chicago Great Western.....	.....	.....	.....	.....	.....	.....	20,079.12	248.48	80.81	.....	.....	.....
Mason City & Fort Dodge.....	.....	.....	.....	.....	.....	.....	291,186.77	1,205.57	241.59	33,374.68	140.27	237.93
Wisconsin, Minnesota & Pacific.....	140,693.04	398.99	352.62	611,011.51	1,728.98	354.42	89,023.70	650.30	136.90	.....	.....	.....
Chicago, Milwaukee & St. Paul.....	313,513.95	680.20	460.91	620,661.51	1,778.65	348.98	.....	.....	.....	.....	.....	.....
Chicago & North-Western.....	.....	.....	.....	203,105.94	732.86	277.14	180,659.67	473.37	276.02	.....	.....	.....
*Chicago, Iowa & Dakota.....	.....	.....	.....	.....	.....	.....	35,599.86	236.05	150.81	59,495.11	232.41	255.73
Chicago, St. Paul, Minn. & Omaha.....	205,289.47	364.44	563.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island & Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colfax & Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crooked Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Davenport, Rock Island & Northwestern.....	6,134.05	12.25	500.74	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines, Iowa Falls & Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Union.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Des Moines Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City (Ill. Central).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iowa Central.....	20,400.00	92.00	221.74	.....	.....	.....	863.21	12.36	75.50	.....	.....	.....
Albia & Centerville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manchester & Oneida.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & St. Louis.....	.....	.....	.....	.....	.....	.....	76,063.78	388.72	195.68	.....	.....	.....
Muscatine North & South.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newton & Northwestern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tabor & Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,163.63	51	816.39
Wabash.....	221,827.15	745.00	297.75	.....	.....	.....	.....	.....	.....	155,008.58	584.00	265.42
Willmar & Sioux Falls (Great North'n).....	.....	.....	.....	.....	.....	.....	24,432.90	133.91	182.46	.....	.....	.....
Total.....	\$ 1,568,727.47	4,160.57	\$ 377.04	\$ 1,521,086.61	4,458.06	\$ 341.18	\$ 708,293.70	3,500.61	\$ 202.33	\$ 518,421.47	2,351.23	\$ 220.48

*Reports from July 1 to 31, 1903.

BOARD OF RAILROAD COMMISSIONERS.

TABLE No. 38—

Railroads.	Nebraska.			Iowa.		
	Amount.	Miles of road.	Per mile.	Amount.	Miles of road.	Per mile.
Ames & College.....				296.21	1.98	1.49
Atchison, Topoka & Santa Fe.....				1,493.68	19.89	277.22
Chicago, Burlington & Quincy.....	\$ 539,811.01	2,611.23	\$ 206.54	310,054.80	1,863.44	227.05
Chicago Great Western.....				102,908.01	1,881.08	398.56
Mason City & Fort Dodge.....	54.00			21,798.35	350.80	62.05
Wisconsin, Minnesota & Pacific.....	426.54			2,176.77	22.52	68.65
Chicago, Milwaukee & St. Paul.....	197,518.90	1,071.91	184.27	332,782.80	1,871.74	163.82
Chicago & North-Western.....				395,038.06	1,678.17	250.81
*Chicago, Iowa & Dakota.....				250.00	26.40	9.51
Chicago, St. Paul, Minneapolis & Omaha.....	61,851.91	274.57	224.18	44,594.63	102.05	486.99
Chicago, Rock Island & Pacific.....	54,823.04	245.35	223.44	460,190.88	2,171.45	211.89
Colfax Northern.....				923.37	6.00	153.89
Crooked Creek.....				1,754.19	17.61	99.61
Davenport, Rock Island & Northwestern.....				7,587.14	34.51	218.85
Des Moines, Iowa Falls & Northern.....				8,443.00	70.44	81.51
Des Moines Union.....				18,538.85	4,004,884.71	
Des Moines Western.....				566.02	4.00	141.80
Dubuque & Sioux City (Illinois Central).....				150,254.43	714.02	210.69
Iowa Central.....				69,607.04	454.07	133.29
Albia & Centerville.....				3,469.13	24.44	141.94
Manchester & Onida.....				31,977.49	218.04	150.10
Minneapolis & St. Louis.....				2,906.84	28.67	9.09
Muscatine North & South.....				3,589.49	102.50	37.45
Newton & Northwestern.....				947.24	8.79	107.79
Tabor & Northern.....				8,882.02	2,463,529.06	
Union Pacific.....	305,802.47	961.47	317.54	38,101.36	334.96	172.82
Wabash.....	16,216.97	129.62	147.91	18,141.43	79.26	228.59
Willmar & Sioux Falls (Great Northern).....						
*Total.....	\$ 1,178,205.44	5,294.45	\$ 222.44	\$ 2,072,618.27	19,895.63	\$ 210.64

* Reports from July 1 to 31, 1908.

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.
\$ 1,182,683.06	4,417.75	\$ 267.71	\$ 206.21		1.98	\$ 1,388,566.07	4,417.75	\$ 272.90
232,672.79	1,470.97	158.15	1,820.54		8,123.94	2,052,659.31	8,888.69	230.23
11,745.56	32.04	365.96	219,580.86		818.73	2,272,240.17	9,707.42	233.19
			21,822.95		380.80	2,304,063.12	9,740.22	237.74
			22,255.89		371.00	2,326,319.01	9,811.22	238.12
161,257.02	1,565.85	102.97	1,600,732.36		6,606.48	1,761,991.38	7,177.70	246.70
203,813.75	1,614.29	125.95	1,819,068.87		7,378.52	1,995,882.13	8,596.22	233.46
			250.00		28.40	2,000,132.13	8,624.62	233.09
10,754.03	33.20	321.68	450,666.18		1,671.08	461,420.21	1,704.28	270.69
499,764.95	3,104.59	160.97	1,315,042.81		6,384.82	1,814,807.76	6,489.10	280.65
			923.97		6.10	1,815,731.73	6,495.20	280.85
			1,754.19		17.61	1,817,485.92	6,512.81	281.16
			13,721.19		46.76	1,831,207.11	6,559.57	282.42
			6,445.00		70.44	1,837,652.11	6,623.25	283.68
			18,388.85		4.00	1,856,040.96	6,667.25	285.28
			566.02		4.00	1,861,606.98	6,711.25	286.88
4,707.05	44.84	104.74	155,271.49		204.42	1,616,878.47	5,915.83	272.42
73.53			91,013.80		338.45	1,707,892.27	6,254.28	274.57
			3,469.13		24.44	1,711,361.40	6,278.72	275.11
3,164.07		78.97	111,252.54		641.84	1,822,613.94	6,920.56	276.65
			2,606.84		28.67	1,825,220.78	6,949.23	277.19
			3,589.49		102.50	1,828,810.27	6,981.73	277.73
			947.24		8.79	1,830,757.51	7,030.52	278.27
			8,882.02		2,463,529.06	1,839,641.57	7,084.05	278.81
			387,228.92		633.29	2,226,870.49	8,717.34	284.35
			13,431.14		143.43	2,240,301.63	8,860.77	284.89
			537,942.78		1,991.28	2,778,244.41	10,851.04	292.44
			897,228.92		633.29	3,675,473.33	14,484.33	315.39
			13,431.14		143.43	3,688,904.47	14,627.76	316.92
\$ 3,198,743.23	15,096.93	\$ 211.88	\$ 10,706,046.19	44,731.09	\$ 240.63	\$ 13,904,789.42	59,462.18	\$ 240.63

TABLE No. 40—CURRENT ASSETS

Railroads.	Current Liabilities to and Including June 30, 1904.			
	Loans and other pay- able.	Admitted vouchers and ac- counts.	Wages and salaries.	Net traffic balance due to other com- panies.
Ames & College.....				
Atchison, Topeka & Santa Fe.....				
Chicago Burlington & Quincy.....	\$ 2,987,224.87	\$ 1,404,724.93		
Chicago Great Western.....	3,633,353.67	2,055,432.24		
Mason City & Ft. Dodge.....	1,506,114.10	919,564.05		224,940.82
Wisconsin, Minnesota & Pacific.....	22,839.68			
Chicago, Milwaukee & St. Paul.....	1,131,212.49	1,864,279.55		
Chicago & North Western.....	1,005,730.23	1,773,704.82		630,756.85
Chicago, Iowa & Dakota.....				
Chicago, St. Paul, Minneapolis & Omaha.....	324,930.59	392,557.30		20,897.70
Chicago, Rock Island & Pacific.....	\$10,189,032.84	2,405,753.41	1,431,758.62	323,301.88
Colfax Northern.....	6,313.04			668.61
Crooked Creek.....		1,552.99		
Davenport, Rock Island & Northwestern.....	245,893.80	20,745.15	8,189.14	
Des Moines, Iowa Falls & Northwestern.....	52,927.08	39,699.80		5,416.48
Des Moines Union.....	244,000.78	17,181.39		
Des Moines Western.....	6,000.00		12,642.00	
Dubuque & Sioux City (Illinois Central).....		99.27		
Iowa Central.....	1,050,000.00	155,637.34	711.60	
Albia & Centerville.....			100,957.98	
Manchester & Onida.....		5,554.90		1,910.43
Minneapolis & St. Louis.....		78,056.85	822.20	5,683.99
Muscatine North & South.....	1,400,000.00		92,793.71	
Newton & Northwestern.....	4,000.00	4,423.30	1,910.30	12,148.77
Tabor & North.....		2,596.51		656.54
Union Pacific.....	13,128,000.00	1,097,063.77	961,068.07	
Wabash.....	2,725,036.90	2,261,040.10	813,832.73	122,477.86
Willmar & Sioux Falls (Great Northern).....		790,674.82	46,310.08	
Total.....	\$29,693,682.40	\$18,170,708.25	\$11,381,268.10	\$ 1,548,802.21

* Reports from July 1 to 31, 1903.

AND LIABILITIES—CONTINUED.

Dividends not called for.	Matured in- terest coupons unpaid.	Rents due July 1, 1904.	Miscellaneous	Current Liabilities to and Including June 30, 1904.			Materials and supplies on hand.
				Balance cash assets.	Total.		
				\$ 4,200.99	\$ 4,200.99		
	\$ 204,080.00			11,076,459.81	15,072,489.61	\$ 2,921,942.90	
\$ 3,015.50	2,261,079.26		81,853.55	3,157,539.73	11,201,990.94	5,316,983.62	
	248,400.00		198,138.68	212,871.24	2,321,903.44	1,091,581.26	
	84,483.84				446,538.08		
29,802.50	2,739,827.50			295,192.53	341,623.50	1,901,581.26	
4,553.25	800,721.02	\$ 6,000.00		2,107,891.90	7,943,013.97	4,108,551.21	
			2,168,732.00	3,821,747.46	10,311,995.80	3,783,888.70	
951,434.50	88,832.75	37,810.48	696,682.25	2,481,115.62	1,187,217.42		
20,612.17	1,864,427.00	70,394.00	1,309,350.25	17,614,624.67	5,391,908.75		
				10.30	4,996.95		
				2,835.01			
					274,907.50	7,762.48	
				6,446.00	104,501.86	13,329.49	
				4,707.96	275,824.12	92,102.53	
	8,535.84				19,988.14		
	2,342.08	5,232.50			8,288.15		
	779.50	24,940.00		53,819.59	1,965,634.41	268,901.87	
				96.87	208.73	8,541.68	
			80.00			800.00	
	31,278.00			424,791.75	2,026,917.81	280,205.50	
	118,125.00			27,000.00	167,009.57		
		\$ 8.00			46,086.47		
19,506.00	2,082,780.00		5,008,187.18	47,184,737.62	68,061,651.84	2,434,515.20	
	270,171.59		1,030,234.90		7,391,683.70	1,641,951.84	
	1,400.00				387,386.40	110,742.45	
\$ 1,041,571.81	\$ 10,871,297.96	\$ 114,299.48	\$ 9,049,474.78	\$ 68,888,908.82	\$ 150,054,067.76	\$ 80,121,290.57	

TABLE No. 41—

Railroads.	Total mileage operated, including yards, tracks and sidings.	New line constructed during year.	Miles	
			Lines Represented by Capital Stock.	
			Main line.	Branches and spurs.
Ames & College.....	1.98		1.98	
Atchison, Topeka & Santa Fe.....	6,445.04	258.91	2,947.78	2,026.66
Chicago, Burlington & Quincy.....	10,641.57	196.76	824.45	7,299.21
Chicago Great Western.....	4,174.94		718.39	80.84
Mason City & Fort Dodge.....	488.89	162.17	359.54	18.59
Wisconsin, Minnesota & Pacific.....	315.52		215.17	55.83
Chicago, Milwaukee & St. Paul.....	9,568.97	317.40	6,892.43	
Chicago & North-Western.....	10,882.97	317.92	3,050.93	4,243.26
*Chicago, Iowa & Dakota.....	2,286.06		1,621.60	
Chicago, St. Paul, Minneapolis & Omaha.....	8,479.06	1,570.77	3,171.66	1,751.07
Chicago, Rock Island & Pacific.....	7.04		6.00	
Colfax Northern.....	20.89		17.61	
Crooked Creek.....	69.64		46.76	
Davenport, Rock Island & Northwestern.....	73.88		70.44	
Des Moines, Iowa Falls & Northern.....	18.00		4.00	
Des Moines Union.....	4.50		4.00	
Des Moines Western.....	988.08		326.29	493.80
Dubuque & Sioux City (Ill. Cent.).....	678.35		376.05	127.21
Iowa Central.....	27.02		24.44	
Albia & Centerville.....	8.00		8.00	
Manchester & Oneida.....	763.36		390.04	371.69
Minneapolis & St. Louis.....	31.62		28.67	
Mississippi North & South.....	102.50	80.50	102.50	
Newton & Northwestern.....	8.79		8.79	
Tabor & Northern.....	4,043.72		1,902.94	1,063.66
Union Pacific.....	5,231.10		1,887.80	74.50
Wabash.....	485.88		304.25	
Willmar & Sioux Falls (Great Northern).....				
Total.....	61,092.04	2,947.91	24,775.07	17,475.22

*Mileage reported by C. & N. W. Ry.

†Part acquired by purchase lease.

MILEAGE—ENTIRE LINE.

Operated—Single Track.							Miles owned.						
Lines of proprietary comp. lines.	Lines operated under lease.	Lines operated under contract.	New lines constructed during year.	Total mileage excluding trackage rights.	Lines operated under trackage rights.	Age rights.	Lines Represented by Capital Stock.			New lines constructed during year.	Total mileage.	Miles of iron.	Miles of steel.
							Main line.	Branches and spurs.					
				1.98						1.98			1.98
			164.09	4,074.44	37.74	2,647.78	2,026.66	5.89	4,674.44	28.91	4,645.53		4,645.53
			13.16	5,123.64	202.52	824.45	7,399.21	13.16	8,123.64	71.01	8,052.63		8,052.63
				162.17	378.13	10.06	359.54	18.59	378.13		378.13		378.13
				271.00				55.83	271.00		271.00		271.00
			218.46	6,892.43	288.18	6,892.43		218.46	6,892.43	119.16	6,773.27		6,773.27
			19.93	46.14	60.02	35.25	3,080.83	4,243.26		7,294.19	133.76		7,161.43
86.23				1,606.88	69.59	1,621.60			1,621.60	58.88	1,492.72		1,492.72
				4,922.13	408.42	3,171.66	1,751.07	11,677.37	4,922.13		4,922.13		4,922.13
				6.00		6.00			6.00		6.00		6.00
				17.61		17.61			17.61		17.61		17.61
				46.76	2.11	48.76			46.76		46.76		46.76
				70.44		70.44			70.44		70.44		70.44
				4.00		4.00			4.00		4.00		4.00
				4.00		4.00			4.00		4.00		4.00
				759.63		326.26	493.50		759.66		759.66		759.66
				502.27	19.16	375.06	127.21		502.27	9.76	492.51		492.51
				24.44		24.44			24.44		24.44		24.44
				691.73	10.11	296.04	371.69		691.73	1.46	680.27		680.27
				23.67		23.67			23.67		23.67		23.67
				80.50		102.50			80.50		102.50		102.50
				8.79		8.79			8.79		8.79		8.79
				2,955.70		1,907.04	1,056.70		2,962.74	24.88	2,937.86		2,937.86
31.10	50.60			2,044.10	475.60	1,887.80	81.30		1,969.50		1,969.50		1,969.50
129.16				483.41	3.82	804.25			804.25		804.25		804.25
264.85	50.60	60.02	679.62	42,625.76	1,595.16	24,780.07	17,608.89	2,152.25	42,285.96	446.77	41,839.19		41,839.19

1907.46 miles of purchased line (B., C. R. & N.).

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 and College	1.98			25.67	1.98
Atchison, Topeka & Santa Fe	19.80			300.68	45.88
Chicago, Burlington & Quincy	1,365.64	224.68		1,091.78	1,891.00
Chicago Great Western	400.28			89.69	510.06
Chicago & North Western	350.80			3.03	341.45
Mason City & Fort Dodge	22.50			406.72	25.53
Wisconsin, Minnesota & Pacific	1,878.84	28.29	.55	479.77	2,906.40
Chicago, Milwaukee & St. Paul	1,578.17	341.98		32.51	2,359.92
Chicago & North Western	74.55			438.70	107.06
Chicago, Iowa & Dakota	2,171.48	81.59		1.00	2,691.77
Chicago, St. Paul, Minneapolis & Omaha	6.00			3.28	7.00
Chicago, Rock Island & Pacific	17.81			45.49	20.70
Colfax Northern	34.51	1.06		8.44	34.51
Crooked Creek	70.44			12.00	70.44
Davenport, Rock Island & Northwestern	4.00	2.00		50	4.50
Des Moines, Iowa Falls & Northern	4.00			88.55	906.00
Des Moines Union	714.62	3.75		37.62	801.62
Des Moines Western	413.07			3.18	416.25
Dubuque & Sioux City (Illinois Central)	24.44			8.00	24.44
Iowa Central	8.00			26.81	34.81
Albia & Centerville	213.04			2.95	31.62
Manchester & Oueda	28.67			1.00	102.50
Minneapolis & St. Louis	102.50			8.79	8.79
Muscatine North & South	8.79			34.94	35.43
Newton & Northwestern	2.46		1.63	31.80	235.80
Tabor & Northern	203.40			10.77	87.47
Union Pacific	76.70				
Walsh					
Wilmarr & Sioux Falls (Great Northern)					
Total	9,788.85	682.45	2.18	2,292.59	12,765.57

*Reported by C. & N.-W. Ry.

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.	Line operated under trackage rights.
		Main lines.	Branches and spurs.						
	1.98	1.98						1.98	
	45.44	19.86						19.86	
80.53	1,810.47	276.57	1,089.07				13.16	1,905.64	71.05
	510.06	370.97	7.48					378.45	3.23
	451.46	382.21	15.59					850.80	2.56
	22.50	33.50						22.50	
72.51	2,233.89	1,870.84					78.84	1,870.84	69.31
40.97	2,355.06	363.78	1,214.38				28.40	1,873.17	9.07
	24.52	82.54	74.55					74.55	27.50
	2,233.07	1,104.91	765.42			301.15	.19	2,171.48	18.64
	7.00	6.00						6.00	
.19	20.70	17.01						17.01	
	45.49	34.51						34.51	.72
	70.44	70.44						70.44	
	15.00	4.00						4.00	
	4.50	4.00						4.00	
5.02	898.58	823.23						823.23	
47.26	454.39	285.93	127.21			37.00		450.07	4.00
3.18	24.44	24.44						24.44	
	8.00	8.00						8.00	
8.98	230.57	138.06	74.98					213.04	
	31.62	35.07						35.07	
	102.50	102.50						102.50	
1.00	8.79	8.79					80.50	102.50	
4.55	35.95	2.46						8.79	
10.77	235.20	203.40						203.40	5.50
	76.70	76.70						76.70	2.56
290.90	12,020.50	5,779.87	8,655.50			338.15	850.96	9,808.52	908.74

TABLE No. 43—EMPLOYES AND

Railroads.	General Officers.			Other Officers.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College.....	4	\$ 360.00	24	2	3,906.00	\$ 5.42
Atchison, Topeka & Santa Fe.....	10	87,241.80	32.58	2	3,000.00	8.22
Chicago, Burlington & Quincy.....	1	69,780.19	23.10	15	56,163.39	10.16
Chicago Great Western.....	4	18,849.96	11.06	4	125.99	4.63
Wisconsin, Minnesota & Pacific.....	1	.....	.....	1	.....	.....
Chicago, Milwaukee & St. Paul.....	1	.....	.....	11	10,820.89	8.18
Chicago & Northwestern.....	1	.....	.....	1	1,200.00	3.29
*Chicago, Iowa & Dakota.....	1	.....	.....	.....	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	1	.....	.....	.....	.....	.....
Chicago, Rock Island & Pacific.....	1	1,000.00	6.53	.....	.....	.....
Colfax Northern.....	2	2,682.96	2.82	.....	.....	.....
Crooked Creek.....	2	3,253.83	4.44	.....	.....	.....
Davenport, Rock Island & Northwestern.....	3	3,491.64	5.50	.....	.....	.....
Des Moines, Iowa Falls & Northern.....	2	3,780.00	5.18	.....	.....	.....
Des Moines Union.....	.....	.....	.....	.....	.....	.....
Des Moines Western.....	.....	.....	.....	.....	.....	.....
Dubuque & Sioux City (Ill. Cent.).....	12	22,966.96	7.61	20	28,288.56	8.70
Iowa Central.....	8	31,143.79	10.46	.....	.....	.....
Albia & Centerville.....	.....	.....	.....	.....	.....	.....
Manchester & Oneida.....	5	7,509.90	2.55	10	5,895.49	1.54
Minneapolis & St. Louis.....	5	4,940.00	6.07	.....	.....	.....
Muscatine North & South.....	5	4,031.80	4.43	.....	.....	.....
Newton & Northwestern.....	2	2,300.00	3.51	.....	.....	.....
Tabor & Northern.....	.....	.....	.....	1	2,700.00	7.88
Union Pacific.....	.....	.....	.....	5	5,304.96	6.28
Wabash.....	1	5,647.84	15.57	2	7,971.44	6.45
Willmar & Sioux Falls (Great Northern).....	.....	.....	.....	.....	.....	.....
Total.....	86	226,417.04	9.90	711	188,109.14	6.21

*Reports from July 1 to 31, 1903.

†From report of 1902.

SALARIES—IOWA.

General Office Clerks.	Station Agents.			Other Station Men.			Engine Men.					
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Total daily compensation.			
.....	.....	.....	.....	4	\$ 2,052.00	\$ 2.05	30	\$ 12,570.00	\$ 1.49	2	\$ 1,396.00	\$ 1.83
.....	78	\$ 71,193.96	\$ 2.92	221	145,198.66	1.90	461	229,511.07	1.62	231	315,902.05	3.75
.....	.....	.....	.....	82	63,565.42	2.15	143	75,978.31	1.70	123	162,509.79	4.27
.....	.....	.....	.....	45	23,409.51	2.17	27	5,822.32	1.05	37	39,806.33	4.93
.....	.....	.....	.....	3	2,900.70	2.15	2	1,244.40	1.70	1	1,815.16	4.27
.....	99	72,808.05	2.35	284	145,575.07	1.65	975	443,528.89	1.47	425	459,015.08	3.45
.....	.....	.....	.....	247	173,997.42	2.10	319	195,727.56	1.67	263	481,688.88	4.52
.....	.....	.....	.....	1	195.00	1.81	2	40.00	.74	1	90.96	3.95
.....	.....	.....	.....	13	9,232.97	2.26	51	28,648.04	1.79	17	23,972.63	4.49
.....	.....	.....	.....	398	187,941.57	1.93	671	219,436.51	1.64	516	530,246.53	3.96
.....	2	525.07	1.17	3	750.00	2.00	.....	.....	.....	1	962.25	2.62
.....	.....	.....	.....	2	1,381.45	2.00	1	481.80	1.96	1	912.59	2.54
.....	3	1,861.14	1.96	3	2,037.94	1.78	9	5,057.17	1.61	1	832.59	3.00
.....	4	2,235.00	2.69	10	3,045.32	1.29	.....	.....	.....	4	2,722.24	4.15
.....	5	2,701.00	1.49	.....	.....	.....	53	27,157.20	1.83	6	5,022.00	8.10
.....	46	32,247.51	1.85	1	1,083.39	3.88	3	1,782.50	1.92	.....	.....	.....
.....	91	46,830.88	1.95	73	85,848.35	1.89	108	84,669.49	1.10	213	192,245.53	3.55
.....	.....	.....	.....	2	42,188.68	1.55	49	18,577.42	1.02	73	81,679.29	3.60
.....	.....	.....	.....	2	1,802.84	1.78	2	188.70	.25	.....	.....	.....
.....	85	10,463.00	.82	28	18,264.49	1.75	11	4,802.56	.87	12	15,678.28	3.68
.....	1	450.45	1.23	4	2,825.00	1.94	9	1,700.00	1.81	2	1,280.00	3.16
.....	.....	.....	.....	1	225.00	2.47	6	2,660.00	1.51	.....	.....	.....
.....	.....	.....	.....	1	409.58	3.08	.....	.....	.....	1	881.72	2.81
.....	10	7,852.82	2.28	5	4,800.00	4.37	17	84,400.45	1.97	.....	.....	.....
.....	12	9,845.04	2.33	12	8,743.23	2.32	41	23,067.39	1.51	16	25,877.15	4.27
.....	9	6,775.33	2.06	15	8,292.78	2.06	17	7,455.01	1.70	7	8,598.09	4.01
Total.....	446	265,514.53	1.90	1,879	998,890.58	1.89	3,146	1,470,960.55	1.49	1,846	2,251,106.65	3.58

TABLE No. 44—EMPLOYES AND

Railroads.	Firemen.			Conductors.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College				2	1,215.00	1.60
Atchison, Topeka & Santa Fe	60	53,997.84	2.80	17	25,181.08	4.84
Chicago, Burlington & Quincy	238	196,797.07	2.31	146	186,336.10	3.50
Chicago Great Western	120	96,222.39	2.52	98	74,840.02	3.50
Mason City & Fort Dodge	35	23,878.32	2.56	44	25,577.82	3.55
Wisconsin, Minnesota & Pacific	1	776.16	2.52	1	1,078.00	3.50
Chicago, Milwaukee & St. Paul	428	305,655.26	2.28	270	280,421.88	3.81
Chicago & North Western	373	824,645.28	2.48	238	318,737.42	3.76
*Chicago, Iowa & Dakota	2	108.85	1.96	1	69.94	2.59
Chicago, St. Paul, Minneapolis & Omaha	17	14,749.28	2.76	11	13,776.19	3.99
Chicago, Rock Island & Pacific	303	301,691.42	2.40	249	283,693.80	3.49
Colfax Northern	1	645.25	1.77	1	660.30	1.90
Crooked Creek	1	615.07	1.50			
Davenport, Rock Island & Northwestern	1	637.40	1.80	1	698.06	3.13
Des Moines, Iowa Falls & Northern	4	1,507.28	2.27	4	1,995.00	2.90
Des Moines Union	6	3,078.00	1.90			
Des Moines Western	4					
Dubuque & Sioux City (Ill. Cent.)	215	114,263.72	2.27	79	117,416.84	3.67
Iowa Central	75	49,148.82	2.13	47	49,189.74	3.15
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis	12	9,422.12	2.24	8	10,417.80	3.81
Russellville North & South	2	1,404.00	2.55	1	930.00	2.87
Newton & Northwestern	2	852.00	2.00	4	1,601.00	2.30
Tabor & Northern	1	600.00	1.92	1	604.98	1.92
Union Pacific						
Wabash	16	15,168.67	2.47	12	14,748.24	4.08
Willmar & Sioux Falls (Great Northern)	8	5,202.82	2.84	10	6,375.29	3.73
Total	1,921	1,420,890.02	2.86	1,215	1,469,983.24	3.70

*Reports from July 1 to 31, 1903. †From report of 1902.

SALARIES—IOWA—CONTINUED.

Railroads.	Other Trainmen.			Machinists.			Carpenters.			Other Shopmen.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College												
Atchison, Topeka & Santa Fe	49	43,371.56	2.82	61	65,535.60	3.31	46	90,501.60	2.21	496	253,879.20	1.85
Chicago, Burlington & Quincy	305	231,431.72	2.08	280	208,702.88	2.26	346	256,437.14	2.37	787	465,549.64	3.02
Chicago Great Western	109	184,517.66	2.57	55	55,206.66	3.10	125	92,335.09	2.60	201	160,371.48	2.54
Mason City & Fort Dodge	81	39,640.36	2.58	36	34,905.21	3.19	26	16,579.64	2.56	27	20,845.95	2.58
Wisconsin, Minnesota & Pacific	2	1,543.12	2.67							15	3,911.60	2.54
Chicago, Milwaukee & St. Paul	545	329,631.83	1.94	105	73,758.97	2.46	259	182,404.43	1.88	614	345,629.46	1.80
Chicago & North Western	521	424,382.32	2.31	255	199,392.00	2.29	221	160,421.99	2.25	1,111	666,204.68	1.82
*Chicago, Iowa & Dakota	3	150.88	1.86	1	70.00	2.59				2	54.10	1.00
Chicago, St. Paul, Minneapolis & Omaha	27	21,118.27	2.49	106	74,809.51	3.31	61	36,309.65	1.89	56	33,406.88	1.90
Chicago, Rock Island & Pacific	507	307,892.08	2.34	113	101,278.59	3.46	226	128,545.82	2.53	761	655,713.54	2.02
Colfax Northern	2	1,080.00	1.48					496.79	2.66			
Crooked Creek										1	812.30	1.49
Davenport, Rock Island & Northwestern	2	1,755.84	2.65	1	835.64	1.98	3	1,042.59	2.90	6	3,227.10	1.61
Des Moines, Iowa Falls & Northern	5	2,654.40	1.47	2	1,194.00	2.70	2	1,050.00	2.50	6	2,275.00	1.80
Des Moines Union	15	6,034.50	1.49	22	16,416.40	2.89	6	3,919.20	2.90	48	17,488.00	1.45
Des Moines Western												
Dubuque & Sioux City (Ill. Cent.)	165	136,658.70	2.29	176	187,106.93	2.48	136	88,896.54	2.48	128	101,821.24	2.40
Iowa Central	118	81,345.64	2.07	108	74,460.94	2.42	88	46,855.84	2.31	240	96,888.46	1.68
Albia & Centerville												
Manchester & Oneida												
Minneapolis & St. Louis	21	14,667.70	1.80	21	17,399.00	2.27	13	5,888.24	2.56	32	17,327.10	1.78
Russellville North & South	3	2,062.00	2.21	1	1,000.00	2.74				1	540.00	1.48
Newton & Northwestern	4	1,063.68	1.92	1	1,168.00	4.00	1	599.04	1.92			
Tabor & Northern												
Union Pacific												
Wabash	24	31,491.15	3.06	9	18,124.94	3.21	4	5,283.28	2.84	96	90,836.40	2.82
Willmar & Sioux Falls (Great Northern)	42	35,653.61	2.70	36	24,090.09	2.11	14	10,790.58	2.47	41	23,029.61	1.73
Total	16	6,888.26	2.42	4	5,642.60	3.35	8	3,114.97	2.41	46	20,507.08	1.94
Total	2,682	1,902,866.33	2.30	1,893	1,108,206.97	2.54	1,580	1,045,859.11	2.11	4,692	3,010,178.70	2.09

TABLE No. 45—EMPLOYES AND

Railroads.	Section Foremen.			Other Trackmen.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College	1	\$ 480.00	\$ 1.31			
Atchison, Topeka & Santa Fe	7	4,500.00	1.79	122	\$ 38,084.40	\$ 1.31
Chicago, Burlington & Quincy	200	187,188.95	1.73	2,318	1,600,410.95	1.46
Chicago Great Western	80	43,832.67	1.50	1,065	420,601.18	1.50
Mason City & Fort Dodge	53	13,700.84	1.50	392	46,088.91	1.52
Wisconsin, Minnesota & Pacific	2	1,098.00	1.50	5	1,612.50	1.50
Chicago, Milwaukee & St. Paul	278	154,596.85	1.77	1,011	338,888.31	1.28
Chicago & North-Western	309	173,735.00	1.80	1,442	640,472.90	1.79
* Chicago Iowa & Dakota	3	137.50	1.70	17	607.10	1.41
Chicago, St. Paul, Minneapolis & Omaha	12	7,105.25	1.89	14	21,224.76	1.54
Chicago, Rock Island & Pacific	344	213,810.22	1.67	1,341	1,157,345.22	1.66
Colfax Northern	2	645.00	1.63	11	3,241.31	1.58
Crooked Creek	1	1,175.32	1.62	11	2,987.91	1.49
Davenport, Rock Island & Northwestern	3	1,725.95	1.66	9	4,416.94	1.53
Des Moines, Iowa Falls & Northern	12	4,297.90	1.48	82	9,511.20	1.46
Des Moines Union	3	2,518.50	2.30	46	19,835.20	1.54
Des Moines Western	1	568.00	1.83	6	2,947.41	1.55
Dubuque & Sioux City (Illinois Central)	118	70,837.79	1.59	933	343,753.53	1.42
Iowa Central	361	47,838.82	1.61	439	208,528.76	1.52
Albia & Centerville	4	1,879.20	1.29	12	4,462.27	1.21
Manchester & Oneida						
Minneapolis & St. Louis	39	22,328.76	1.56	103	48,806.90	1.42
Muscatine, North & South	3	1,680.00	1.78	12	5,934.00	1.50
Newton & Northwestern	8	3,598.40	1.78	36	10,771.20	1.98
Tabor & Northern	3	3,351.00	1.92	9	1,614.00	1.50
Union Pacific	3	3,098.02	2.67	26	12,306.01	1.46
Wabash	12	7,498.55	2.00	78	34,904.41	1.43
William & Sioux Falls (Great Northern)	14	6,509.64	1.48	97	25,945.88	1.56
Total	1,705	\$ 976,787.33	\$ 1.88	9,481	\$ 4,530,241.25	\$ 1.53

* Reports from July 1 to 31, 1903. † From report of 1902.

SALARIES—IOWA—CONTINUED.

Switchmen, Flagnmen and Watchmen.			Telegraph Operators and Dispatchers.			Employees Account of Flooting Equipment.			All Other Employees and Laborers.		
Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
154	\$ 110,892.94	\$ 2.27	125	7,908.00	\$ 2.52	40	\$ 24,574.20	\$ 2.20	411	\$ 351,412.30	\$ 2.03
49	38,877.93	2.49	48	35,962.00	2.10	452	330,404.30	2.50	452	330,404.30	2.50
13	4,382.03	1.50	32	17,267.98	2.00	27	14,618.92	2.58	27	14,618.92	2.58
477	313,417.14	2.10	300	200,479.71	2.41	1,806	1,121,821.21	1.68	464	304,471.58	1.79
276	245,342.39	2.68	186	136,770.90	2.41	2	104.07	1.96	2	104.07	1.96
21	19,691.05	2.90	18	6,463.61	1.58	110	62,691.33	1.51	376	301,238.70	1.74
88	28,998.55	1.05	203	137,302.11	1.97	4	93.50	1.91	4	888.39	1.62
1	530.00	.90				1	653.98	1.95			
1	392.17	1.28	4	2,708.90	2.80	14	6,919.20	1.51	1	653.98	1.95
2	607.74	1.87	2	666.00	3.17	1	1	1.00	14	6,919.20	1.51
47	22,851.40	1.87	2	1,440.00	1.97	8	1,275.00	1.63	486	326,218.00	1.69
91	84,046.16	1.77	79	54,094.65	1.67	173	97,584.77	1.83	1	261.00	.71
2	607.74	1.81	31	21,338.08	1.88	1	1	1.00	28	14,574.69	1.78
1			1	865.40	1.00	1	1	1.00	6	296.68	2.74
2									1	1,000.00	2.74
3									0		
2									1	296.68	1.68
18	11,137.24	1.96	2	1,430.62	2.05	91	55,282.71	1.73	37	22,236.76	1.82
14	6,994.67	1.59	13	8,463.49	2.14	20	97,584.77	1.83	20	97,584.77	1.83
3	415.25	1.13	4	1,233.53	1.69						
1,282	\$ 863,046.50	\$ 2.91	1,035	737,511.70	2.21	4,602	\$ 2,965,968.98	\$ 2.10			

TABLE No. 46—EMPLOYES AND SALARIES—

Railroads.	Total, Including General Officers.			Total, Excluding General Officers.		
	Number.	Total yearly compensation.	Average daily compensation.	Number.	Total yearly compensation.	Average daily compensation.
Ames & College.....	9	\$ 3,301.00	\$ 1.10	5	\$ 3,031.00	.....
Atchison, Topeka & Santa Fe.....	945	654,904.08	2.29	945	651,994.08	.....
Chicago, Burlington & Quincy.....	6,339	4,108,682.62	1.88	6,339	4,021,444.22	1.95
Chicago Great Western.....	2,777	1,804,344.42	2.21	2,777	1,804,324.42	2.21
Mason City & Fort Dodge.....	776	322,294.84	2.37	776	322,294.84	2.37
Wisconsin, Minnesota & Pacific.....	22	14,974.64	2.23	22	14,974.64	2.23
Chicago, Milwaukee & St. Paul.....	7,961	4,928,188.63	1.99	7,961	4,858,408.44	1.97
Chicago & North-Western.....	6,259	4,488,118.19	2.22	6,259	4,488,118.19	2.22
Chicago, Iowa & Dakota.....	43	1,793.80	1.70	39	1,780.80	1.70
Chicago, St. Paul, Minneapolis & Omaha.....	5,979	3,744,406.45	2.18	5,979	3,744,406.45	2.18
Chicago, Rock Island & Pacific.....	5,967	4,328,142.18	1.99	5,967	4,328,142.18	1.99
Colfax Northern.....	24	11,529.19	1.57	23	10,599.10	1.57
Crooked Creek.....	28	11,964.89	1.79	24	9,871.90	1.67
Davenport, Rock Island & Northwestern.....	50	31,702.05	1.92	48	28,449.62	1.81
Des Moines, Iowa Falls & Northern.....	81	39,979.70	1.83	80	33,494.06	1.75
Des Moines Union.....	270	138,196.60	1.84	268	134,350.90	1.81
Des Moines Western.....	14	7,006.24	.....	14	7,006.24	.....
Dubuque & Sioux City (Ill. Cent.).....	3,160	2,002,960.83	1.85	3,067	1,960,960.87	1.68
Iowa Central.....	1,722	1,021,930.01	1.92	1,714	960,798.22	1.87
Albia & Centerville.....	22	8,453.41	1.15	22	8,453.41	1.15
Manchester & Onida.....	444	230,507.93	1.45	436	222,668.16	1.43
Minneapolis & St. Louis.....	48	28,777.95	2.17	48	28,897.05	1.90
Muscatine North & South.....	78	29,443.56	1.80	78	25,417.26	1.65
Newton & Northwestern.....	10	6,060.28	2.97	8	8,860.26	2.00
Tabor & Northern.....	408	324,656.33	2.14	403	324,659.38	2.14
Union Pacific.....	406	281,948.30	2.21	406	276,300.96	2.17
Walsh.....	275	122,132.02	2.08	274	122,132.02	2.08
Willmar & Sioux Falls (Great Northern).....	.....	.....	.....	.....	.....	.....
Total.....	88,406	\$28,823,974.85	2.10	88,009	\$26,064,557.81	2.10

IOWA—CONTINUED—AND ENTIRE LINE.

Distribution.					Entire Line.					
General administration.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	Number.	Total, Including General Officers.			Total, Excluding General Officers.		
					Total year-compensation.	Average daily compensation.	Number.	Total year-compensation.	Average daily compensation.	Number.
\$ 9,940.32	\$ 52,462.28	\$24,548.40	\$ 297,997.08	29,000	\$ 15,011,418.84	2.20	28,842	\$ 14,568,281.03	2.15	
158,435.26	1,591,174.48	758,389.65	1,000,685.89	37,447	25,075,304.44	2.09	37,241	24,892,613.35	2.03	
5,000.00	812,987.61	807,913.28	683,473.58	858	858,458.71	2.90	857	35,438.71	2.35	
108,061.63	74,448.67	72,630.80	172,815.97	858	.....	.....	22	14,679.64	2.22
.....	2,710.56	3,911.00	8,857.54	.....	.....	.....	.....	.....	.....
.....	1,280,607.50	782,613.51	2,666,275.96	27,682	17,267,654.62	1.99	27,658	17,023,165.00	1.97	
.....	1,224,592.04	533,105.43	\$740,430.72	32,545	22,082,305.60	2.21	32,520	21,800,040.47	2.18	
.....	828.67	70.00	746.13	45	1,759.80	1.70	39	1,780.80	1.70	
.....	1,000,114.16	857,404.97	1,859,802.09	23,058	4,488,510.31	2.27	6,212	4,333,263.81	2.21	
10,520.36	1,000,114.16	857,404.97	1,859,802.09	23,058	15,982,192.94	2.14	23,031	15,087,082.95	2.11	
1,000.00	4,416.80	330.00	5,832.50	24	11,469.10	1.57	23	10,599.10	1.57	
.....	6,331.62	1,549.97	2,533.40	27	12,633.41	1.79	25	10,590.42	1.75	
5,114.47	6,085.48	1,949.19	16,553.81	87	49,382.18	1.89	80	49,125.85	1.81	
8,701.64	16,293.10	2,275.50	12,660.95	62	39,570.70	1.88	89	38,404.06	1.75	
6,481.00	28,358.70	30,241.10	83,054.80	290	138,190.60	1.84	298	134,850.00	1.81	
.....	2,915.41	.....	4,090.88	14	7,006.24	.....	14	7,006.24	.....
19,600.08	555,323.04	278,974.31	1,157,733.40	8,540	2,070,100.19	1.99	8,227	2,035,300.23	1.99	
.....	894,969.22	171,319.40	407,050.74	2,062	1,292,630.45	1.95	2,054	1,250,829.31	1.83	
.....	6,002.47	.....	1,850.94	22	8,453.41	1.15	22	8,453.41	1.15
28,968.58	77,025.99	49,031.10	80,582.46	1,564	1,050,628.92	2.01	1,556	1,005,951.71	1.95	
5,990.45	8,314.00	1,000.00	14,073.50	48	28,777.95	2.17	38	28,897.05	1.90	
4,256.80	14,969.60	1,767.04	9,055.62	78	29,443.56	1.80	75	25,417.26	1.65	
2,300.00	1,584.00	.....	2,496.28	10	6,060.28	2.97	8	8,860.26	2.00
2,417.49	21,758.58	120,547.54	179,632.47	18,822	11,904,125.96	2.30	18,295	11,156,700.26	2.28	
16,179.00	55,145.11	61,453.17	145,136.02	18,528	8,406,273.71	2.31	18,250	8,210,021.90	2.19	
.....	35,867.88	28,309.58	46,104.80	1,118	432,383.53	1.97	1,068	440,272.48	2.01	
18,849.77	.....	.....	.....	.....	.....	.....	.....	.....	.....
\$556,570.80	\$7,846,978.87	\$4,867,170.24	\$12,815,967.49	180,964	\$126,168,050.74	2.12	180,471	\$123,538,650.06	2.05	

*Report from July 1 to 31, 1908.

†From report of 1902—Company states unable to furnish information this year.

TABLE No. 48—STATIONS—

Railroads.	Stations.			
	On Road Owned.		On Road Operated.	
	Entire line.	Iowa.	Entire line.	Iowa.
Ames & College.....				
Atchison, Topeka & Santa Fe.....	747	6	747	6
Chicago, Burlington & Quincy.....	1,170	241	1,170	241
Chicago Great Western.....	155	73	155	71
Mason City & Fort Dodge.....	63	58	65	58
Wisconsin, Minnesota & Pacific.....	51	4	51	4
Chicago, Milwaukee & St. Paul.....	1,030	304	1,050	304
Chicago & North Western.....	1,069	257	1,078	257
Chicago, Iowa & Dakota.....				
Chicago, St. Paul, Minneapolis & Omaha.....	309	14	317	17
Chicago, Rock Island & Pacific.....	682	294	880	341
Colfax & Northern.....	3	3	3	3
Crooked Creek.....	3	5	5	5
Davenport, Rock Island & Northwestern.....	13	9	16	9
Des Moines, Iowa Falls & Northern.....	12	12		
Des Moines Union.....	2			
Des Moines Western.....	1	1	1	1
Dubuque & Sioux City (Illinois Central).....	125	113	125	113
Iowa Central.....	96	76	104	80
Albia & Centerville.....	4	4	4	4
Manchester & Oneida.....	1		2	2
Minneapolis & St. Louis.....	96	31	100	31
Muscatine North & South.....	5	5	5	5
Newton & Northwestern.....	20	20	20	20
Tabor & Northern.....	2			
Union Pacific.....	671	3	671	3
Walsh.....	690	55	611	87
Willmar & Sioux Falls (Great Northern).....	52	16	72	16
Total.....	7,100	1,609	7,128	1,623

*Reports from July 1 to 31, 1908.

RENEWALS OF RAILS AND TIES.

Number of telegraph stations in Iowa.	New Rails Laid During Year in Iowa.						New Ties Laid During Year in Iowa.	
	Iron.			Steel.			Number.	Average price at dis-tributing point.
	Tons.	Weight per yard pounds.	Average price per ton at dis-tributing point.	Tons.	Weight per pounds.	Average price per ton at dis-tributing point.		
4				215	75	26.00	8,845	.54
219				5,804		18.05	330,491	.50
				1,261		30.00	137,480	.66
							11,009	.66
				43,027		28.00	1,119,369	.47
253				5,097	75	27.78	441,888	.50
							22,078	.57
308				8,654		28.09	480,173	.38
2							1,800	.67
							4,796	.64
122				18		28.28	2,476	
2	185	75	80.00				6,172	.70
113				6,708		28.50	195,376	
72				844		30.15	133,961	.54
3							5,151	.54
							27,006	.55
91				80	70	24.14	14,722	.60
							800	.40
2						27.26	7,057	.46
				875	60	28.00	43,248	.60
36							9,502	.50
14								
1,352	185			78,196			8,019,638	

TABLE No. 59—DESCRIPTION OF EQUIPMENT

Railroads.	Cars in Company's Service.						Equipped with		
	Gravel.	Derrick.	Caboose.	Other road cars.	Total.		Train brake.	Automatic coupler.	
Ames & College									
Atchison, Topoka & Santa Fe	949	17	497	91	1,554	1,554	1,554		
Chicago, Burlington & Quincy	500	24	615	1,159	2,248	995	2,015		
Chicago Great Western	104	6	111	45	296	141	296		
Mason City & Ft. Dodge	190	1	21	1	124	121	123		
Wisconsin, Minnesota & Pacific			1	10	2	13	1	13	
Chicago, Milwaukee & St. Paul		13	497	99	809	800	1,010		
Chicago & North-Western	254	24	373	68	1,019	890	1,010		
Chicago, Iowa & Dakota									
Chicago, St. Paul, Minn. & Omaha	154	9	143	21	327	160	327		
Chicago, Rock Island & Pacific	928	19	571	375	1,883	898	1,993		
Colfax Northern									
Crooked Creek				1	1	1			
Davenport, Rock Island & Northwestern									
Des Moines, Iowa Falls & Northern			5		5	5			
Des Moines Union									
Des Moines Western									
Delaware & Sioux City (Illinois Central)			7		7	7			
Iowa Central	52	3	37	132	224	118	224		
Albia & Centerville									
Manchester & Onida									
Minneapolis & St. Louis		2	32	83	117	12	117		
Muscatine North & South			1		1				
Newton & Northwestern									
Tabor & Northern									
Union Pacific	563	21	185	909	1,678	1,651	1,655		
Wabash	12		238	319	369	362	360		
Willmar & Sioux Falls (Great Northern)	1		7	5	13	12	12		
Total	8,604	158	8,672	8,310	10,789	6,460	9,819		

*Reports from July 1 to 31, 1908.

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 contributed to fast freight service.
	Train brake.	Automatic coupler.			Train brake.	Automatic coupler.		
							4	6
			38,229				38,229	39,535
			50,610				50,610	51,047
			7,173				7,173	7,457
			1,985				1,985	2,019
			827				827	844
			42,976				42,976	43,993
			52,907				52,907	54,114
			12,018				12,018	12,829
			35,156	4,468	4,468	4,468	39,624	38,222
							3	3
							89	41
							127	135
							91	97
							5	5
							261	308
			8,952				8,952	3,450
							1	1
			2,918				2,918	2,967
			5				5	5
							3	4
			15,991				15,991	16,234
			19,417				19,417	20,445
			1,056				1,056	1,072
				500		500		
			284,748	4,968	4,968	4,968	289,716	288,918

TABLE No. 51—

Railroads.	Passenger Traffic.			
	Number of pas- sengers carried earning revenue	Number of pas- sengers carried one mile.	Average distance carried.	Total passenger revenue.
Ames & College.....	215,070	425,838	1.98	\$ 10,759.50
Atchison, Topeka & Santa Fe.....				50,944.77
Chicago, Burlington & Quincy.....				790,747.65
Chicago Great Western.....	1,294,298	35,558,441	30.500	193,689.65
Mason City & Fort Dodge.....	295,597	7,922,557	26.800	7,826.88
Wisconsin, Minnesota & Pacific.....	24,478	290,304	11.88	2,187,912.19
Chicago, Milwaukee & St. Paul.....	2,582,151	135,557,404	52.498	3,037,641.24
Chicago & North-Western.....	1,835	19,651	10.87	962.94
* Chicago, Iowa & Dakota.....	298,179	10,641,081	51.00	249,698.65
Chicago, St. Paul, Minneapolis & Omaha.....	3,423,150	137,923,518	40.290	3,824,718.45
Chicago, Rock Island & Pacific.....	7,905	40,258	5.090	2,368.72
Colfax Northern.....				1,100.22
Crooked Creek.....	24,191	81,192	3.100	1,594.87
Davenport, Rock Island & Northwestern.....	41,276	1,146,865	27.800	27,184.31
Des Moines, Iowa Falls & Northern.....				
Des Moines Union.....				
Des Moines Western.....				
Dubuque & Sioux City (Illinois Central).....	1,087,272	45,614,808	41.71	1,077,737.00
Iowa Central.....	511,978	17,096,832	33.39	341,768.95
Albia & Centerville.....	17,301	381,182	19.14	9,307.50
Manchester & Oelwein.....	22,553	180,424		
Manitowish & St. Louis.....	217,719	6,283,184	28.00	161,842.88
Muscatine North & South.....	15,980	263,180	14.83	6,375.46
Newton & Northwestern.....	11,297	99,037	8.79	8,908.48
Tabor & Northern.....	169,340	392,457	2.31	6,483.13
Union Pacific.....	185,504	11,078,515	59.72	263,189.90
Wabash.....	51,524	1,998,138	38.80	40,548.54
Willmar & Sioux Falls (Great Northern).....				
Total	10,379,097	418,825,104	40.37	\$11,671,869.39

* Reports from July 1 to 31, 1903.

MILEAGE TRAFFIC—IOWA.

Passenger Traffic.										
Average amount received from each passenger.	Average receipts per mile—cents	Total passenger earnings.	Passenger carry- ings per mile of road.	Passenger carry- ings per train mile.	Highest rate of fare per mile	Lowest rate of fare per mile	Average rate of fare per mile for passenger cars.	Cost of carrying each passenger one mile—cents.	Amount.	Per train mile.
\$.05	\$.0225	\$ 10,759.50	81,810.62	1,267.97	5.00	3.00	\$.01782			
		70,691.61	8,586.50		5.00	0.50				
.6261	.0205	915,519.40	2,166.29	80854				.02049		
.6552	.0245	316,682.60	823.59	3934				.02450		
.3197	.0299	9,966.17	443.27	4427				.02950		
		2,734,355.23	1,499.04	69888	3.00	1.00		.02905		
1.17840	.02241	3,882,301.88	2,427.04	1,01878	4.00	1.00		.02410		
.37794	.02473	890.08	12.56	29388	4.00	2.00		.02473		.85
1.19919	.02346	298,467.75	2,924.72	1,24698				.02346		
.94203	.02338	3,888,901.98	1,775.96	98379						
.25601	.05871	2,477.98	412.93	17397	3.00	2.00				
		2,105.88	116.53		4.00					
.09089	.01964	8,960.19	254.33	1,73946				.01964		
.65745	.02396	90,126.74	401.96	31548	5.80	.76		.02396		
.90123	.02217	1,322,729.80	1,850.19	90545	5.00			.02217		
.66753	.01698	418,914.82	1,014.19	60481				.01698	\$.01739	\$ 297,491.29
.53797	.02810	10,928.70	447.16	39326				.02800		
		74539	7,072.04	89430						
	.02588	204,942.94	961.99	85497				.02590	.02840	
.49198	.03838	7,002.51	265.17	18306	3.88	3.88		.49198		
	.03846	5,277.59	900.41	46491	4.00	2.00		.03800		
.03657	.01739	12,446.88	5,059.69	99991				.01790		
1.39183	.02391	320,656.00	1,363.63	1,36997	5.00	2.00		.02381		
.98156	.02479	62,726.46	791.39	59101				.02474		2505
\$.91415	\$.02290	\$14,448,334.50	81,810.62	1,267.97				.02476		

TABLE No. 53—MILEAGE

Railroads.	Passenger and Freight Traffic.		
	Passenger and Freight Revenue.	Passenger and Freight Revenue Per Mile of Road.	
			Miles.	Amount per mile.
Ames & College			
Atchison, Topeka & Santa Fe	\$ 308,068.02	19.86	\$15,511.98
Chicago, Burlington & Quincy	3,439,151.33	422.62	8,188.02
Chicago Great Western	763,662.50	268.50	2,866.26
Mason City & Fort Dodge	32,320.37	22.62	1,423.19
Wisconsin, Minnesota & Pacific	10,671,242.92	1,367.42	5,745.20
Chicago, Milwaukee & St. Paul	10,990,535.97	1,579.00	6,990.44
Chicago, Iowa & Dakota	2,890.32	28.40	97.74
Chicago, St. Paul, Minneapolis & Omaha	888,932.10	102.05	8,691.45
Chicago, Rock Island & Pacific	10,821,968.69		4,940.99
Colfax Northern	23,822.72	6	4,783.45
Crooked Creek	23,971.04	17.61	1,981.21
Davenport, Rock Island & North Western	1,594.87	35.23	45.27
Des Moines, Iowa Falls & Northern	66,876.01	75.56	800.99
Des Moines Union			
Des Moines Western			
Dubuque & Sioux City (Ill. Cent.)	\$ 222,025.21	714.84	4,608.79
Iowa Central	1,609,637.45	413.07	8,995.31
Albia & Centerville	30,896.80	24.44	1,264.19
Manchester & Onawa			
Minneapolis & St. Louis	309,155.55	218.04	1,673.62
Muscatine North & South	56,013.69	28.67	1,004.93
Newton & Northwestern		1,870.53	
Tabor & Northern	16,894.07	8.79	1,622.01
Union Pacific	62,739.47	3.46	25,509.53
Wabash	774,478.48	263.46	3,707.41
Willmar & Sioux Falls (Great Northern)	294,211.94	79.26	3,386.73
Total	\$44,474,250.29	7,979.73	\$ 5,578.40

*Reports from July 1 to 31, 1903.

†Average.

TRAFFIC—IOWA—CONTINUED.

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.	
		\$ 14,081.74	\$ 7,415.02	\$ 8,586.03	\$ 4,300.07				
\$ 327,832.92	\$16,507.20	332,611.26	16,747.80	230,624.87	11,124.09	\$ 5,623.71			
\$ 564,422.75	8,434.10	5,614,008.53	8,551.43	2,719,219.66	6,454.19	\$ 2,117.24			
786,691.21	2,985.54	867,392.11	3,233.98	690,213.51	2,230.89	694.45			
34,100.25	1,515.25	54,215.36	1,515.24	31,590.84	1,402.78	116.46			
11,207,685.99	6,682.46	11,320,299.82	6,064.64	8,725,502.12	4,697.65	1,896.99			
11,794,169.57	7,469.39	11,815,719.32	7,488.67	\$ 7,866,070.26	4,800.65	\$ 2,687.12	\$ 7,866,070.26	\$ 8998	
	2,776.99	105.19	2,790.49	109.04	2,512.91	65.19		8570	
935,792.77	9,169.94	937,891.89	9,185.61	479,989.40	4,703.44	457,408.43			
11,455,532.69	5,244.29	11,661,697.70	5,594.68	8,818,970.19	4,025.09	1,296.62			
23,798.58	4,799.45	25,814.26	4,805.38	18,151.86	3,025.51	1,323.17			
24,976.05	1,418.92	26,598.65	1,510.42	25,229.65	1,434.39				
8,990.13	254.33	43,699.96	1,240.58	39,111.52	1,025.02	215.36			
69,570.44	930.86	75,518.43	973.46	76,738.48	1,022.36				
		259,715.89	64,928.85	205,500.34	51,376.83	18,558.01			
		\$ 472,478.10	\$ 4,837.02	\$ 8,862,949.61	\$ 5,919.29	\$ 8,618,586.53	\$ 5,054.86	264.87	
		1,636,188.31	4,682.06	1,717,830.46	4,153.67	1,367,536.70	8,810.67	848.00	1,867,536.70
		32,618.00	1,330.52	32,650.25	1,335.93	29,428.47	1,304.11	131.82	29,428.47
		442,255.01	2,075.92	455,685.00	2,138.97	361,155.97	1,643.81	490.66	361,155.97
				59,018.39	1,604.93	59,171.51	2,063.88	11.01	
		18,263.15	2,077.72	18,552.93	2,110.69	18,045.13	1,484.08	628.59	6,026.81
		68,703.47	27,928.12	231,171.65	66,972.22	242,294.56	98,493.72	4,591.51	242,294.56
		835,862.28	4,097.57	855,962.22	4,097.57	832,493.40	3,968.16	112.48	832,493.40
		279,484.37	3,829.17	281,037.55	3,845.77	217,635.09	2,744.58		
		\$47,217,501.49	\$ 5,917.18	\$ 48,476,023.47	\$ 6,074.89	\$ 37,261,931.82	\$ 4,600.57	\$ 1,405.32	

§Proportional.

†Deficit.

TABLE No 54—MILEAGE

Railroads.	Miles Run.			
	By Trains Earning Revenue.			
	Passenger trains.	Freight trains.	Mixed trains.	Total.
Ames & College	64,701	97,211	7,468	169,380
Atchison, Topeka & Santa Fe	1,131,681	1,037,658	628	2,170,967
Chicago, Burlington & Quincy	965,033	371,456		1,336,489
Chicago Great Western	22,376	23,559		45,935
Mason City & Fort Dodge	2,770,789	4,809,300	326,869	7,907,958
Wisconsin, Minnesota & Pacific	3,424,181	4,359,674	387,465	8,000,320
Chicago, Milwaukee & St. Paul	228,883	806,256	10,698	1,045,837
Chicago & North-Western	3,929,636	3,946,220	315,559	7,991,415
Chicago, Iowa & Dakota			2,992	2,992
Chicago, St. Paul, Minneapolis & Omaha			445,807	445,807
Chicago, Rock Island & Pacific			7,391,435	7,391,435
Colfax Northern			14,136	14,136
Crooked Creek				927
Davenport, Rock Island & Northwestern				92
Des Moines, Iowa Falls & Northern	58,450	34,050		92,500
Des Moines Union				13,164
Des Moines Western	1,447,621	1,867,283	150,421	3,328,108
Dubuque & Sioux City (Illinois Central)	542,217	988,508	32,598	1,079,144
Iowa Central				32,336
Albia & Centerville				373,636
Manchester & Onida				41,620
Minneapolis & St. Louis	289,708	133,930		423,638
Muscatine North & South				11,365
Newton & Northwestern				31,292
Tabor & Northern				470,559
Union Pacific	15,448	19,114		34,562
Walsh	245,010	227,849		472,859
Willmar & Sioux Falls (Great Northern)	165,928	95,800	50	261,778
Total	14,487,607	18,786,096	1,205,027	34,588,730

*Reports from July 1 to 31, 1908.

TRAFFIC—IOWA—CONTINUED.

Miles Run.		Grand total train mileage.	Average Number of Freight Cars in Train.			Mileage of Freight Cars.			
By Other Trains.			All.	Loaded.	Empty.	Loaded, north or east.	Loaded, south or west.	Empty, north or east.	Empty, south or west.
Switching.	Construc- tion and others.								
67,248	8,473	245,041	32	23	9	1,098,311	1,282,054	548,042	402,407
345,630	1,191,998	4,397,390	21.53	16.65	4.92	14,824,306	12,330,941	3,074,106	4,066,700
51,293	22,776	1,010,628	16.58	12.15	4.43	2,417,050	2,497,075	672,752	672,151
868	49,905	49,905	9.45	7.56	1.89	88,019	86,695	18,568	25,632
7,907,072	11,294,357	19,201,429	23.71	16.55	7.10	38,348,460	38,965,796	14,234,159	18,629,590
105,927	4,816	2,632	2.20	1.62	.68	2,192	2,250	1,050	954
990,890	293,994	9,146,259	22.06	15.27	6.79	31,232,994	33,835,636	14,768,843	14,184,970
	14,136	5,94	3.08	2.86		41,374	1,984	402	59,972
34,653	3,108	38,988							
		92,500	5.67	3.27	2.40	41,694	65,659	37,510	44,486
426,081	290,699	4,023,898	21.55	15.15	6.40	15,177,245	15,318,004	7,908,962	4,729,582
	53,155	1,732,296	15.73	11.91	3.82	7,565,878	5,971,802	1,415,215	2,926,082
	168	32,769	3.90	2.30	1.10	47,357	24,494	6,894	29,072
	622	374,258	14.42	10.37	3.85	644,381	811,593	377,750	97,390
	41,620	5,229	3.89	1.40		65,307	73,698	28,306	30,311
	11,365								
181,880	3,440	315,888	19.60	15.07	4.59	141,007	146,971	37,217	50,535
107,590	40,823	628,445	25.86	18.45	6.98	2,348,545	1,853,672	560,682	1,013,649
	4,901		30.77	15.66	5.11	629,270	873,632	329,723	161,002
4,571,792	2,818,895	41,828,888				112,731,846	114,135,596	48,400,144	48,639,984

TABLE No. 55—MILEAGE

Railroads.	Number of passengers carried	earnings	revenue.
Ames & Colloge.....	915,070		
Atchison, Topeka & Santa Fe.....	4,705,106		
Chicago, Burlington & Quincy.....	13,570,324		
Chicago Great Western.....	1,993,340		
Mason City & Ft. Dodge.....	332,649		
Wisconsin, Minnesota & Pacific.....	2,544		
Chicago, Milwaukee & St. Paul.....	9,732,419		
Chicago & Northwestern.....	21,995,312		
*Chicago, Iowa & Dakota.....	2,835		
Chicago, St. Paul, Minneapolis & Omaha.....	2,537,085		
Chicago, Rock Island & Pacific.....	3,423,135		
Colfax Northern.....	7,906		
Crooked Creek.....	41,275		
Davenport, Rock Island & Northwestern.....	26,191		
Des Moines, Iowa Falls & Northern.....	41,275		
Des Moines Union.....			
Des Moines Western.....			
Dubuque & Sioux City (Illinois Central).....	1,108,891		
Iowa Central.....	832,306		
Albia & Centerville.....	17,801		
Manchester & Oneida.....			
Minneapolis & St. Louis.....	1,073,012		
Muscatine, North & South.....	19,890		
Newton & Northwestern.....			
Tabor & Northern.....	11,207		
Union Pacific.....	2,107,236		
Wabash.....	6,183,474		
Willmar & Sioux Fall (Great Northern).....	288,303		
Total.....	69,752,870		

*Reports from July 1 to 31, 1908.

TRAFFIC—ENTIRE LINE.

Passenger Traffic.									
Number of passengers carried one mile.	Average distance—miles.	Total passenger-entire.	Average amount received from each passenger.	Average rate per mile—cents.	Total passenger-entire.	Passenger earnings total of road.	Passenger per train mile.		
			\$.05	\$ 02.250		\$ 10,753,850	\$ 5,421.06		
425,858	92.00	9,342,513.14	1.98561	02.159	12,317,077.51	2,475.89	1.94875		
432,697,385	49.46	14,213,919.72	1.04743	02.118	18,173,705.30	2,183.07	1.25579		
671,148,210	41.41	1,643,029.00	8.6794	02.046	2,023,161.27	2,314.96	8.1062		
80,263,023	23.49	203,547.08	57719	02.458	227,722.31	320.62	49835		
5,282,154	22.29	154,759.09	55391	02.561	188,076.89	657.11	59645		
4,942,131	42.98	9,661,653.40	96069	02.305	18,008,746.19	1,855.25	1.08960		
419,157,897	30.15	13,038,493.28	60341	02.021	50,923,168.98	2,137.11	94038		
645,075,111	19.63	692.94	37722	05.473	890.05	32.58	39333		
130,728,423	51.00	3,066,265.94	1.19919	02.348	3,566,814.70	2,139.27	1.06396		
137,923,518	40.29	3,224,715.45	94338	02.388	3,883,301.33	1,775.06	95873		
40,238	5.09	2,368.72	23901	05.871	2,477.68	412.66	17227		
		1,100.22			2,105.83	119.58			
		1,394.57	09285	01.954	11,824.42	241.68	1.72946		
		27,134.31	65745	02.399	30,136.74	401.59	51545		
		1,108,790.04	39636	02.130	1,361,373.88	1,791.50	88841		
50,008,492	45.00	1,108,790.04	39636	02.130	1,361,373.88	1,791.50	88841		
20,948,709	33.10	419,150.48	62226	02.001	511,228.95	915.47	91081		
331,182	19.14	9,307.50	53597	02.810	10,928.70	447.16	33826		
		38.61	807,737.09	73272	01.940	964,532.49	1,502.76	1.00595	
41,644,090	14.59	6,373.46	49106	08.388	7,902.51	265.71	1.82956		
203,180									
		90.87	8,908.48	34688	05.946	5,377.50	690.41	46437	
300,580,272	139.36	5,731,793.08	2,65907	01.907	7,947,919.67	2,688.81	1.82448		
369,286,534	59.73	7,045,325.39	1.13641	01.936	8,550,134.02	3,499.30	1.05624		
12,040,433	41.92	313,294.98	1.08224	02.591	377,162.93	583.61	43836		
3,123,220,076	44.84	\$ 70,036,880.62	\$ 1.00407	\$ 02.238	\$ 89,144,133.47	\$ 2,057.10	\$ 1.06904		

TABLE No. 56—MILEAGE

TRAFFIC—ENTIRE LINE—CONTINUED.

Railroads.	Freight Traffic.	
	Number of tons of freight car-loads remaining revenue.	Number of tons carried one mile.
Ames and College	9,513,801	2,931,269,555
Archibald, Topeka & Santa Fe	19,779,655	6,101,521,081
Chicago, Burlington & Quincy	2,825,601	865,221,410
Chicago, Great Western	448,751	50,588,465
Mason City & Fort Dodge	965,372	24,985,092
Wisconsin, Minnesota & Pacific	21,267,870	3,538,402,505
Chicago, Milwaukee & St. Paul	23,128,810	4,096,140,585
Chicago & North-Western	3,456	51,535
*Chicago, Iowa & Dakota	5,496,373	845,658,381
Chicago, St. Paul, Minneapolis & Omaha	11,148,900	2,698,391,783
Chicago, Rock Island & Pacific	173,375	1,088,695
Colfax Northern	43,762	
Crooked Creek	40,479	1,897,570
Davenport, Rock Island & Northwestern		
Des Moines, Iowa Falls & Northern		
Des Moines Union		
Des Moines Western		
Dubuque & Sioux City (Ill. Cent.)	1,756,008	380,168,714
Iowa Central	1,822,334	290,590,446
Albia & Centerville	57,108	1,250,384
Manchester & Onawa		
Minneapolis & St. Louis	1,064,641	154,315,055
Minneapolis North and South	111,020	5,182,944
Newton & Northwestern		
Tabor & Northern	12,296	106,055
Union Pacific	6,846,698	2,470,149,149
Wabash	9,868,956	2,175,980,058
Willmar & Sioux Falls (Great Northern)	598,758	58,592,953
Total	121,799,724	27,198,409,791

*Reports from July 1 to July 31, 1908.

Average dis- tance haul of one ton.	Freight Traffic.					
	Total freight revenue.	Average amt received for freight.	Average receipt per ton per mile, cents.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.
	\$ 9,928.24	\$ 3.02594	.881	\$ 5,928.24	\$ 1.933 95	
308.03	24,769,332.12	2.21414	.858	28,351,859.51	5,799.11	\$ 2.45164
257.92	43,795,582.98	2.03657	.722	43,832,046.76	5,290.65	2,44145
284.97	5,811,059.86	1.2174	1.17	5,811,059.86	5,649.27	1,95779
104.32	565,021.74	1.562	3.682	595,021.74	2,144.22	1,55549
40.92	485,498.04	1.94855	.891	485,498.04	1,791.50	94957
183.19	35,081,759.28	1.32503	.917	35,177,189.00	5,016.81	2,11078
145.00	37,271,990.10	1.915 84	72.01	37,390,374.30	5,550.94	2,34915
15.00	1,397.98	4.622	3.682	1,915.84	72.01	65380
154.00	7,748,651.99	1.41751	.916	7,750,870.96	4,638.32	2,1076
241.20	25,988,861.03	2.27908	.944	25,988,861.03	4,232.97	2,06222
5.99	33,819.00	1.5171	2.535	30,319.00	4,338.50	1,89177
	22,870.82	5.2261		22,870.82	1,298.74	
34.25	89,748.77	98179	2.844	89,748.77	929.49	1,9721
						41.04
183.01	2,471,349.60	1.40757	.749	2,478,188.69	8,291.29	1,28373
159.44	1,890,514.45	1.02068	.640	1,890,514.45	3,831.69	1,25142
21.90	21,539.90	87908	1.726	21,539.90	883.35	66229
62.71	1,878,068.38	1.12827	1.217	1,878,068.38	2,029.05	2,98994
28.57	45,965.88	45966	1.519	48,395.88	1,617.15	1,62036
8.79	12,985.69	1.05634	12.025	12,985.59	1,477.31	1,14259
371.89	34,287,348.74	3.65196	.822	24,287,848.74	5,210.62	3,47327
234.32	14,984,656.81	1.45111	.846	14,445,445.61	5,789.84	1,90088
131.28	1,107,593.23	1.84983	1.409	1,107,968.87	2,836.97	2,64342
222 89	\$240,755,437.79	\$ 1.97736	0.885	\$ 231,450,593.46	\$ 5,341.84	\$ 2.54492

U. S. L.

TABLE No. 57—MILEAGE TRAFFIC

—ENTIRE LINE—CONTINUED.

Railroads.	Passenger and Freight Traffic.		
	Passenger and Freight Revenue.		
	Amount.	Miles.	Per mile.
Ames & College.....	\$ 14,681.74	\$ 1.93	\$ 7,415.02
88,111,715.26	4,974.86	7,620.66	
Atchison, Topeka & Santa Fe.....	65,009,502.70	8,322.66	6,070.16
Chicago, Burlington & Quincy.....	7,454,088.96	873.94	8,520.29
Chicago Great Western.....	798,568.88	277.50	2,877.72
Wisconsin, Minnesota & Pacific.....	840,257.19	271.00	2,963.91
Mason City & Ft. Dodge.....	44,743,392.68	7,011.87	6,281.69
Chicago, Milwaukee & St. Paul.....	50,310,448.44	7,403.97	6,785.09
Chicago & North Western.....	2,850.82	28.40	87.74
Chicago, Iowa & Dakota.....	10,815,047.96	1,671.05	6,472.01
Chicago, St. Paul, Minneapolis & Omaha.....	35,249,579.28	4,923.18	5,964.98
Chicago, Rock Island & Pacific.....	28,632.72	8.00	4,760.45
Coifax Northern.....	23,971.04	17.61	1,961.21
Crooked Creek.....	1,594.87	48.93	32.61
Des Moines, Iowa Falls & Northwestern.....	69,373.01	75.06	800.59
Davenport, Rock Island & Northern.....	259,715.39	4.00	64,928.85
Des Moines Union.....			
Des Moines Western.....	8,578,084.84	769.88	4,708.75
Dubuque & Sioux City (Illinois Central).....	2,273,064.93	559.48	4,963.27
Iowa Central.....	30,899.80	24.44	1,264.19
Albia & Centerville.....			
Manchester & Onida.....	2,842,590.82	641.84	1,184.63
Minneapolis & St. Louis.....	60,018.30	28.07	1,604.93
Muscatine North & South.....			
Newton & Northwestern.....	16,894.07	8.79	1,922.01
Tabor & Northern.....	29,999,611.77	2,965.70	10,149.75
Union Pacific.....	21,110,182.10	1,969.20	3,368.04
Walsah.....	1,420,888.29	456.73	3,253.40
Willmar & Sioux Falls (Great Northern).....			
Total.....	\$ 807,706,710.65	\$43,338.54	\$ 7,100.96

* Reports from July 1 to 31, 1908.

Passenger and Freight Traffic.							
Passenger and Freight Earnings.		Gross Earnings from Operation.		Expenses.		Net Earnings from Operation.	
Amount.	Per mile.	Amount.	Per mile.	Amount.	Per mile.	Amount.	Per mile.
\$ 14,681.74	\$ 7,415.02	\$ 14,681.74	\$ 7,415.02	\$ 8,528.08	\$ 4,306.07	\$ 6,153.77	\$ 3,108.95
41,151,914.02	5,271.97	41,845,837.94	5,411.86	35,127,386.42	5,050.87	16,717,180.92	3,369.49
62,005,571.00	7,450.32	69,984,877.49	7,688.06	41,863,874.53	4,968.88	22,630,502.88	2,719.18
7,834,220.69	8,094.29	8,017,095.10	9,173.56	6,849,074.02	7,294.88	1,938,012.08	1,906.62
822,744.55	2,964.94	836,941.99	3,232.32	548,400.45	2,338.38	248,541.54	865.64
674,574.93	2,485.51	676,201.62	2,498.20	402,947.13	1,489.88	1,273,254.49	1,008.81
48,185,935.19	6,872.05	48,830,384.70	6,892.66	30,876,887.44	4,317.80	18,054,477.26	2,574.85
53,215,543.88	7,187.16	53,862,199.88	7,207.23	35,848,138.76	4,800.55	17,628,090.12	2,405.68
2,779.99	105.19	2,799.49	106.04		2,512.91	95.19	286.58
11,920,985.98	6,774.59	11,930,896.00	6,800.87	7,299,614.00	4,332.57	4,291,252.74	2,558.00
37,137,568.46	6,284.15	37,731,231.02	6,384.93	27,697,190.06	4,354.80	10,234,940.94	1,730.13
38,796.88	4,799.43	38,814.90	4,802.88	18,151.88	3,025.31	10,662.40	1,123.17
24,976.65	1,418.82	29,598.65	1,510.42	25,259.66	1,434.89	1,839.06	79.03
11,824.42	241.65	84,369.99	1,724.90	70,678.36	1,444.47	13,721.19	280.42
69,870.44	890.86	79,518.43	979.46	76,728.48	1,022.96	† 3,230.03	
259,715.39	64,928.85	259,715.39	64,928.85	205,808.84	51,376.83	54,212.05	18,559.01
8,589,562.67	5,052.85	4,170,483.09	5,468.85	3,735,247.99	4,915.71	455,198.33	572.64
2,731,742.80	4,247.16	2,400,939.28	4,315.18	1,917,096.16	3,433.01	498,603.12	889.12
32,518.00	1,380.82	32,650.05	1,385.96	26,423.47	1,204.11	5,221.78	181.82
2,842,590.82	4,426.60	3,024,111.58	4,711.63	1,806,393.90	2,812.84	1,118,717.98	1,896.79
56,018.39	1,604.93	56,018.39	1,604.93	89,171.51	2,063.88	† 3,158.12	
18,268.18	2,077.72	18,552.93	2,110.69	18,045.18	1,484.08	5,507.80	684.89
82,215,183.61	10,869.84	83,239,269.25	11,245.82	18,598,905.74	6,292.96	14,640,863.51	4,963.29
24,023,638.69	9,148.34	23,175,397.94	9,345.69	18,847,947.19	7,409.68	4,837,353.16	1,738.81
1,485,131.80	3,400.58	1,489,707.28	3,411.06	1,091,781.77	2,499.90	397,925.87	911.15
\$ 829,009,197.66	\$ 7,589.78	\$ 834,480,825.78	\$ 7,718.75	\$ 220,762,968.60	\$ 6,064.97	\$ 118,977,225.11	\$ 2,621.00

† Deficit.

TABLE No. 58—MILEAGE TRAFFIC

Railroads.	Miles Run.			
	By Trains Earning Revenue.			
	Passenger.	Freight.	Mixed.	Total.
Ames & College	7,499,305	10,964,547	1,656,900	19,280,752
Atchison, Topeka & Santa Fe	13,166,635	16,647,377	1,305,573	31,119,584
Chicago, Burlington & Quincy	3,494,806	2,908,082	5,122	6,403,100
Chicago Great Western	558,631	382,537		941,168
Mason City & Fort Dodge	315,849	245,552		561,401
Wisconsin, Minnesota & Pacific	10,822,941	15,472,907	1,145,709	27,441,557
Chicago, Milwaukee & St. Paul	14,662,258	15,309,712	1,314,628	31,886,498
Chicago & North-Western	8,071,798	8,188,060	2,938	16,262,796
Chicago, Iowa & Dakota	10,807,206	11,577,755	547,608	22,932,569
Chicago, St. Paul, Minneapolis & Omaha			14,136	14,136
Colfax Northern				927
Crooked Creek	58,446	94,050		152,496
Davenport, Rock Island & Northwestern				927
Des Moines, Iowa Falls & Northern				92,500
Des Moines Union				927
Des Moines Western				927
Dubuque & Sioux City (Ill. Cent.)	1,510,106	1,944,780	13,164	3,467,110
Iowa Central	687,223	1,854,299	150,421	2,701,943
Albia & Centerville			82,598	82,598
Manchester & Oneida				1,597,020
Minneapolis & St. Louis	655,820	638,808		1,294,628
Muscatine North & South			41,620	41,620
Newton & Northwestern				11,995
Tobor & Northern			11,995	11,995
Union Pacific	5,906,578	6,891,245	91,709	12,899,532
Wabash	8,100,848	7,596,296		15,697,144
Wilmar & Sioux Falls (Great Northern)	450,321	279,398	186,988	916,707
Total	81,110,884	94,002,344	6,982,099	182,095,327

*Reports from July 1 to 31, 1903.

—ENTIRE LINE—CONTINUED.

Miles Run.		Grand total train mileage.	Average number of freight cars in train.	Average number of loaded cars in trains.	Average number empty cars in trains.	Car Mileage.			
By Other Trains.	Switching.					Construction and other.	Loaded freight cars east or north.	Loaded freight cars south or west.	Empty cars, north or east.	Empty cars, south or west.
3,499,336	619,398	23,940,436	28.00	18.00	8.00	103,480,702	110,837,288	47,064,838	48,571,276
		31,119,284	28.67	18.94	7.00				
		6,711,878	21.51	24.51	6.03	32,338,188	26,595,134	9,497,121	11,137,321
		1,045,537	16.53	12.18	4.39	2,480,721	2,161,627	662,617	967,977
		565,437	10.81	8.08	2.13	986,833	981,201	247,236	271,561
		81,893,628	25.32	17.82	7.50	154,002,430	142,179,336	55,774,823	68,825,115
		4,926,198	24.01	15.88	7.13	134,693,185	145,998,634	62,843,320	56,079,618
		2,932	2.20	1.62	.98	2,192	2,250	1,050	954
		8,545,990	21.99	15.80	6.06	26,991,294	30,760,403	14,140,357	8,024,232
		23,614,476	23.67	15.89	7.68	91,523,779	101,168,653	49,429,384	43,712,969
		14,136	5.94	3.06	2.80	41,574	1,574	408	59,572
		72,957	3,880	77,714	3.27	41,694	69,659	37,510	44,466
		92,500	5.67	92,500	2.40				
		294,009	91.26	141.69	6.30	18,693,724	15,701,202	7,425,929	4,902,679
		4,220,836	16.43	12.45	3.93	10,342,341	8,174,456	1,974,900	3,940,920
		2,229,608	10.48	8.20	1.10	47,357	24,494	6,894	29,072
		32,768	3.20	2.20	1.10				
		55,222	23.83	18.27	5.03	8,807	6,894	2,190	1,040,484
		1,052,887	23.83	18.27	5.03	8,807	6,894	2,190	30,811
		41,620	5.29	3.89	1.40				
		11,995							
		11,995							
		2,047,835	481.182	15,430,809	31.83	90,810,897	67,502,755	18,892,421	45,079,660
		3,535,315	1,694,116	20,948,104	25.36	78,284,987	61,789,096	18,689,548	33,954,977
		42,801	18,457	589,550	17.24	2,400,838	3,015,199	1,102,597	708,527
		29,069,428	8,739,605	230,471,390		747,479,839	722,937,020	290,630,440	321,861,891

TABLE No. 59—

Railroads.	Products of Agriculture.			
	Grain.	Flour.	Other mill products.	Hay.
Ames & College.....				
Achison, Topeka & Santa Fe.....	391,300	238,640	24,554	20,000
Chicago, Burlington & Quincy.....	23,930	12,980	1,458	1,237
Chicago Great Western.....	76,047	36,762	3,656	8,469
Mason City & Fort Dodge.....	331,955	32,364	50,490	25,112
Wisconsin, Minnesota & Pacific.....	399,796	29,276	48,320	28,708
Chicago, Milwaukee & St. Paul.....	569	88	12	
Chicago & North-Western.....	43,901	12,633	13,009	9,996
*Chicago, Iowa & Dakota.....	985,607	126,635	123,586	88,749
Chicago, St. Paul, Minneapolis & Omaha.....	247	122	131	10
Chicago, Rock Island & Pacific.....	896	72		
Colfax Northern.....				
Crooked Creek.....	6,463	965	119	623
Davenport, Rock Island & Northwestern.....				
Des Moines, Iowa Falls & Northern.....				
Des Moines Union.....				
Des Moines Western.....	213,368	96,102	46,011	12,069
Dubuque & Sioux City (Illinois Central).....	88,339	98,230	9,200	5,997
Iowa Central.....	445	768	26	19
Albia & Centerville.....				
Manchester & Onida.....	61,255	14,861	10,103	7,727
Minneapolis & St. Louis.....	1,164	1,010	140	206
Muscatine North & South.....				
Newton & Northwestern.....				
Taber & Northern.....	303,768	17,262	12,875	8,627
Union Pacific.....	37,951	5,259	8,222	4,065
Wabash.....				
Willmar & Sioux Falls (Great Northern).....				
Total.....	2,996,060	696,639	332,978	171,704

*Reports from July 1 to 31, 1903.

TONNAGE—IOWA.

Products of Agriculture.							Products of Animals.						
Tobacco.	Fruit and vegetables.	Grass seed.	Cotton.	Butter.	Eggs.	Cheese.	Live stock.	Dressed meats.	Other pack- age products.	Poultry, fish and fowl.	Wool.	Hides and leather.	Milk.
	62,820				23,280		131,950	41,370	67,000	4,470	2,240	4,470	
	8,137				9,641		48,830	26,628	22,065	44,572	312	1,070	
	3,418				7,794		7,794	2,529	3,352	274	83	410	
	13,331			14,815	18,065		340,958	56,486	79,628	4,125	5,947	6,862	
	52,959	971		2,184	5,798		355,973	20,357	37,477	4,970	9,391	4,705	256
					10		143						
	6,344						53,053	2,035	6,976	127	54	318	
	98,727						386,688	4,050	27,580	9,000	1,618	10,029	
	53						336						
	58						8,473	467	19				
					370								
	63	65,175	63	8,247			161,900		61,837	7,536	9,676	3,723	
		8,709	101	23	930	65	75,396	939	39,362	1,279	1,302	1,849	
		94					108			47	14		
					530	421	15,991	6,651	424	207		25	
							1,742	245	250	76		69	
	304	199,461	15	18,625			38,511	76	8,438	21,685	27,724	11,680	
	133	8,346	1,209				10,994	8,308	4,059			1,930	
	1,110	628,349	1,072	1,810	45,391	57,137	65	1,615,191	199,019	353,518	99,198	55,540	49,898

†Including cheese.

‡Other agricultural products.

§Including butter and cheese.

TABLE No. 60—TONNAGE—

Railroads.	Products of Mines.			
	Anthracite coal.	Bituminous coal.	Coke.	Ores.
Ames & College.....				
Atchison, Topeka & Santa Fe.....				
Chicago, Burlington & Quincy.....	339,767		7,899	
Chicago Great Western.....	46,361			
Mason City & Ft. Dodge.....		16,410		
Wisconsin, Minnesota & Pacific.....	646	409,010	753	4,339
Chicago, Milwaukee & St. Paul.....	6,787	594,658	2,828	910
Chicago & North-Western.....	77	919		
* Chicago, Iowa & Dakota.....	1,708	19,684	79	79
Chicago, St. Paul, Minneapolis & Omaha.....	4,795	811,422	8,728	42,954
Chicago, Rock Island & Pacific.....		167,171		
Colfax Northern.....	228	23,556		
Crooked Creek.....				
Davenport, Rock Island & Northwestern.....		13,378		
Des Moines, Iowa Falls & Northern.....				
Des Moines Union.....				
Des Moines Western.....				
Dubuque & Sioux City (Illinois Central).....	36,873	389,639	5,448	1,336
Iowa Central.....	24,176	656,066	15,446	17
Albia & Centerville.....	106	45,498	65	
Manchester & Oneida.....	4,410	61,153	127	
Minneapolis & St. Louis.....	2,128	30,211	46	
Muscatine North & South.....				
Newton & Northwestern.....				
Tabor & Northern.....				
Union Pacific.....	16,854	35,428	11,461	18,649
Wabash.....	9,690	75,883	1,290	1,281
Wilmar & Sioux Falls (Great Northern).....				
Total.....	494,521	3,289,700	46,116	64,565

* Reports from July 1 to 31, 1904.

† Including bituminous coal.

IOWA—CONTINUED.

Products of Mines.			Products of Forests.				Manufactures.					
Stone, sand and other like articles.	Salt.	Lumber.	Timber, logs and other forest products.	Telegraph, telephone, electric and other wires.	Petroleum and other Oils.	Sugar.	Iron, pig and blooms.	Iron and steel rails.	Other castings and machinery.	Bar and sheet metal.	Cement and lime.	
151,218		125,230	67,890		46,900	15,270	18,300	8,460	26,540	4,470		
9,006		18,079			8,024	2,066			4,547			
6,496		7,972	4,308		2,463	1,230		284	1,407	39	7,800	
92,056	447	92,714	62,811		5,618	7,405			6,559	899	20,551	
59,616	30,148	131,959	33,680	14,654	17,196	9,373	10,282	23,188	5,867	7,673	23,429	
		160		24	30	12		86			27	
15,959		9,201			880	2,114						
216,975	36,571	819,608	108,184		9,022	45,550	33,368	7,427	998			
651		1,784			97	60	104	38	82,850	80,514	100,462	
9,696		474	188	45		4	20		32		715	
		1,891			355		672	54	105		1,007	
188												
49,374	15,190	155,479	504		25,291	29,083	1,696	6,835	26,249	33,568		
37,837	6,067	145,334	2,386	1,472	20,190	3,793	12,552	1,927	6,807	4,573	10,781	
1,458	181	1,896		16	39	19	50	46	12		188	
1,278		24,614	535	1,134	2,368	3,453	892		1,324	382	36,059	
1,007	266	30,911	480	2,614	610	2,870						
24,267	64,285	76,444	1,069		21,637	25,958	1,876	77,812	74,283	29,074		
9,707		16,030	6,075		2,800	880	1,154	1,928	1,894	3,883		
689,504	144,288	1,100,277	287,806	19,967	168,529	141,445	104,224	127,454	186,600	165,259	203,908	

† Including other articles.

TABLE No. 61—TONNAGE—IOWA—CONTINUED.

Railroads.	Manufactures—Continued.							Other.			Grand total—Iowa	Originating on own road.	From other roads.		
	Brick.	Tile.	Agricultural implements.	Wagons, carriages, etc.	Wines, liquors and beers.	Household and furniture.	Ice.	Merchandise.	Miscellaneous.						
Ames & College															
Atchison, Topeka & Santa Fe															
Chicago, Burlington & Quincy															
Chicago Great Western	42,940		12,900	11,280	8,660	17,940		182,280	187,900	2,236,206					
Mason City & Fort Dodge	8,787		8,884	8,884	4,547			21,162	38,968	448,712					
Wisconsin, Minnesota & Pacific	479		547	428	854			7,932	24,069	186,744					
Chicago, Milwaukee & St. Paul	85,860		2,921	11,776		21,379	8,269	272,346		2,077,737					
Chicago & North-Western	49,387		9,016	5,087	31,284	8,281		177,118	43,291	2,831,625	1,958,295	868,856			
*Chicago, Iowa & Dakota	265	384	24					472	16	8,455	1,877	1,878			
Chicago, St. Paul, Minneapolis & Omaha	11,537		476	271	562	4,575		41,020	39,828	298,367	171,711	129,656			
Chicago, Rock Island & Pacific	143,426		46,940	16,442	10,039	47,690		401,938	945,968	5,294,397	2,888,078	2,411,299			
Colfax Northern			15					671	537	173,314	169,776	8,588			
Crooked Creek		6,879			169			118	696	43,702	41,571	2,191			
Davenport, Rock Island & Northwestern			917		91	262		8,403	630	40,470	33,464	7,015			
Des Moines, Iowa Falls & Northern															
Des Moines Union															
Des Moines Western															
Dubuque & Sioux City (Ill. Cent.)	95,782	10,704	9,307	6,050	9,409	7,114	3,519	167,931	89,485	1,751,807	711,700	1,040,167			
Iowa Central	22,845	9,194	11,929	2,846	7,392	7,142	3,557	84,346	110,632	1,538,902	964,353	584,609			
Albia & Centerville	715		71	16				320	2,785	57,163	49,800	7,363			
Manchester & Onida															
Minneapolis & St. Louis	4,774	11,554	769	297	1,048	3,981	128	41,310	13,219	357,627	225,088	112,539			
Muscatine North & South	9,945		508	82		82		15,936	15,292	111,620	49,231	61,789			
Newton & Northwestern															
Tabor & Northern															
Union Pacific	18,378		15,255	18,948	28,965	33,012		120,476	140,948	1,517,779	410,109	1,107,670			
Wabash								19,900		300,079					
Willmar & Sioux Falls (Great Northern)															
Total	478,997	778,274	122,594	72,496	94,579	180,766	24,064	1,530,684	1,060,085	18,087,175	7,634,727	5,865,031			

*Reports from July 1 to 31, 1903.

TABLE No. 62—TONNAGE—ENTIRE LINE.

Railroads.	Products of Agriculture.										
	Grain.	Floor.	Other mill stuffs.	Hay.	Tobacco.	Fruit and vegetables.	Grass seed.	Cotton.	Butter.	Eggs.	Cheese.
Ames & College											
Atchison, Topeka & Santa Fe	1,848,128	315,071	129,308	145,794	550	457,585		13,658			
Chicago, Burlington & Quincy	480,917	266,454	35,087	21,475		87,879			29,389		
Chicago Great Western	54,809	39,325	3,763	9,977		9,384			7,331		
Mason City & Fort Dodge	164,325	39,190	6,432	5,599		16,655			6,432		
Wisconsin, Minnesota & Pacific	3,352,696	639,232	369,046	198,296	33,165	272,719	250,016		83,190	34,019	
Chicago, Milwaukee & St. Paul	2,729,987	313,719	234,369	206,331	11,112	481,261	8,076		20,153	13,141	
Chicago & North-Western	549	38	12						10		
*Chicago, Iowa & Dakota	1,187,512	243,927	146,897	90,908	186	98,922					
Chicago, St. Paul, Minneapolis & Omaha	2,212,251	334,452	241,555	101,829	884	222,830	17,555	90,308			
Chicago Rock Island & Pacific	237	12	131	10	5						
Colfax Northern	596	72				53					
Crooked Creek											
Davenport, Rock Island & Northwestern	6,493	955	119	528		58			370		
Des Moines, Iowa Falls & Northern											
Des Moines Union											
Des Moines Western											
Dubuque & Sioux City (Illinois Central)	215,601	88,138	46,011	12,069	68	56,175		63	8,247		
Iowa Central	129,017	90,221	9,805	9,489		9,010	101	468	1,042	2,525	76
Albia & Centerville	445	798	26	19		94			122		
Manchester & Onida											
Minneapolis & St. Louis	399,522	205,810	98,590	10,222	12	83,674		81	4,030	1,564	58
Muscatine North & South	1,164	1,010	140	206		2,851					
Newton & Northwestern											
Tabor & Northern											
Union Pacific	1,071,294	178,900	70,598	78,969	933	489,373		99	32,573		
Wabash	1,365,036	175,238	274,055	136,175	5,200	178,145		40,284			
Willmar & Sioux Falls (Great Northern)	202,864	6,622	4,520	12,572		3,648			14,238		
Total	15,243,895	2,955,861	1,615,011	978,451	51,662	2,428,363	805,748	83,847	206,068	51,761	134

*Reports from July 1 to 31, 1903.

†Including eggs and cheese.

‡Including cheese.

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

Railroads.	Products of Animals.							Products of Mines.					
	Live stock.	Dressed meat.	Other pack- ing house products.	Poultry game and fish.	Wool.	Hides and leather.	Anthracite coal.	Bituminous coal.	Coke.	Ores.	Stone, sands, etc.	Salt.	
Ames & College.....	887,315	46,278	45,714	25,529	11,886	10,971	31,639	1,632,137	154,137	347,797	632,908		
Aetehson, Topeka & Santa Fe.....	170,099	781	57,104	5,809	3,391	6,781	59,338	896,975		7,029	201,183		
Chicago, Burlington & Quincy.....	59,139	28,040	29,423	887	244	1,466		49,910			10,019		
Chicago Great Western.....	34,577	10,900	17,925	1,369	1,001	1,251		90,880		2,025	40,140		
Mason City & Ft. Dodge.....	969,518	161,745	174,403	15,836	15,703	69,011	663,183	2,379,748	230,913	808,999	898,723	102,293	
Wisconsin, Minnesota & Pacific.....	1,195,957	159,884	98,101	42,511	19,941	127,308	945,771	3,747,977	808,380	4,822,456	1,083,783	162,536	
Chicago, Milwaukee & St. Paul.....	143							77	919		16		
Chicago & North-Western.....	287,004	73,701	44,679	18,933	3,026	5,545	158,116	484,828	11,678	8,408	137,927		
*Chicago, Iowa & Dakota.....	887,857	73,682	38,727	9,849	8,101	20,846	249,263	1,774,843	83,598	69,243	481,438	99,632	
Chicago, St. Paul, Minneapolis & Omaha.....	1,391	3						167,177			95	9,511	
Chicago, Rock Island & Pacific.....	836							23,534					
Colfax Northern.....								228		27			
Crooked Creek.....													
Davenport, Rock Island & N. W.....													
Des Moines, Iowa Falls & Northern.....	3,473	467	18					18,278			188		
Des Moines Union.....													
Des Moines Western.....													
Dubuque & Sioux City (Illinois Central).....	161,934		61,837	7,576	9,676	3,723	36,873	289,859	5,448	1,336	50,414	15,190	
Iowa Central.....	95,211	946	43,947	1,496	1,055	3,238	80,904	769,632	16,246	17	43,061	6,508	
Albia & Centerville.....	108			47	14			45,498	65		1,438	181	
Manchester & Oneda.....				908	976	1,185	22,892				17,871	4,833	
Minneapolis & St. Louis.....	44,445	21,691	4,973	76	89		2,132	20,211	46		1,907	276	
Muscatine North & South.....	1,742	245	250										
Newton & Northwestern.....													
Tabor & Northern.....													
Union Pacific.....	494,510	20,158	20,448	35,418	33,680	20,294	30,118	1,745,428	19,717	258,884	165,746	147,425	
Wabash.....	596,499	106,761	135,339	5,974	59,112	321,011	2,512,772	42,006	42,704	323,661	147,425	2,305	
Willmar & Sioux Falls (Great Northern).....	61,125	5,806	642	9	37	269	21,727	45,749	108	94	11,487	2,305	
Total.....	5,098,744	701,747	862,889	167,739	116,084	494,647	2,456,534	16,450,997	914,221	6,308,492	4,081,738	409,170	

*Reports from July 1 to 31, 1903. †Including Milk.

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

Railroads.	Products of Forests.						Manufactures.					
	Lumber.	Ties, logs, cord- wood and other forest products.	Telegraph, tele- electric light poles.	Petroleum and other oil.	Sugar.	Iron pig and blowing.	Iron and steel rails.	Other castings in machin- ery.	Bar and sheet metal.	Cement and lime.	Brick.	
Ames & College.....				107,220	49,010	24,649	36,865	162,858	42,511	399,521		
Aetehson, Topeka & Santa Fe.....	526,587											
Chicago, Burlington & Quincy.....	134,496			29,669	15,258	11,867	11,596	29,104	3,391	70,358		
Chicago Great Western.....	18,673		61,038	9,299	2,544			4,637	147	8,945		
Mason City & Ft. Dodge.....	33,850			15,510	3,091	3,157	2,823	7,029	1,012	17,690		
Wisconsin, Minnesota & Pacific.....	2,043,280		85,068	204,707	11,891	397,094	444,265	192,262	174,565	793,319		
Chicago, Milwaukee & St. Paul.....	1,984,145		254,219	219,777	95,759	324,836	199,448	822,105	501,608	310,994	855,755	
Chicago & North-Western.....	180			24	20	13	96	22,481	715	124,020		
*Chicago, Iowa & Dakota.....	778,378			108,163	128,155	65,012	51,068	68,077	101,372	521,515		
Chicago, St. Paul, Minneapolis & Omaha.....	1,784			97	60	104	88	32		716		
Chicago, Rock Island & Pacific.....	474		188	43		4	20	55				
Colfax Northern.....												
Crooked Creek.....												
Davenport, Rock I-land & Western.....				355		674	84	105		1,007		
Des Moines, Iowa Falls & Northern.....	1,891											
Des Moines Union.....												
Des Moines Western.....												
Dubuque & Sioux City (Illinois Central).....	155,624			25,241	29,093	1,508	6,835	28,273	33,505	95,815		
Iowa Central.....	182,033	2,910	1,511	20,996	4,133	14,804	1,185	8,882	5,715	11,550	29,321	
Albia & Centerville.....	1,896		16	33	19	50	46	12		188	715	
Manchester & Oneda.....												
Minneapolis & St. Louis.....	190,101	23,085	4,536	30,338	8,944	11,426	417	14,106	2,721	47,857	44,120	
Muscatine North & South.....	30,911		2,614	610	2,870	672		407			8,643	
Newton & Northwestern.....												
Tabor & Northern.....												
Union Pacific.....	596,929			42,397	76,387	15,101	101,035	102,944	45,701	141,345		
Wabash.....	584,347	202,491		95,327	39,333	38,483	64,204	63,126	129,427	270,798		
Willmar & Sioux Falls (Great Northern).....	85,752		40,089	2,262		695		3,219	315	2,920	6,808	
Total.....	7,881,852	4,730,908	681,128	984,428	476,569	741,777	915,398	1,018,013	1,042,752	775,681	443,719	

*Reports from July 1 to 31, 1903.

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

Railroads.	Manufactures—Continued.					Other Items.			Total tonnage.	Originating on own road.	Received from other lines.	
	Title.	Agricultural implements.	Wagons, carriages, tools, etc.	Wines, liquors and beers.	Household furniture.	Ice.	Merchandise.	Miscellaneous.				
Ames & College.....		45,597	30,095	65,025	77,928		635,522	708,177	9,513,801	6,091,240	2,822,555	
Atchison, Topeka & Santa Fe.....												
Chicago, Burlington & Quincy.....		13,280	9,607	7,625	12,150		267,534	236,755	2,828,601			
Chicago Great Western.....		4,203	4,399	3,263	5,279		39,345	47,018	488,753			
Mason City & Ft. Dodge.....		5,216	2,917	2,263	4,726		40,821	45,809	585,372			
Wisconsin, Minnesota & Pacific.....		171,072	60,843	538,334	104,968	249,277	1,717,240	636,038	21,397,370	18,501,502	2,795,868	
Chicago, Milwaukee & St. Paul.....		156,704	270,854	294,955	189,550	506,361	1,877,592	1,104,949	28,128,810	23,877,470	4,251,340	
Chicago & North-Western.....		531	24				472	10	3,455		1,878	
* Chicago, Iowa & Dakota.....		29,352	7,317	26,603	51,785		388,048	1,006,105	5,498,973	3,969,478	1,529,495	
Chicago, St. Paul, Minneapolis & Omaha.....		87,701	36,008	72,903	97,857		964,002	876,538	11,145,900	5,793,846	5,352,054	
Chicago, Rock Island & Pacific.....					118		611	837	173,314	169,776	3,599	
Colfax Northern.....		6,979			169		596	427	43,792	41,571		
Crooked Creek.....												
Davenport, Rock Island & Northwestern.....			917		91		262					
Des Moines, Iowa Falls & Northern.....							8,403	630	40,479	33,404	7,075	
Des Moines Union.....												
Des Moines Western.....		10,704										
Dubuque & Sioux City (Illinois Central).....		9,367	6,050	9,469	7,114	3,519	168,406	89,445	1,756,003	762,995	993,010	
Iowa Central.....		10,658	4,980	9,831	8,073	4,907	103,271	144,243	1,822,354	1,180,458	641,896	
Albia & Centerville.....					245	320	2,755	1,744	57,103	49,800	7,303	
Manchester & Oneida.....		11,968	8,370	11,180	11,069	8,123	123,380	75,734	1,694,541	1,150,030	504,511	
Minneapolis & St. Louis.....			82		82		15,486	15,292	111,020	40,221	61,799	
Muscatine North & South.....												
Newton & Northwestern.....												
Tabor & Northern.....		34,259	24,663	44,420	45,904		523,728	135,029	6,643,698	4,042,651	2,601,047	
Union Pacific.....		34,152	13,208	104,807	31,489		655,356	1,445,716	9,698,995			
Wabash.....		5,189	548	1,081	453		41,960	21,692	598,703			
Willmar & Sioux Falls (Great Northern).....												
Total		125,535	617,221	473,021	1,288,906	642,598	706,607	7,575,491	6,715,944	102,047,447	69,223,693	21,616,381

* Reports from July 1 to 31, 1908.

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

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

Railroads.	Bituminous Coal		Wood.				Total Fuel Consumed.		Miles run.	Average pounds of coal per mile.
	Tons.	Average cost.	Hard		Soft.		Tons.	Average price at distributing point.		
			Cords.	Average cost.	Cords.	Average cost.				
Ames & College.....	14,712.36	\$ 1.78	286.29	1.98			14,869.86	\$ 1.74	2,450.41	121.37
Atchison, Topeka & Santa Fe.....										
Chicago, Burlington & Quincy.....	225,838.00				980.00		225,878.00		3,312,290.64	123.25
Chicago Great Western.....	2,944.60	1.80			64.00	2.50	2,978.60		46,603.00	156.56
Mason City & Ft. Dodge.....										
Wisconsin, Minnesota & Pacific.....	632,654.00		1,658.00	2.65	3,871.00	2.65	635,463.00		11,428,678.00	111.20
Chicago, Milwaukee & St. Paul.....	30,513.00	3.04					30,513.00	4.19	4,197.60	85.93
Chicago & North-Western.....	137.00	2.50					137.00	3.04	608,478.00	101.04
* Chicago, Iowa & Dakota.....	588,362.00	3.21			452.00	1.49	588,362.00		9,342,272.00	15.54
Chicago, St. Paul, Minneapolis & Omaha.....	1,218.00	1.75			30.00	2.25	1,233.00	1.63	14,139.00	174.45
Chicago, Rock Island & Pacific.....	1,451.73	2.08					1,451.73		10,060.00	381.45
Colfax Northern.....	2,046.00	5.00					2,046.00	1.56	88,061.00	167.67
Crooked Creek.....	40.54	2.06					40.54	2.06	655.00	.84
Davenport, Rock Island & Northwestern.....	51.30	2.07					51.30			
Des Moines, Iowa Falls & Northern.....										
Des Moines Union.....	270,080.00	1.23	941.00	2.08			271,554.00	1.25	4,023,898.00	194.87
Des Moines Western.....	148,153.00	1.62			1,064.00	3.28	148,690.00	1.64	2,243,405.00	132.55
Dubuque & Sioux City (Ill. Cent.).....										
Iowa Central.....										
Albia & Centerville.....	730.00						730.00		26,634.00	54.00
Manchester & Oneida.....	23,908.00	2.84			78	2.75	23,647.00	2.55	411,370.00	114.98
Minneapolis & St. Louis.....	3,620.00	1.39			52	2.00	3,640.00		41,620.00	175.20
Muscatine North & South.....	744.00	3.36					744.00	3.88	11,965.00	324.35
Newton & Northwestern.....	18,247.89	1.98			23.13	1.12	18,259.45	1.98	238,264.00	153.27
Tabor & Northern.....										
Union Pacific.....										
Wabash.....										
Willmar & Sioux Falls (Great Northern).....										
Total	1,902,635.88		3,867.29		5,967.48		1,908,329.97		31,811,295.41	

* Reports from July 1 to 31, 1908.

RETURNS
OF
Interurban Electric Railways.

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 Sub.	\$ 7,981.45	\$ 7,105.29	\$ 876.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$ 7,981.45
Ced. R. & M.	86,817.28	27,726.79	8,500.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,540.49
Inter-Urban	137,448.76	73,661.68	64,350.08	297.10	\$34,887.18	\$1,028.05	\$25,088.58	\$30.78	\$20,157.31	\$88,726.02	\$38,726.02	\$7,952.07	.....	.....	\$4,402.56	\$2,380.00
Ma.C. & Cl.L.	40,602.56	35,292.65	5,609.70	.....	5,609.70	2,402.75	5,280.00	.....	7,682.75	2,073.05	.....	.....	.....	.....	.....	2,073.05
Tam. & Tol.	10,698.75	8,246.75	2,430.00	.....	2,420.00	388.10	702.09	.....	1,940.10	.....	\$500.00	.....	.....	.....	.....	579.81
W.O.F. & N.	109,242.85	66,887.50	42,835.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	579.81
Total	\$342,559.44	\$217,820.41	\$125,289.03	\$297.10	\$72,916.83	\$3,769.50	\$31,070.92	\$39.78	\$54,880.16	\$36,646.87	\$800.00	\$38,726.02	\$7,952.07	\$4,402.56	\$57,358.70	

*Deficit.

TABLE No. 2—EARNINGS—(ELECTRIC LINES)

	Car Earnings.							Miscellaneous earnings.	Total earnings.
	Passenger.	Chartered cnrs.	Freight.	Mail.	Baggage and express.	Other cars.	Switching.		
Boone Suburban	\$ 7,981.45	.....	.....	.....	.....	.....	.....	\$ 7,981.45	
Cedar Rapids & Marion	82,116.05	.....	.....	.....	.....	.....	.....	80.00	82,317.28
Inter-Urban	113,689.95	\$ 569.65	.....	.....	.....	.....	.....	\$ 4,142.25	117,401.85
Mason City & Clear Lake	31,107.23	.....	0,152.65	.....	.....	.....	.....	443.08	31,702.96
Tama & Toledo	9,577.28	.....	.....	.....	.....	.....	.....	679.54	10,256.86
Waterloo, Cedar Falls & Northern	88,809.45	.....	21,908.64	.....	.....	.....	.....	658.51	111,376.60
Total	\$ 278,860.39	\$ 569.65	\$ 20,207.77	\$ 250.00	\$ 5,893.81	.....	\$ 5,847.70	\$ 3,620.62	\$ 342,559.44

TABLE No. 3—OPERATING EXPENSES (ELECTRIC LINES.)

	Maintenance.										
	Way and Structures.				Equipment.						
	Track and roadway.	Electric line.	Building and fixtures.	Total.	Steam plant.	Electric plant.	Cars.	Electric equipment of cars.	Miscellaneous equipment.	Shop expense.	Total.
Boone Suburban.....	\$ 841.87	\$ 56.82	\$103.40	\$ 592.09				\$ 251.20		\$572.00	\$ 823.20
Cedar Rapids & Marion.....											
Inter-Urban.....	11,740.52	970.10	146.18	12,856.80		\$ 16.36	\$1,446.82	978.52	\$81.64		\$ 3,023.34
Mason City & Clear Lake.....	7,307.74	507.52	114.08	7,929.34	\$225.34	215.65	2,201.03	2,912.95			\$ 5,314.97
Tama & Toledo.....											
Waterloo, Cedar Falls & Northern.....	5,778.07	2,749.70	393.07	8,920.84		46.45	5,908.41		112.34		\$ 6,067.20
Total.....	\$23,228.20	\$4,284.14	\$756.73	\$30,269.07	\$225.34	\$278.46	\$9,616.26	\$1,842.07	\$953.98	\$572.00	\$15,228.71

TABLE No. 3—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 & Marion.....							
Inter-Urban.....	\$ 1,870.65	\$ 6,708.24				\$ 3,730.83	\$ 8,309.89
Mason City & Clear Lake.....				\$ 229.00			
Tama & Toledo.....	8,127.45	12,284.97	\$ 20.92		\$ 781.17		16,220.52
Waterloo, Cedar Falls & Northern.....							
Total.....	\$ 4,998.10	\$ 19,078.21	\$ 20.92	\$ 229.00	\$ 781.17	\$ 3,730.83	\$ 28,848.74

TABLE No. 4—OPERATING EXPENSES (ELECTRIC LINES)—CONTINUED.

	Transportation—Continued.									
	Operation of Cars.									
	Superintendence.	Wages of conductors.	Wages of motormen.	Wages of other car employes.	Wages of carmen-employees.	Car service supplies.	Car service expense.	Hired equipment.	Cleaning and sanding track.	Removal of snow and ice.	Total.
Boone Suburban.....	\$ 720.00	\$ 1,560.00	\$ 1,560.00						\$ 40.00	\$ 3,880.00
Cedar Rapids & Marion.....						\$ 628.60	\$ 634.38	\$3,730.33	511.56	20,182.31
Inter-Urban.....	2,840.00	10,577.52	10,686.04	\$ 9,715.08		388.33	269.68		7.15	6,271.24
Mason City & Clear Lake.....	2,006.96		3,163.90	485.19						
Tama & Toledo.....										
Waterloo, Cedar Falls & Northern.....	4,620.27	6,284.28	6,130.94	4,495.46		2,978.73			280.00	24,189.66
Total.....	\$ 7,580.27	\$20,428.57	\$21,640.88	\$14,705.73		\$1,016.93	\$3,881.70	\$3,730.33	\$638.71	\$73,523.21

TABLE No. 5—OPERATING EXPENSES (ELECTRIC LINES)—CONTINUED.

	General.							Advertising and attractions.	Miscellaneous.
	Salaries of general officers.	Salaries of clerks.	Printing and stationery.	Office expenses.	Stores expenses.	Stable expenses.	Total.		
Boone Suburban								\$ 300.00	
Cedar Rapids & Marion									
Inter-Urban	\$ 1,520.00	\$ 1,003.30	\$ 1,106.64	\$ 528.46	\$ 302.32			\$ 910.61	\$ 776.08
Mason City & Clear Lake	1,650.00	1,259.95	476.15	681.39				231.69	323.15
Tama & Toledo									
Waterloo, Cedar Falls & Northern	3,140.00		482.93					2,799.11	2,047.42
Total	\$ 6,810.00	\$ 2,263.25	\$ 2,065.72	\$ 1,209.85	\$ 302.32			\$ 4,220.94	\$ 3,147.55

TABLE No. 5—OPERATING EXPENSES (ELECTRIC LINES)—CONTINUED.

	General.							Total.	Grand total.
	Damages.	Legal expenses in damage suits.	Other legal expenses.	Rent of land and buildings.	Rent of tracks and terminals.	Insurance.	Total.		
Boone Suburban	\$ 1,200.00	\$ 250.00					\$ 150.00	\$ 1,600.00	\$ 7,105.29
Cedar Rapids & Marion									27,226.74
Inter-Urban	1,256.18		\$ 200.00	\$ 1,200.00	\$ 3,730.33	1,225.00	803.87	13,708.85	72,591.63
Mason City & Clear Lake	493.29	857.65		42.00				6,824.21	35,292.65
Tama & Toledo									\$ 246.75
Waterloo, Cedar Falls & Northern	487.28					2,082.34		10,989.08	66,387.30
Total	\$ 8,391.72	\$ 1,107.65	\$ 200.00	\$ 1,242.00	\$ 8,730.33	\$ 4,201.21		\$ 33,482.14	\$ 217,320.41

TABLE No. 6—CONSTRUCTION AND EQUIPMENT (ELECTRIC LINES).

	Total Cost to June 30, 1904.								
	Organization.	Engineering and superintendence.	Right of way.	Track and construction.	Electric line construction.	Real estate used in operation of road.	Buildings and fixtures used in operation of road.	Investment real estate.	Power plant equipment.
Boone Suburban									
Cedar Rapids & Marion									
Inter-Urban	\$ 8,733.58	\$ 18,318.33	\$ 44,777.56	\$ 370,785.45	\$ 46,926.75		\$ 10,938.95		\$ 21,167.05
Mason City & Clear Lake									
Tama & Toledo									
Waterloo & Cedar Falls									
Total	\$ 8,733.58	\$ 18,318.33	\$ 44,777.56	\$ 370,785.45	\$ 46,926.75		\$ 10,938.95		\$ 21,167.05

TABLE No. 6—CONSTRUCTION AND EQUIPMENT (ELECTRIC LINES)—CONTINUED.

	Total Cost to June 30, 1904.							Total.	Additions for year.
	Shovel and machinery.	Cars.	Electric equipment of cars.	Miscellaneous equipment.	Interest and discount.	Miscellaneous.	Other.		
Boone & Suburban									
Cedar Rapids & Marion									
Inter-Urban	\$ 22,607.45	\$ 16,154.83	\$ 6,870.59	\$ 38,000.00		888.50		\$ 605,571.04	
Mason City & Clear Lake									
Tama & Toledo									
Waterloo, Cedar Falls & Northern									
Total	\$ 22,607.45	\$ 16,154.83	\$ 6,870.59	\$ 38,000.00		888.50		\$ 605,571.04	

TABLE No. 7—CAPITAL STOCK AND FUNDED DEBT (ELECTRIC LINES).

	Total par value authorized.	Number of shares issued.	Par value.	Total par value issued.	Capital Stock.			Dividend paid during year.	Total number holders.	Number of stockholders in Iowa.	Amount of stock held in Iowa.
					Per mile.						
					Miles.	Amount.					
Boone & Suburban	\$ 15,000.00	150	\$ 100.00	\$ 15,000.00	4.700	\$ 3,101.48					
Cedar Rapids & Marion Railway	550,000.00	5,087	100.00	508,700.00	28.341	17,590.17					
Inter-Urban	300,000.00	3,000	100.00	300,000.00	17.940	11,534.03					
Mason City & Clear Lake	40,000.00	400	100.00	40,000.00	2.750	1,451.45					
Tama & Toledo							800.00				
Waterloo, Cedar Falls & Northern					30.000				5	\$ 175,000.00	
Total	\$ 905,000.00	7,637		\$ 763,700.00	83.131	\$ 33,737.13	\$ 800.00		15	11	\$ 215,000.00

TABLE No. 7—CAPITAL STOCK AND FUNDED DEBT (ELECTRIC LINES)—CONTINUED.

	Amount authorized.	Amount outstanding.	Funded Debt.				Stock and Debt Per Mile.	
			Interest.		Miles.	Debt per mile	Mile.	Amount.
			Rate.	Amount secured.				
Boone & Suburban					4.700		4.700	15,000.00
Cedar Rapids & Marion Railway	\$ 3,000,000.00	\$ 475,000.00	5%	\$ 23,750.00	28.341	\$ 16,756.00	28.341	\$ 34,506.17
Inter-Urban	100,000.00	85,000.00	5%	5,100.00	17.940	4,901.58	17.940	16,435.99
Mason City & Clear Lake	10,000.00	10,000.00			2.750	363.63	2.750	1,815.08
Tama & Toledo					30.000			30,000.00
Waterloo, Cedar Falls & Northern								
Total	\$ 3,110,000.00	\$ 570,000.00		\$ 28,850.00	83.131	\$ 22,022.10	83.131	67,567.84

TABLE No. 8—DESCRIPTION OF ROAD AND EQUIPMENT.

	Miles.											Total line operated.
	Road Owned.					Road Leased.						
	First main track.	Second main track.	Total main track.	Sidings and turn-outs.	Total single track.	First main track.	Second main track.	Total main track.	Sidings and turn-outs.	Total single track.	Line operated under franchise rights.	
Boone & Suburban	4.700		4.700		4.700							4.700
Cedar Rapids & Marion Railway	28.341		28.341	329	28,670							28,670
Inter-Urban	14.820		14.820	2,730	17,540							17,540
Mason City & Clear Lake	2.750		2.750		2,750							2,750
Tama & Toledo					52.000							52.000
Waterloo, Cedar Falls & Northern												
Total	50.411		50.411	3,249	105,090							105,090

TABLE No. 8—DESCRIPTION OF ROAD AND EQUIPMENT—CONTINUED.

	Cars.																		Total.	Grand Total.	
	Passenger Cars.						Other Cars.														
	Closed.		Open.		Combination.		Freight.	Mail.	Express.	Baggage.	Combination.	Work.	Snow Plow.	Sweepers.	Miscellaneous.	Loco motives.					
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B			
Boone & Suburban	2																		3	3	
Cedar Rapids & Marion Ry.			1																	1	1
Inter-Urban	4						14													15	15
Mason City & Clear Lake	5			6					1											12	12
Tama & Toledo	11		8																	19	19
Waterloo, Cedar Falls & Nor.																				41	41
Total	22	7	9	6	48	7	50		1	2		1	1			2	1		67	113	

A—With electric equipment. B—Without electric equipment.

TABLE No. 9—MILEAGE, TRAFFIC AND MISCELLANEOUS—(ELECTRIC LINES.)

	Mileage.			Hours.			Passengers Carried.			Fare and Earnings.					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 passengers.	Average fare—all passengers.	Car earnings per car-mile.	Net earnings per car-mile.	Gross earnings per car-mile.	Car earnings.	Miscellaneous.	Gross earnings per car-hour.
Boone Suburban.....	222,250	17,577	239,836	.....	.....	.....	251,934	.....	251,934	\$ 13.40	.....	.....	.....	.....	.....	.....	.....
C. R. & M.....	611,021	110,700	721,731	53,140	13,728	66,868	1,193,219	153,900	1,347,119	.....	.....	.....	.....	.....	.....	.....	.....
Inter-Urban.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Clear Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tama & Toledo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterloo, Cedar Falls & Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	938,280	128,837	1,067,117	53,140	13,728	66,868	1,443,203	153,900	1,607,103	\$ 13.495	\$.084	\$.19	\$.19	\$ 15.30	\$ 2.055	\$ 2.055	\$ 2.055

*Inter-Urban statistics.

TABLE No. 10—MILEAGE, TRAFFIC AND MISCELLANEOUS—(CON.)—AND ACCIDENTS—(ELECTRIC LINES).

	Operating Expenses.						Officials and Employes during year.		Accidents to Persons.							
	Per car mile.	And taxes per car mile.	Per car hour.	And taxes per car hour.	Per cent of gross earnings.	And taxes per cent of gross earnings.	Average number.	Aggregate salaries and wages.	Killed.		Injured.		Total Injured.		Total Killed.	
									Passengers.	Employes.	Passengers.	Employes.	Passengers.	Employes.	Passengers.	Employes.
Boone Suburban.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cedar Rapids & Marion.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Inter-Urban.....	\$.10	\$.102	\$ 1.085	\$ 1.100	\$ 52.79	\$ 53.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Clear Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tama & Toledo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterloo, Cedar Falls & Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	\$.10	\$.102	\$ 1.085	\$ 1.100	\$ 52.79	\$ 53.54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE No. 11—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—(ELECTRIC LINES) CLOSE OF YEAR ENDING JUNE 30, 1904.

	Construction and Equipment.		Other Permanent Investments.		Current Assets.			
	Total.	Increase for year.	Stocks and bonds of other companies.	Other.	Cash.	Bills receivable.	Accounts receivable.	Material and supplies.
Boone Suburban.....	.....	.....	.....	.....	.....	.....	.....	.....
Cedar Rapids & Marion.....	.....	.....	.....	.....	.....	.....	.....	.....
Inter-Urban.....	\$1,080,571.04	\$56,066.83	.....	.....	\$ 1,296.62	\$ 40.06	\$ 5,674.50	\$ 7,371.88
Mason City & Clear Lake.....	300,000.00	.....	.....	.....	4,730.62	2,672.88	3,269.37	8,672.20
Tama & Toledo.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterloo, Cedar Falls & Northern.....	1,834,094.38	.....	.....	.....	20,946.53	.....	1,630.23	30,439.03
Total	\$3,214,665.42	\$56,066.83	.....	.....	\$26,889.67	\$3,012.58	\$10,578.18	\$49,708.11

TABLE No. 11—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED.

	Current Assets.				Total assets.	Increase.	Decrease.
	Prepaid accounts.	Miscellaneous.	Staking and other special funds.	Deficit.			
Boone Suburban.....	.....	.....	.....	.....	.....	.....	.....
Cedar Rapids & Marion.....	.....	.....	.....	.....	.....	.....	.....
Inter-Urban.....	.....	.....	.....	.....	\$1,101,778.08	\$66,926.76	\$1,018.25
Mason City & Clear Lake.....	\$ 147.50	\$7,000.00	.....	.....	330,133.66	.....	.....
Tama & Toledo.....	.....	.....	.....	.....	1,937,057.39	.....	.....
Waterloo, Cedar Falls & Northern.....	.....	547.23	.....	.....	.....	.....	.....
Total	\$ 147.50	\$7,547.23	.....	.....	\$3,359,549.08	\$66,926.76	\$1,018.25

TABLE No. 12—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—(ELECTRIC LINES) CLOSE OF YEAR ENDING JUNE 30, 1904.

	Capital Stock.		Funded debt.	Current Liabilities.	
	Preferred.	Common.		Loans and notes payable.	Accounts payable.
Boone Suburban.....					
Cedar Rapids & Marion.....					
Inter-Urban.....					
Mason City & Clear Lake.....					
Wasson & T. C. & Clear Lake.....					
Waterloo Cedar Falls & Northern.....					
Total.....					

TABLE No. 12—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED.

	Current Liabilities.		Accrued Liabilities, Not Yet Due.		Total Liabilities.	Surplus.	Total Liabilities.	Increase.	Decrease.
	Miscellaneous	Taxes.	Miscellaneous	Rentals.					
Boone Suburban.....									
Cedar Rapids & Marion.....									
Inter-Urban.....									
Mason City & Clear Lake.....									
Wasson & T. C. & Clear Lake.....									
Waterloo Cedar Falls & Northern.....									
Total.....									

REPORT OF
IOWA & ST. LOUIS RAILWAY COMPANY.

FOR TEN MONTHS ENDING JUNE 30, 1904.

Report received too late to be included in Statistical Tables.

PROPERTY OPERATED.

Main line—from Sedan, Iowa, to Mercyville, Mo.....52.04 mile

CAPITAL STOCK.

Number of shares authorized, common.....	\$	8,500.00
Par value of shares, common.....		100.00
Total par value authorized, common.....		850,000.00
Total amount issued and outstanding, common.....		850,000.00
Amount of stock per mile of road [52.04 miles].....	\$	16,338.59
Amount of stock held in Iowa.....		100.00
Number of stockholders.....	8	
Number of stockholders in Iowa.....	1	

COST OF ROAD EQUIPMENT AND PERMANENT IMPROVEMENTS.

Construction, Equipment, Etc.	Total Cost to June 30, 1904.	Cost Per Mile.
Right of way.....	\$ 7,150.55	\$ 137.40
Track laying and surfacing.....	222,198.65	4,293.77
Fences.....	3,332.79	65.12
Grading and bridge and culvert masonry.....	98,832.06	1,890.16
Bridges and trestles.....	53,904.89	1,035.89
Balls.....	80,393.75	1,533.88
Ties.....	9,817.02	188.64
Track fastenings.....	493.31	9.54
Frogs and switches.....	231.19	4.44
Ballast.....	652.15	11.19
Buildings, furniture and fixtures.....	7,708.72	148.18
Crossings, cattle guards and signs.....	380.59	7.33
Shop machinery and tools.....	6,308.02	121.21
Engineering expenses.....	12,618.87	242.43
Water stations.....	6,610.96	127.94
Shops, roundhouses, etc.....	1,082.40	20.91
Discount and interest.....	8.90	.17
Telegraph line.....	207.53	3.99
Miscellaneous structures.....	2,173.22	41.89
Legal expenses.....	1,174.47	22.67
Purchase of constructed road.....	773,012.25	14,854.21
General expenses.....	6,135.98	117.72
Total construction.....	\$ 1,800,088.10	\$ 24,982.48
Locomotives.....	21,708.00	418.77
Passenger cars.....	7,400.00	142.89
Freight cars.....	155,165.71	3,000.89
Total equipment.....	\$ 184,273.71	\$ 3,561.85
Grand total cost construction, equipment, etc.....	\$ 1,454,446.97	\$ 28,544.87

INCOME—MONTHLY EARNINGS OF PASSENGER DEPARTMENT—ENTIRE LINE.

Months.	From passen- gers.	From express and extra baggage.	From mails.	Total earnings, passenger de- partment.	Months.	From passen- gers.	From express and extra baggage.	From mails.	Total earnings, passenger de- partment.
September	\$ 88.85	\$ 4.75		\$ 93.60	March	\$ 545.97	\$ 35.19	\$ 218.40	\$ 699.55
October	235.90	3.83		239.73	April	226.87	42.84	114.07	383.78
November	299.40	33.83		333.23	May	189.39	32.18	118.40	339.97
December	411.90	35.45		447.35	June	359.48	91.06	118.40	569.01
January	421.18	21.61	\$ 218.71	661.50	Total	\$ 3,244.15	\$ 318.67	\$ 866.80	\$ 4,369.10
February	515.68	37.72	118.45	661.85					

INCOME—CONTINUED.

MONTHLY EARNINGS, FREIGHT DEPARTMENT—ENTIRE LINE.*

Months.	From freight.	Total earnings, freight de- partment.	Months.	From freight.	Total earnings, freight de- partment.
September	\$ 2,159.48	\$ 2,156.48	March	\$ 3,145.19	\$ 3,145.19
October	2,857.99	2,857.99	April	3,118.82	3,118.82
November	3,857.46	3,857.46	May	3,163.20	3,163.20
December	4,294.85	4,294.85	June	2,998.82	2,998.82
January	3,227.04	3,227.04	Total	\$30,520.66	\$30,520.66
February	3,601.47	3,601.47			

* No division was kept for Iowa.

INCOME—CONTINUED.

TOTAL MONTHLY TRANSPORTATION EARNINGS—ENTIRE LINE.*

Months.	From passen- ger depart- ment.	From freight department.	Total.	Months.	From passen- ger depart- ment.	From freight department.	Total.
September	\$ 83.80	\$ 2,156.48	\$ 2,240.28	March	\$ 699.65	\$ 3,145.19	\$ 3,844.84
October	239.73	2,857.99	2,797.71	April	365.28	3,118.82	3,501.80
November	333.23	3,857.46	4,190.69	May	230.66	3,163.20	3,453.23
December	447.35	4,294.85	4,742.18	June	599.01	2,998.82	3,597.83
January	661.50	3,227.04	3,888.54	Total	\$ 4,369.10	\$30,520.66	\$34,889.76
February	661.85	3,601.47	4,263.32				

* No division was kept for Iowa.

INCOME ACCOUNT.

Gross earnings from operation [entire line].....	\$ 35,460.93
Less operating expenses	97,497.62
Deficit on June 30, 1904	\$ 62,036.69

EARNINGS FROM OPERATION—ENTIRE LINE.

Total passenger revenue	\$ 3,244.13
Mail	806.90
Express	276.33
Extra baggage and storage	42.34
Total passenger earnings	\$ 4,369.10
Total freight earnings	\$ 30,520.66
Total passenger and freight earnings	\$ 34,889.76
Telegraph earnings	\$ 450.17
Rents not otherwise provided for	45.40
Other sources	75.00
Total other earnings	\$ 570.57
Total gross earnings from operation—entire line	\$ 35,460.93

NOTE—No division was kept for Iowa.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of Way and Structures:	
1. Repairs of roadway	\$ 32,356.56
2. Renewals of rails	204.48
3. Renewals of ties	632.21
4. Repairs and renewals of bridges and culverts	13,549.75
5. Repairs and renewals of fences, road crossings, signs, cattle guards	483.75
6. Repairs and renewals of buildings and fixtures	940.45
7. Repairs and renewals of telegraph	288.63
8. Stationery and printing	3.05
Total	\$ 48,428.48
Maintenance of Equipment:	
11. Superintendence	117.28
12. Repairs and renewals of locomotives	8,873.34
13. Repairs and renewals of passenger cars	1,691.90
14. Repairs and renewals of freight cars	1,035.15
15. Repairs and renewals of work cars	638.10
18. Stationery and printing	4.79
Total	\$ 12,860.99

Conducting Transportation:

20. Superintendence	\$ 1,807.19
21. Engine and roundhouse men	7,448.56
22. Fuel for locomotives	10,885.82
23. Water supply for locomotives	87.24
24. Oil, tallow and waste for locomotives	539.09
25. Other supplies for locomotives	49.10
26. Train service	3,136.04
27. Train supplies and expenses	86.64
28. Switchmen, flagmen and watchmen	3,140.23
29. Telegraph expenses	1,190.23
30. Station service	8,277.53
31. Station supplies	363.80

Conducting Transportation—Continued.

33. Car mileage—balance	* 785.74
34. Hire of equipment—balance	* 300.52
35. Loss and damage	152.22
36. Injuries to persons	401.25
37. Clearing wrecks	760.65
39. Advertising	15.00
40. Outside agencies	185.23
44. Rents of buildings and other property	201.21
45. Stationery and printing	282.20
Total	\$ 33,758.18

General Expenses:

47. Salaries of general officers	\$ 520.98
48. Salaries of clerks and attendants	1,492.26
49. General office expenses and supplies	44.90
50. Insurance	721.33
51. Law expenses	89.26
52. Stationery and printing (general offices)	67.24
53. Other expenses	15.00
Total	\$ 2,940.97

Recapitulation of Expenses:

54. Maintenance of way and structures	\$ 48,428.48
55. Maintenance of equipment	12,969.69
56. Conducting transportation	33,758.18
57. General expenses	2,940.97
Grand total	\$ 97,497.62

58. Percentage of expenses to earnings—entire line, 275 per cent.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.

Due from agents	\$ 373.90
Due from solvent companies and individuals	6,828.69
Balance—Current liabilities	695,023.06
Total	\$ 703,581.02

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1904.

Audited vouchers and accounts	\$ 18,202.22
Wages and salaries	12.37
Net traffic balances due to other companies	1,687.00
Miscellaneous	658,975.87
Total	\$ 708,581.02
* Credit.	

COMPARATIVE GENERAL BALANCE SHEET.

Assets June 30, 1904:

Cost of road	\$ 1,500,088.17
Cost of equipment	188,388.77
Cash and current assets	7,537.96
Other Assets:	
Profit and loss	2,298.51
Income account	62,037.29
Grand total	\$ 1,557,340.63

LIABILITIES JUNE 30, 1904.

Capital stock	\$ 850,000.00
Current liabilities	708,581.02
Current account—balance	3,759.61
Total	\$ 1,557,340.63

STATIONS.

Number of stations on all roads owned by this company	10
Same in Iowa	1
Number of stations on all roads operated by this company	10
Same in Iowa	1
Number of telegraph offices in stations in Iowa	1

BALLAST—MILES.

	Miles.
Single track, earth ballast	5.43
Yard track sidings, etc., earth ballast .....	.23
Total	5.66

MILEAGE OWNED IN IOWA.

Miles of single track, steel rails 70 pounds per yard	5.43
Miles of yard track and sidings, steel rails 70 pounds per yard .....	.23
Total mileage owned in Iowa (all tracks)	5.66

MILEAGE.

MILEAGE OF ROAD OPERATED—REPRESENTED BY CAPITAL STOCK.

Miles of single track, steel rails—main line	62.04
Miles of yard track and sidings, steel rails—main line	4.56
Total mileage operated [all tracks]	56.60

MILEAGE OWNED AND OPERATED IN IOWA AND MISSOURI.

Iowa, steel rails—main line.....	5 48
Missouri, steel rails—main line.....	46.61
Total mileage operated [single track].....	52.04

EMPLOYES AND SALARIES—IOWA.

Class.	Number.	Total number days worked.	Total yearly compensation.	Average daily compensation.
Station agents.....	1	303	\$ 400.00	\$ 1.32
Section foremen.....	2	456	712.50	1.56
Other trackmen.....	9	2,085	2,814.85	1.35
All other employes and laborers.....	1	122	200.00	1.64
Total.....	13	2,966	\$ 4,127.35	\$ 1.39
DISTRIBUTION OF ABOVE.				
Maintenance of way and structures.....	12	3,063	\$ 3,727.55	1.40
Conducting transportation.....	1	303	400.00	1.32
Total [including General officers]—Entire line.....	136	87,173	\$65,896.61	\$ 1.76

BRIDGES, TRESTLES, CROSSINGS, ETC.—IOWA.

Trestles:	
Total number.....	15
Aggregate length.....	2,212 feet
Minimum length.....	14 feet
Maximum length.....	448 feet
Crossings:	
Highway crossings at grade.....	2
Farm crossings at grade.....	11

TELEGRAPH.

OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.....	548
Miles of wire.....	548
Operated by this Company:	
Miles of line.....	548
Miles of wire.....	548

DESCRIPTION OF EQUIPMENT—ENTIRE LINE.

Item.	Total number at end of year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Freight.....	5	5	Westinghouse	5	Washburn. (S. H. H.)
Total locomotives.....	5	5		5	
Cars in Passenger Service:					
First-class passenger cars.....	1	1	Westinghouse	1	National.
Baggage, express and postal cars.....	1	1	Westinghouse	1	National.
Total.....	2	2		2	
Cars in Freight Service:					
Flat cars.....	30	30	Westinghouse	30	Solid.
Coal cars.....	190	190	New York.....	190	Tower.
Total.....	229	229		229	
Cars in Company's Service:					
Caboose cars.....	5			5	Tower.
Total.....	5			5	
Total cars owned.....	236	231		231	
Grand total cars.....	236	231		231	
Grand total cars and locomotives owned.....	241	236		236	

IMPORTANT CHANGES DURING THE YEAR.

Extension of Road put in Operation:

Sedan, Iowa, to Novinger, Mo., 32.04 miles, put in operation September 1, 1903.
 Novinger, Mo., to Mercyville, Mo., 20 miles, put in operation November 1, 1903.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger Traffic:			
Number of passengers carried earning revenue.....	9,720.00		
Number of passengers carried one mile.....	32,003.00		
Average distance carried.....	8.49		
Total passenger revenue.....		\$	8,244.18000
Average amount received from each passenger.....			.82855
Average receipts per passenger per mile.....			.08206
Total passenger earnings.....			4,964.10000
Passenger earnings per mile of road.....			89.96000
Passenger earnings per train mile.....			.22108
Freight Traffic:			
Number of tons carried of freight earning revenue.....	232,495.00		
Number of tons carried one mile.....	2,618,160.00		
Average distance haul of one ton.....	11.24		
Total freight revenue.....		\$	30,530.60000
Average amount received for each ton of freight.....			.13127
Average receipts per ton per mile.....			.01168
Total freight earnings.....			30,530.60000
Freight earnings per mile of road.....			596.48000
Freight earnings per train mile.....			1.05149

Passenger and Freight:		
Passenger and freight revenue.....		\$ 33,794,79000
Passenger and freight revenue per mile of road.....		618.82000
Passenger and freight earnings.....		35,490,33000
Passenger and freight earnings per mile of road.....		681.40800
Gross earnings from operation.....		35,469,13000
Gross earnings from operation per mile of road.....		681.40000
Expenses.....		97,497,62000
Expenses per mile of road.....		1,873.51000
Net earnings per mile of road (deficit).....		1,192.11000
Train Mileage:		
Miles run by freight trains.....	9,310.00	
Miles run by mixed trains.....	19,717.00	
Total mileage trains earning revenue.....	29,027.00	
Average number of freight cars in train.....		
Average number of loaded cars in train.....	4	
Average number of empty cars in train.....	2	
Average number of tons of freight in train.....	90	
Average number of tons of freight in each loaded car.....	21	

EXISTING CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF IOWA.

1. Wells-Fargo Express Company.
2. United States Postoffice Department.
6. Western Union Telegraph Company.

RENEWALS OF RAILS AND TIES.

Four hundred ten new oak ties laid during year at an average price of 30 cents to 45 cents at distributing point.

CAR MILEAGE.

PAID OR ALLOWED FOR ROLLING STOCK NOT THE PROPERTY OF RAILROADS NOR CONSIGNED
FOR USE BY LEASE.

Cars Used.		Compensation.	
Name of Owner.	Description.	Rate.	Amount.
Armour Car Line.....	Refrigerator.....	1	\$1.72
Centennial Fruit Express.....	Refrigerator.....	.08	
Chicago-New York Beef Refrigerator Company.....	Refrigerator.....	.60	
Fred Heim Brewing Company.....	Refrigerator.....	1	.08
Merchants Dispatch Transportation Company.....	Refrigerator.....	1	.16
St. Louis Refrigerator Car Company.....	Refrigerator.....	1	.93
Street's Western Stable Car.....	Live Stock.....	1	1.22
Union Refrigerator Transit Company.....	Refrigerator.....	.27	

CHARACTERISTICS OF ROAD IN IOWA.

Working Divisions or Branches:		
Sedan, Iowa to Iowa-Missouri state line—miles.....		5.43
Alignment:		
Number of curves.....		4
Aggregate length of curved line—miles.....		.72
Length of straight line—miles.....		4.71
Length of level line—miles.....		3.10
Profile—Ascending Grades:		
Number.....		5
Sum of ascents—feet.....		23.60
Aggregate length of ascending grades—miles.....		1.76
Descending Grades:		
Number.....		3
Sum of descents—feet.....		15.00
Aggregate length of descending grades—miles.....		.57

OFFICERS.

Title.	Name.	Location of Office.
President.....	O. M. Spencer.....	St. Joseph, Mo.
First vice president.....	Henry Miller.....	St. Louis, Mo.
Secretary.....	O. M. Carter.....	St. Joseph, Mo.
Treasurer.....	T. S. Howland.....	Chicago, Ill.
Auditor general.....	G. I. Sturgtis.....	Chicago, Ill.
General manager.....	W. G. Brinson.....	Kansas City, Mo.
Superintendent.....	W. J. Stone Burner.....	Kansas City, Mo.
General freight agent.....	L. F. Moore.....	Kansas City, Mo.
General passenger agent.....	A. J. Bandy.....	Kansas City, Mo.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
O. M. Spencer.....	St. Joseph, Missouri.....	March 7, 1905
H. Miller.....	St. Louis, Missouri.....	March 7, 1905
H. J. Nelson.....	St. Joseph, Missouri.....	March 7, 1905
B. L. Crosby.....	St. Joseph, Missouri.....	March 7, 1905
C. M. Carter.....	St. Joseph, Missouri.....	March 7, 1905

2. Date of last meeting of stockholders for election of directors, March 1, 1904.
3. Give postoffice address of general office, 206 Adams street, Chicago, Illinois.
4. Give postoffice address of operating office, Kansas City, Missouri.

MILEAGE, OFFICERS AND DIRECTORS

OF

Steam Railway Companies.

MILEAGE, OFFICERS AND DIRECTORS OF RAILWAY COMPANIES.

AMES AND COLLEGE RAILWAY COMPANY.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - α Main line.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Ames & College	East Ames	West Ames	1.88

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, 1905
E. W. Stanton	Ames, Iowa	January 9, 1905
M. K. Smith	Ames, Iowa	January 9, 1905
H. Westerman	Ames, Iowa	January 9, 1905
H. Knapp	Ames, Iowa	January 9, 1905
C. F. Curtiss	Ames, Iowa	January 9, 1905
G. H. France	Des Moines, Iowa	January 9, 1905

1. Total number of stockholders at last election, 84.
2. Date of last meeting of stockholders for election of directors, January 9, 1904.
3. Postoffice address of general office, Ames, Iowa.
4. Postoffice address of operating office, Ames, Iowa.

PROPERTY OPERATED—CONTINUED.

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad lines represented by capital stock:
- Main line.
 - Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
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. a The Atchison, Topeka & Santa Fe Railway Company	Chicago (Stewart Ave)	Ft. Madison, Iowa.....	231.07	2,647.78
	Ft. Madison, Iowa.....	Big Blue Jct., Mo.....	213.96	
	Kansas City, Mo.....	Emporia, Kan.....	111.74	
	North Ottawa, Kan.....	Wellington, Kan.....	211.40	
	Chanute, Kan.....	Longton, Kan.....	44.18	
	Emporia, Kan.....	Newton, Kan.....	72.40	
	Newton, Kan.....	Arkansas City, Kan.....	77.03	
	Florence, Kan.....	Winfield, Kan.....	72.73	
	Arkansas City, Kan.....	Parsell, I. T.....	153.82	
	Wellington, Kan.....	State Line, Texas.....	183.89	
	Newton, Kan.....	La Junta, Colo.....	369.38	
	Hutchinson, Kan.....	Kinsley, Kan.....	33.55	
	La Junta, Colo.....	Denver, Colo.....	182.28	
	La Junta, Colo.....	Albuquerque, N. M.....	346.25	
	Albuquerque, N. M.....	State Line, Texas.....	234.86	
	Rincon, N. M.....	Deming, N. M.....	61.05	
1. b The Atchison, Topeka & Santa Fe Railway Company				
	Ancona, Ill.....	Streator Jct., Ill.....	31.20	
	Pekin Junction, Ill.....	Pekin, Ill.....	21.58	
	Lexington Jct., Mo.....	St. Joseph, Mo.....	74.46	
	St. Joseph, Mo.....	Emporia, Kan.....	113.71	
	Holiday, Kan.....	Topeka, Kan.....	62.74	
	Wilder, Kan.....	Lawhorns, Kan.....	45.41	
	Lawrence, Kan.....	North Ottawa, Kan.....	20.27	
	Burlingame, Kan.....	Alma, Kan.....	84.30	
	Osage City, Kan.....	Quenemo, Kan.....	19.42	
	Burlington Jct., Kan.....	Gridley, Kan.....	52.28	
	Colony, Kan.....	Yates Center, Kan.....	24.71	
	Chanute, Kan.....	Chilopee, Kan.....	57.71	
	Benedict Jct., Kan.....	Madison Jct., Kan.....	40.57	
	Cherry Vale, Kan.....	Coffeyville, Kan.....	17.98	
	Independence, Kan.....	Cedarvale, Kan.....	54.79	
	Havana, Kan.....	Owasso, I. T.....	32.24	
	Emporia, Kan.....	Moline, Kan.....	83.29	
	Mulvane, Kan.....	Wellington, Kan.....	16.57	
	Strong City, Kan.....	Bazar, Kan.....	11.08	
	Neva, Kan.....	State Line, Neb.....	151.83	
	Adlene, Kan.....	Salina, Kan.....	32.56	
	Manchester, Kan.....	Barnard, Kan.....	43.58	
	Florence, Kan.....	Ellinwood, Kan.....	98.21	
	Little River, Kan.....	Holyrood, Kan.....	29.30	
	Augusta, Kan.....	Mulvane, Kan.....	20.41	
	Hutchinson, Kan.....	Ponca City, Kan.....	141.38	
	Attila, Kan.....	Medicine Lodge, Kan.....	21.08	
	Mulvane, Kan.....	Englewood, Kan.....	106.98	
	Wellington, Kan.....	Caldwell, Kan.....	20.44	
	Wellington, Kan.....	Toonawa.....	43.30	

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
1. b The Atchison, Topeka & Santa Fe Railway Company	Wichita, Kan.....	Pratt, Kan.....	79.77	2,018.84
	Larned, Kan.....	Jetmore, Kan.....	46.98	
	Great Bend, Kan.....	Scott City, Kan.....	120.07	
	Canyon Jct., Colo.....	Canyon City and Rockvale, Colo.....	43.04	
	Lamy, N. M.....	Santa Fe, N. M.....	18.13	
	Socorro, N. M.....	Magdalena, N. M.....	27.30	
	Deming, N. M.....	Silver City, N. M.....	46.50	
	Nutt, N. M.....	Lake Valley, N. M.....	13.32	
	Whitewater, N. M.....	Santa Rita, N. M.....	13.86	
	Hanover Jct., N. M.....	Fierro, N. M.....	0.66	
	2. Rio Grande & El Paso Railroad Company	State line, Texas.....	El Paso, Texas.....		20.17	326.88
Eastern Oklahoma Railroad Company	Newkirk, O. T.....	Pauls Valley, I. T.....	193.67	
	Guthrie, O. T.....	Cushing, O. T.....	47.85	
	Ripley, O. T.....	Esau, O. T.....	40.41	
	Seward, O. T.....	Cashion, O. T.....	10.60	
	Pauls Valley, I. T.....	Lindsay, O. T.....	24.18	
5.	Dearborn station	Stewart Ave. (Chicago)		
	C. & W. I. R. R.....		1.43	
	Streator Jct., Ill.....	Pekin Jct., Ill.....	5.91	
	Big Blue Jct., Mo.....	T. P. & W. Ry.....		
		Kansas City, Mo.....		
		K. C. Belt Ry.....	0.34	
	St. Joseph, Mo.....	Terminal.....	6.03	
		Atchison.....	.07	
		St. J. Terminal R. R.....		
		C. E. I. & P. Ry.....	19.55	
		Atchison Bridge.....	.30	
	Caney, Kan.....	Atchison U. D. & R. R.....	.12	
		State Line, O. T.....		
		Mo. Pac. Ry.....	1.35	
	State Line, Neb.....	Superton, Neb.....		
		F. E. H. M. V. R. R.....	2.53	
			87.74	
			5,060.74	

OFFICERS

Title.	Name.	Location of Off.
President	E. P. Ripley	Chicago.
Assistant to president	W. H. Janson	Chicago.
Assistant to president	A. H. Payson	San Francisco.
First vice-president	E. D. Kenna	Chicago.
Second vice-president	Paul Morton	Chicago.
Third vice-president	J. W. Kendrick	Chicago.
Secretary and 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. Gallan	New York.
Deputy comptroller	D. J. Sheehan	Chicago.
General auditor	H. C. Whitehead	Chicago.
Assistant general auditor	W. E. Bailey	Chicago.
Auditor of disbursements	J. W. White	Topeka.
Freight auditor	W. J. Healy	Topeka.
Ticket auditor	J. F. Mitchell	Topeka.
General manager	H. U. Mudge	Topeka.
Chief engineer	James Dunlap	Chicago.
Chief engineer (acting)	C. H. Gaunt	Topeka.
General superintendent	J. E. Hurley	Topeka.
Superintendent of telegraph	D. E. Cain	La Junta.
Signal engineer	C. H. Gaunt	Topeka.
Superintendent of transportation	T. S. Stevens	Topeka.
Car accountant	C. W. Kouns	Chicago.
Assistant superintendent of motive power	G. B. Hetherington	Topeka.
General purchasing agent	Alfred Lovell	Topeka.
Assistant general purchasing agent	W. E. Hodges	Chicago.
General solicitor	M. J. Collins	Chicago.
Assistant general purchasing agent	E. D. Kenna	Chicago.
General attorney	Robert Dunlap	Chicago.
General attorney	F. T. A. Jankin	Chicago.
Claims attorney	J. D. M. Hamilton	Topeka.
Tax commissioner	E. T. Cartledge	Topeka.
Chief surgeon	J. P. Kester	Topeka.
Freight traffic manager	W. B. Biddle	Chicago.
Assistant freight traffic manager	J. E. Gorman	Chicago.
Passenger traffic manager	G. T. Nicholson	Chicago.
Assistant traffic manager	W. A. Bisell	San Francisco.
General freight agent	J. R. Koontz	Topeka.
Assistant general freight agent	E. C. Mosely	Chicago.
Assistant general freight agent	F. H. Manter	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.

Name.	Address.	Date of expiration of term.
Edward J. Berwind	New York	1904
E. D. Kenna	Chicago	1904
R. Somers Hayes	New York	1904
Andrew C. Jones	Wichita, Kansas	1904
George G. Haven	New York	1905
John G. McChiloch	Boston	1905
Benjamin P. Cheney	Vermont	1905
Edward P. Ripley	Chicago	1906
Charles Stessel	New York	1906
Byron L. Smith	Chicago	1906
Howel Jones	Topeka	1906
H. Riemann Duvall	New York	1907
Thomas P. Fowler	New York	1907
Chas. S. Glead	Topeka	1907
Victor Morawetz	New York	1907

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

1. Total number of stockholders at date of last election, 17,823.
2. Date of last meeting of stockholders for election of directors, December 10, 1903.
3. Give postoffice address of general office, Topeka, Kansas.
4. Give postoffice address of operating office, Topeka, Kansas.

CHICAGO, BURLINGTON & QUINCY 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 trackage rights.

	Name.	Terminals.		Miles of line.	Miles of class.
		From—	To—		
1. a	Chicago, Burlington & Quincy Railroad	Chicago, Ill.	Pacific Junction, Iowa	478.46	
		Galesburg, Ill.	Quincy, Ill.	89.91	
		Galesburg, Ill.	Peoria, Ill.	82.77	
	Burlington & Missouri River Railroad in Nebraska	Pacific Junction, Ia.	Kearyear, Neb.	195.29	824.43
1. b	Chicago, Burlington & Quincy Railroad	Aurora, Ill.	W. Chicago, Ill.	12.55	
		Yates City, Ill.	Lewistown, Ill.	30.13	
		Lewistown, Ill.	Rushville, Ill.	32.96	
		South Aurora, Ill.	Forreston, Ill.	78.45	
		Flag Center, Ill.	Rockford, Ill.	23.50	
		Geneva, Ill.	Streator, Ill.	67.25	
		Streator, Ill.	Rio, Ill.	59.40	
		Shabbona, Ill.	Sterling, Ill.	47.98	
		Sheridan Junction, Ill.	Paw Paw, Ill.	19.54	
		Mendota, Ill.	Clinton, Iowa	65.40	
		Buda, Ill.	Elmwood, Ill.	44.82	
		Galesburg & Rio Railroad.	Carthage, Ill.	12.22	
	American Central Railroad	Galva, Ill.	New Boston, Ill.	50.63	
	Dixon & Quincy Railroad	Keithsburg Junction, Ill.	Keithsburg, Ill.	6.25	
	Carthage & Burlington Railroad	Carthage, Ill.	Quincy, Ill.	71.21	
	Quincy & Warsaw Railroad	Sterling, Ill.	Barstow, Ill.	40.44	
	St. Louis, Rock Island & Chicago Railroad	Rock Island, Ill.	East Alton, Ill.	227.54	
		Gladstone, Ill.	Keithsburg, Ill.	17.13	
		Quincy, Ill.	E. Louisiana—E. Hannibal, Ill.	48.83	
	Quincy, Alton & St. Louis Railroad	Alton, Iowa	Knoxville, Iowa	32.97	
	Albia, Knoxville & Des Moines Railroad	Des Moines, Iowa	Des Moines, Iowa	32.92	
	Des Moines & Knoxville Railroad	Chicago, Ft. Madison & Des Moines Railroad.	Batavia, Iowa	65.95	
	Chicago, Ft. Madison & Des Moines Railroad.	Burlington & Missouri Railroad	Chariton, Iowa	68.54	
	Burlington & Missouri Railroad	Burlington & Missouri River Railroad	Leon, Iowa	44.61	
			Hopkins, Mo.	88.17	
			Red Oak, Iowa	88.17	

	Leon, Mt. Ayr & Southwestern Railroad	Leon, Iowa	Grant City, Mo.	57.72	
		Bethany Junction, Iowa	Albany, Mo.	45.56	
		Albany, Mo.	St. Joseph, Mo.	46.18	
	St. Joseph & Des Moines Railroad	Chariton, Iowa	Albany Junction, Mo.	19.86	
	Grant City & Southern Railroad	Grant City, Mo.	Indianola, Iowa.	30.49	
	Chariton, Des Moines & Southern Railroad.	Creston, Iowa	Fontanelle, Iowa.	27.50	
	Western Iowa Railroad	Fontanelle, Iowa	Cumbersland, Iowa	20.55	
	Brownsville & Nodaway Valley Railroad	Valleisla, Iowa	Burlington Junction, Mo.	35.62	
	Clarinda, Colorado Springs & Southwestern Railroad	Clarinda, Iowa	Northboro, Iowa	17.85	
	Red Oak & Atlantic Railroad	Red Oak Iowa.	Grissold, Iowa.	18.04	
	Nebraska, Sydney & Northeastern Railroad.	Hastings, Iowa	Sidner, Iowa	21.12	
	Hastings & Avoca Railroad	Hastings, Iowa	Carson, Iowa	15.78	
	Chicago, Burlington & Northern	Oregon, Ill.	St. Paul, Minn.	319.89	
		Fulton, Ill.	Savanna, Ill.	16.72	
		Galena Junction, Ill.	Galena, Ill.	3.82	
		E. Winona, Wis.	Winona, Minn.	1.94	
		At Dubuque, Iowa		.83	
	Republican Valley Railroad	York, Neb.	Central City, Neb.	41.85	
		Nemaha, Neb.	Salem, Neb.	17.73	
		Nemaha, Neb.	Beatrice, Neb.	65.19	
		Beatrice, Neb.	Wymore, Neb.	11.69	
		Hastings, Neb.	Colorado State Line	239.41	
		Aurora, Neb.	Grand Island, Neb.	18.51	
		Aurora, Neb.	Hastings, Neb.	27.75	
		Table Rock, Neb	Lester, Neb.	143.26	
		Omaha, Neb.	Arcopolis, Neb.	80.61	
		Crete, Neb.	Beatrice, Neb.	31.04	
		Pappio, Neb.	Gilmore Junction, Neb.	3.87	
		Nemaha, Neb.	York, Neb.	185.78	
	Nebraska Railway	Nebraska City Bridge Line		5.77	
		Lincoln, Neb.	Lincoln, Neb.	78.49	
	Lincoln & Northwestern Railroad	Atchison, Kan.	Lincoln, Neb.	144.95	
	Atchison & Nebraska Railroad	Rulo Bridge Line		3.42	
		Napier, Mo	Chesler, Neb.	5.86	
		St. Joseph & Nebraska Railroad	Fairmont, Neb.	45.19	
	Nebraska & Colorado Railroad	Kenesaw, Neb.	Oxford, Neb.	60.67	
		DeWitt, Neb.	Colorado State Line	298.25	
		Edgar, Neb.	Superior, Neb.	29.85	
		Odell Junction, Neb.	Concordia, Kan.	71.04	
		Republican, Neb.	Oberlin, Kan.	78.23	
		Orleans, Neb.	Kansas State Line	49.61	
		Colorado State Line, Neb.	Denver, Colo.	174.89	
		Colorado State Line, Neb.	Wyoming State Line, Colo	144.58	
		Colorado State Line, Wyo.	Cheyenne, Wyo.	29.01	
		Nebraska State Line	St. Francis, Kan.	73.29	
		Central City, Neb.	Ericson, Neb.	62.94	
		Greeley Center, Neb.	Burwell, Neb.	40.38	
		Palmer, Neb.	Sargent, Neb.	73.29	
		Grand Island, Neb.	Wyoming State Line, S. D.	401.32	
		Edgemont Junction, S. D.	Deadwood, S. D.	106.40	
		Mimpekahta, S. D.	Hot Springs, S. D.	13.94	
		Englewood, S. D.	Spearsh, S. D.	31.91	
		Hill City Junction, S. D.	Keystone, S. D.	9.50	

OFFICERS.

Title.	Name.	Location of Office.
President	Geo. B. Harris	Chicago, Ill.
First vice president	D. Willard	Chicago, Ill.
Second vice president	D. Willard	Chicago, Ill.
Treasurer	T. S. Howland	Chicago, Ill.
General counsel	J. W. Blythe	Burlington, Iowa.
General solicitor	C. M. Dawes	Chicago, Ill.
General solicitor	C. F. Manderson	Omaha, Neb.
General solicitor	O. M. Spencer	St. Joseph, Mo.
General auditor	C. I. Sturgis	Chicago, Ill.
Auditor	W. P. Durkee	Omaha, Neb.
General manager	B. L. Crosby	St. Joseph, Mo.
General manager	F. A. Delano	Chicago, Ill.
General manager	G. W. Holdrege	Chicago, Ill.
Chief engineer	W. L. Breckenridge	Chicago, Ill.
Chief engineer	I. S. P. Weeks	Lincoln, Neb.
Chief engineer	L. F. Goodale	St. Louis, Mo.
General superintendent	F. C. Rice	Chicago, Ill.
General superintendent	T. E. Calvert	Lincoln, Neb.
General superintendent	Henry Miller	St. Louis, Mo.
Supervisor of Telegraph	W. W. Ryder	Chicago, Ill.
Freight traffic manager	Thos. Miller	Chicago, Ill.
Assistant freight traffic manager	Geo. H. Crosby	Chicago, Ill.
General freight agent	D. O. Ives	Omaha, Neb.
General freight agent	W. Gray	St. Louis, Mo.
Assistant general freight agent	W. B. Hamblin	Chicago, Ill.
Assistant general freight agent	E. B. Puffer	Chicago, Ill.
Assistant general freight agent	Geo. Morton	Chicago, Ill.
Assistant general freight agent	C. E. Spoon	Chicago, Ill.
Assistant general freight agent	A. B. Smith	Omaha, Neb.
Assistant general freight agent	F. Montmorency	Omaha, Neb.
Passenger traffic manager	W. C. Maxwell	St. Louis, Mo.
General passenger agent	P. S. Eustis	Chicago, Ill.
General passenger agent	Jno. Francis	Chicago, Ill.
General passenger agent	L. W. Wakelcy	Omaha, Neb.
Assistant general passenger agent	W. A. Lalor	St. Louis, Mo.
Assistant general passenger agent	J. E. Rockingham	Omaha, Neb.
General baggage agent	F. H. Ellis	Chicago, Ill.
General baggage agent	T. Marsland	Lincoln, Neb.
Land commissioner	W. W. Baldwin	Burlington, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Charles E. Perkins	Burlington, Iowa	November 2, 1904
Edward T. Nichols	New York, N. Y.	November 2, 1904
Geo. B. Harris	Chicago, Ill.	November 2, 1904
Jas. J. Hill	St. Paul, Minn.	November 2, 1904
Wm. F. Clough	New York, N. Y.	November 2, 1904
Robt. Bacon	New York, N. Y.	November 2, 1904
E. H. Hamman	New York, N. Y.	November 2, 1904
Jacob H. Schiff	New York, N. Y.	November 2, 1904
Geo. J. Gould	New York, N. Y.	November 2, 1904
H. McK. Trowbley	New York, N. Y.	November 2, 1904
Norman B. Ream	New York, N. Y.	November 2, 1904

- Total number of stockholders at date of last election, 442.
- Date of last meeting of stockholders for election of directors, November 4, 1903.
- Give postoffice address of general office, 309 Adams street, Chicago, Illinois.
- Give postoffice address of operating office, 309 Adams street, Chicago, Illinois.

CHICAGO GREAT WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

- Railroad line represented by capital stock:
 - Main line.
 - Branch 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 road named.	Miles of line for each class of road named.	
	From—	To—			
Chicago Great Western	Minneapolis Depot	Minn. & St. L. Ry.	.41		
	St. Paul, Minn.	Dubuque, Iowa	232.30		
	Galena Jct., Ill.	Forest Home, Ill.	147.81		
	Osleton, Iowa	Des Moines, Iowa	130.02		
	Freight line through	Des Moines, Iowa	2.48		
	Passenger line through	Des Moines, Iowa	.30		
	South Des Moines	St. Joseph, Mo.	156.79	719.99	
	Bee Creek, Mo.	Beverly, Mo.	22.92		
	Mantorville Branch	Eden, Minn.	Mantorville, Minn.	6.95	
		Sycamore, Ill.	De Kalb, Ill.	5.81	
Cedar Falls Branch	Wilson Jct., Iowa	Cedar Falls, Iowa	7.48	20.24	
2. De Kalb & Great Western (included under B)				733.63	
5. Minneapolis & St. Louis Ry. St. Paul & Northern Pacific St. Paul Union Depot Co. Dubuque & Dunleith Brgd Co. Illinois Central R. R. Chicago, Burlington & Nor. Des Moines Union Ry. Chicago Ter. & Transfer Co. Des Moines & Kansas City Ry. K. C., St. Joe & O B. St. Joseph Terminal R. R. Atchison, Topeka & Santa Fe Chicago, Rock Island & Pac. Leavenworth, Topeka & S. W. Leavenworth Ter. Bridge Co. Atchison, Topeka & Santa Fe Kansas City & N. W. Suburban Belt R. R.	In Minneapolis	St. Paul	.11		
	In Minneapolis	St. Paul	9.30		
	In St. Paul	East Dubuque, Ill.	.69		
	Dubuque, Iowa	East Dubuque, Ill.	5.59		
	East Dubuque, Iowa	Portage Curve, Ill.	13.22		
	Portage Curve	Galena Jct., Ill.	.61		
	In Des Moines		2.85		
	Chicago, Ill.		10.94		
	In Des Moines		.49		
	In St. Joseph, Mo.		.81		
	In St. Joseph, Mo.		1.68		
	St. Joseph, Mo.	Bee Creek, Mo.	7.65		
	Beverly, Mo.	Stilling, Mo.	3.66		
	Leavenworth, Kan.	S. Leavenworth, Kan.	1.40		
Stilling, Mo.	S. Leavenworth, Kan.	1.88			
S. Leavenworth, Kan.	Soldiers' Home, Kan.	2.30			
Kansas City, Kan.	Kansas City, Kan.	37.81			
Kansas City, Mo.	Kansas City, Mo.	2.20	85.10		
Total				818.78	

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	Amel Oppenheim	St. Paul, Minn.
Secretary	R. C. Wight	St. Paul, Minn.
Treasurer	R. O. Barnard	St. Paul, Minn.
General counsel	F. 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. Dafot	Dubuque, Iowa.
Division superintendent	R. W. Edwards	Des Moines, Ia.
Division superintendent	C. P. Stumble	St. Paul, Minn.
Division superintendent	P. C. Stohr	St. Paul, Minn.
Traffic manager	S. E. Stohr	St. Paul, Minn.
General freight agent	W. E. Tibbits	St. Paul, Minn.
Assistant general freight agent	F. H. Tibbits	St. Paul, Minn.
	G. F. Thomas	Chicago, Ill.
	J. P. Elmer	Chicago, Ill.
General passenger agent	R. F. Malone	Chicago, Ill.
Assistant general passenger agent	J. P. Elmer	Chicago, Ill.
General ticket agent	R. F. Malone	Chicago, Ill.
Assistant general ticket agent	J. P. Elmer	Chicago, Ill.
General baggage agent	G. T. Spillman	Chicago, Ill.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Fred Weyerhaeuser	St. Paul, Minn.	September, 1904
A. B. Stickney	St. Paul, Minn.	September, 1904
Amel Oppenheim	St. Paul, Minn.	September, 1905
J. W. Lusk	St. Paul, Minn.	September, 1905
S. C. Stickney	St. Paul, Minn.	September, 1905
R. C. Wight	St. Paul, Minn.	September, 1904
W. A. Reed	New York City	September, 1905
T. H. Wheeler	New York City	September, 1905
H. E. Fletcher	Minneapolis, Minn.	September, 1905

- Total number of stockholders at date of last election, 5,949.
- Date of last meeting of stockholders for election of directors, September 3, 1905.
- Give postoffice address of general office, St. Paul, Minn.
- Give postoffice address of operating office, St. Paul, Minn.

MASON CITY & FORT DODGE RAILROAD COMPANY.

PROPERTY OPERATED.

- Railroad line represented by capital stock:
 - Main line.
- 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. Mason City & Ft. Dodge R. R.	Hayfield, Minn.	Clarion, Iowa.	96.71	
	Clarion, Iowa.	Ft. Dodge, Iowa.	28.05	
	Spur to Depot.	Ft. Dodge, Iowa.	7.9	
	Ft. Dodge, Iowa.	Council Bluffs, Iowa.	182.87	
Lehigh Branch.	Delwein, Iowa.	Clarion, Iowa.	98.12	358.64
	Ft. Dodge, Iowa.	Lehigh, Iowa.	15.69	
Coalville Branch.	Carbon Jet, Iowa.	Coalville, Iowa.	2.90	18.59
5. Union Pacific.	Council Bluffs, Iowa.	Omaha Depot.	3.11	878.18
	Omaha	South Omaha	6.89	10.00
Total			689.88	388.18

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. Paas	New York, N. Y.
Treasurer	C. E. Seekworth	New York, N. Y.
Assistant treasurer	C. O. Kalman	St. Paul, Minn.
General solicitor	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	C. Munster	St. Paul, Minn.
General superintendent	G. A. Goodell	St. Paul, Minn.
Division superintendent	O. Cornelison	Clarion, Iowa.
Traffic manager	P. C. Stohr	St. Paul, Minn.
General freight agent	S. E. Stohr	St. Paul, Minn.
District general freight agent	S. D. Parkhurst	Omaha, Neb.
General passenger agent	J. P. Elmer	Chicago, Ill.
Assistant general passenger agent	R. F. Malone	Chicago, Ill.
General ticket agent	J. P. Elmer	Chicago, Ill.
General baggage agent	G. T. Spillman	Chicago, Ill.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
A. B. Stickney.....	St. Paul, Minn.....	May, 1904.
H. A. Hutchins.....	New York, N. Y.....	May, 1904.
A. S. Fairchild.....	New York, N. Y.....	May, 1904.
T. H. Wheeler.....	New York, N. Y.....	May, 1904.
Myron Herrick.....	Cleveland, Ohio.....	May, 1904.

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

WISCONSIN, MINNESOTA & PACIFIC RAILWAY COMPANY.

PROPERTY OPERATED.

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

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
a Wis., Minn. & Pacific Ry. Co.	Mankota, Minn.....	Red Wing, Minn.....	95.70	
	Red Wing, Minn.....	Osage, Iowa.....	118.20	
	Winona, Minn.....	Simpson, Iowa.....	54.20	268.10
	Clay Bank Jct., Minn.	Clay Bank, Minn.....	2.00	
b	Red Wing, Minn.....	Sewer Pipe Works....	90	2.90
	Total			271.00

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board	A. B. Stickney	St. Paul, Minn.
President.....	F. B. Kellogg.....	St. Paul, Minn.
First Vice-president	A. B. Stickney.....	St. Paul, Minn.
Secretary.....	G. F. Philleo.....	St. Paul, Minn.
Treasurer.....	E. O. Barnard.....	St. Paul, Minn.
General solicitor.....	F. B. Kellogg.....	St. Paul, Minn.
Auditor.....	C. O. Kalman.....	St. Paul, Minn.
General manager.....	S. O. Stickney.....	St. Paul, Minn.
General superintendent	(+ A. Goodell.....	St. Paul, Minn.
Division superintendent.....	C. S. Weston.....	Red Wing, Minn.
Traffic Manager.....	P. C. Stohr.....	St. Paul, Minn.
General freight agent.....	S. E. Stohr.....	St. Paul, Minn.
Assistant general freight agt.....	W. E. Pinckney.....	St. Paul, Minn.
General passenger agent.....	J. P. Elmer.....	Chicago, Ill.
Asst. Gen. Passenger agent.....	R. F. Malone.....	Chicago, Ill.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
A. B. Stickney.....	St. Paul, Minn.....	September, 1904
F. B. Kellogg.....	St. Paul, Minn.....	September, 1904
Kenneth Clark.....	St. Paul, Minn.....	September, 1904
C. A. Severance.....	St. Paul, Minn.....	September, 1904
R. C. Wight.....	St. Paul, Minn.....	September, 1904

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, September 11, 1903.
3. Give postoffice address of general office, St. Paul, Minn.
4. Give postoffice address of operating office, St. Paul, Minn.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

PROPERTY OPERATED.

Divisions.	Terminals.		Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.	Total.
	From—	To—									
Chicago & Milwaukee Division	Chicago	Milwaukee	45.06	37.92							82.98
	Rondout	Janesville	31.67	34.57							66.24
	Libertyville	Branch	.60								.60
Chicago & Evanston Division	Chicago	Llewellyn Park	13.75								13.75
Chicago & Council Bluffs Division (In Illinois)	North Chicago	Pacific Junction	3.30								3.30
	Pacific Junction	Savanna	183.18								183.18
	Davenport	Galewood	2.38								2.38
	Savanna	Iowa Line	2.30								2.30
	Savanna	East Moline	47.70								47.70
	Ashdale	Ebner	15.10								15.10
Chicago & Council Bluffs Division (In Iowa)	Illinois line	Council Bluffs			349.18						349.18
	Sabula Junction	Green Island			11.90						11.90
	Green Island	Browns			11.68						11.68
	Elk River Junction	Clinton			10.38						10.38
	Davenport	Connection			.64						.64
	Eldridge	Jackson Junction			153.37						153.37
	Paralta	Hurstville			34.61						34.61
		Farely			43.63						43.63
					97.00						97.00
Kansas City Division	Marion	Ottumwa			61.22				140.37		202.51
	Ottumwa Junction	Coburg			76.30						76.30
	Sudbury	Burlingame									
Racine & Southwestern	Racine	Kittridge	50.63	69.31							119.94
	Janesville	Elkton		13.88							13.88
	Elkton	Wagle		16.69							16.69
	Rockton	Rockford	14.94								14.94
Dubuque Division	Green Island	River Junction			121.50	21.93					149.43
	Bellevue	Cascade (Nar. Gauge)			36.77						36.77
	Turkey River Jet	West Union			83.34						83.34
	Waukon Junction	Waukon			22.93						22.93
	Beno	Preston				67.77					67.77
	Preston	Isinours				4.46					4.46
Superior Division	North Milwaukee	Champion		185.41						57.70	243.20
	Green Bay	Spur		.61							.61
	Hilbert Junction	Appleton		20.44							20.44
	Menasha	Neeah		1.39							1.39
	Oconto Junction	Oconto		11.94							11.94
	Ellis Junction	Menominee		21.09						1.94	23.03
	Wausaukee	Grand Junction		17.65							17.65
	Channing	Ontonagon								92.87	92.87
	Keiso	Crystal Falls								6.94	6.94
	La Crosse Division	Milwaukee (Reed St.)	La Crosse		195.69						
Watertown Junction		Madison		36.48							36.48
Portage City		East Madison		33.01							33.01
Viroqua Junction		Viroqua		32.17							32.17
North La Crosse		Onalaska		3.76							3.76
Northern Division	Merrill Park	North Milwaukee		6.17							6.17
	Chestnut St., Mil.	North Milwaukee		6.29							6.29
	North Milwaukee	Portage City		89.16							89.16
	Beaver Dam	Branch		2.09							2.09
	Fox Lake	Branch		2.70							2.70
	Cement Line Jet	Rock		1.09							1.09
	Grainville	North Lake		20.08							20.08
	Iron Ridge	Ford du Lac		30.94							30.94
	Horicon	Borla		42.30							42.30
	Brandon	Markesan		11.49							11.49
	Ripon	Oshkosh		19.09							19.09
	Rush Lake Junction	Winneconne		14.89							14.89
	Wisconsin Valley Division	New Lisbon	Babcock		31.68						
Tomah		Babcock		28.72							28.72
Babcock		Star Lake		151.58							151.58
Babcock		Pittsville		9.97							9.97
Pittsville Junction		Yesper		8.70							8.70
Dexterville		Romadka		27.65							27.65
Nekoosa		Branch		2.92							2.92
Otis		Heinemann		7.60							7.60
Heinemann		Gleason		3.56							3.56
Gleason		Southward		12.60							12.60
River Division	North La Crosse	St. Paul		1.39		128.43					129.82
	St. Paul	Minneapolis				8.30					8.30
	St. Croix Junction	Stillwater				22.62					22.62
Wabasha Division	Wabasha	Zumbrota				54.21					54.21
Chippewa Valley Division	Wabasha	Chippewa Falls		61.18		1.80					63.01
	Red Cedar Junction	Menomonee		16.32							16.32
Hastings & Dakota Division	South Minneapolis	Ortonville				177.27					177.27
	Ortonville Junction	Aberdeen				1.47					1.47
	Hastings	Boston Junction				53.71		107.02			108.44
	Hopkins	Lake Minnetonka				7.84					7.84
	Glencoe	Hutchinson				13.45					13.45

TWENTY-SEVENTH ANNUAL REPORT OF THE

BOARD OF RAILROAD COMMISSIONERS.

PROPERTY OPERATED—CONTINUED.

Divisions.	Terminals.		Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.	Total.
	From—	To—									
Hastings & Dakota Division.	Milbank	Sasson					17.20	37.24			37.24
	Andover	Harlem						38.71			38.71
Fargo Division	Ortonville	Fargo				46.29	69.40				115.69
James River Division	Mitchell	Aberdeen						128.65			128.65
	Aberdeen	Edgeley					31.61	82.72			114.33
	Aberdeen	Bowling						57.02			57.02
	Bowling	Evarts						40.65			40.65
	Roseco	Bureka						26.39			26.39
	Bureka	Linton					35.10	14.45			49.55
	Roseco	Orient						40.50			40.50
Southern Minnesota Division	La Crescent	Woonsocket				206.22		97.20			303.42
	Woonsocket	Washington Springs						15.88			15.88
	Wells	Mankato				88.30					88.30
	Madison	Bristol						103.02			103.02
Prairie du Chien Division	Milwaukee	Prairie du Chien	195.96								195.96
	Prairie du Chien	North McGregor	1.14		12						13.14
	Mosman	Prairie du Sac	10.35								10.35
	Lone Rock	Richland Center	16.22								16.22
Mineral Point Division	Milton	Shullsburg		76.84							76.84
	Brodhead	New Glarus		22.78							22.78
	Warren	Mineral Point	1.01	31.28							32.29
	Calamine	Platteville		17.14							17.14
Iowa & Minnesota Division	Calmar	Minneapolis			41.88	180.64					222.52
	Conover	Decorah			10.00						10.00
	Austin	Mason City			27.95						27.95
	Faribault	Zumbrota				11.54					11.54
	Northfield	Cannon Junction				33.47					33.47
	Farmington	Mankato				31.88					31.88
	Mendota	St. Paul				53.48					53.48
						5.50					5.50
Iowa & Dakota Division	North McGregor	Chamberlain			291.48			149.77			441.25
	Beulah	Bladair			19.20						19.20
	Spencer	Spirit Lake			20.18						20.18
	Rock Valley	Hudson			8.99						8.99
	Marion Junction	Running Water						62.85			62.85
Sioux City & Dakota Division	Manilla	Sioux City			90.27						90.27
	Sioux City	Scotland Junction			5.63			82.22			87.85
	Scotland	Mitchell						47.07			47.07
	Tripp	Armour						20.45			20.45
	Napa	Tyndall						21.21			21.21
	Tyndall	Platte						60.79			60.79
	Elk Point	Sioux Falls Junction			34.92			67.81			102.73
Des Moines Division	Des Moines	Fonda			111.98						111.98
	Fonda	Spencer			43.48						43.48
	Clive	Boone			34.97						34.97
	Rockwell City	Storm Lake			38.85						38.85
Rochelle & Southern Division	Steward	Mendota	22.08								22.08
	Mendota	Ladd	12.28								12.28
	Ladd	Seatonville Junction	2.20								2.20
	Total		898.99	1,728.87	1,871.85	1,205.57	153.81	1,253.68	140.27	158.94	6,906.48

RECAPITULATION.

	Iowa.	Total.
Miles of road as per table attached	1,871.74	6,906.48
Deduct—one half joint mileage	.95	14.05
Miles owned	1,870.79	6,892.43
Add—one half joint mileage	.96	14.05
Miles used under contracts	68.90	224.13
Total miles operated	1,940.65	7,130.61

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	Roswell Miller.....	New York, N. Y.
President.....	A. J. Earling.....	Chicago, Ill.
Third vice president.....	J. H. Highland.....	Chicago, Ill.
Secretary.....	E. W. Adams.....	Milwaukee, Wis.
Treasurer.....	F. G. Ranney.....	Chicago, Ill.
Assistant treasurer.....	John McNab.....	Chicago, Ill.
General solicitor.....	Barton Hanson.....	Chicago, Ill.
Assistant general solicitor.....	George R. Peck.....	Chicago, Ill.
Assistant general solicitor.....	H. H. Field.....	Chicago, Ill.
Comptroller.....	C. B. Kesler.....	Chicago, Ill.
General auditor.....	H. G. Hangan.....	Chicago, Ill.
Assistant general auditor.....	W. N. DeVienne.....	Chicago, Ill.
Chief manager.....	W. F. Dudley.....	Chicago, Ill.
Assistant general manager.....	H. R. Williams.....	Chicago, Ill.
Chief engineer.....	W. J. Underwood.....	Chicago, Ill.
Assistant general superintendents.....	D. L. Bush.....	Chicago, Ill.
Division superintendents.....	Two in number.....	
Superintendent of telegraph.....	N. J. Fry.....	Milwaukee, Wis.
Assistant general freight agents.....	E. S. Keeley.....	Chicago, Ill.
General passenger agent.....	Four in number.....	
Assistant general passenger agents.....	F. A. Miller.....	Chicago, Ill.
General baggage agent.....	Three in number.....	
Land commissioner.....	W. D. Carriok.....	Milwaukee, Wis.
	H. S. Hangan.....	Milwaukee, Wis.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
J. Ogden Armour.....	Chicago.....	September, 1904
Frederick Layton.....	Milwaukee.....	September, 1904
Joseph Nulbank.....	New York.....	September, 1904
Samuel Spencer.....	New York.....	September, 1905
Frank S. Bond.....	New York.....	September, 1905
A. J. Earling.....	Chicago.....	September, 1905
Chas. W. Harkness.....	New York.....	September, 1905
Henry H. Rodgers.....	New York.....	September, 1905
James H. Smith.....	New York.....	September, 1906
Peter Golis.....	New York.....	September, 1906
Roswell Miller.....	New York.....	September, 1906
Wm. Rockefeller.....	New York.....	September, 1906
John A. Stewart.....	New York.....	September, 1906

- Total number of stockholders at date of last election, 5,882.
- Date of last meeting of stockholders for election of directors, September 20, 1908.
- Give postoffice address of general office, Chicago, Ill.
- Give postoffice address of operating office, Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

MILES OF COMPLETED ROAD, JUNE 30, 1908.

From—	To—	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Nebraska.	Wyoming.
Lines represented by capital stock of Chicago & North Western Railway:		491.00	137.86	338.12							
Chicago.....	Cannel Bluffs.....	12.50	12.50								
South Branch Junction.....	Rice (Chicago).....	61.04	65.22								
Edin.....	Warrens.....	4.84	4.84								
Cortland.....	Spring Valley.....	75.78	75.78								
Baldwins.....	Can. P. & B. U., Peoria.....	22.27	22.27								
Nelson.....	Tipton.....	8.50	82.88	74.37							
Stauwood.....	Jewell Junction.....	6.50	6.50	6.50							
Cut Off near Cedar Rapids.....	Coal Banks.....	3.25	3.25	3.25							
Boon.....	Harlan (end of track).....	41.11	41.11	41.11							
Carroll.....	Mechanick.....	64.00	64.00	64.00							
Bahn Pilsne.....	End of track (Buxton).....	21.55	21.55	21.55							
Sark.....	Samborn.....	164.25	164.25	164.25							
Wells Plaine.....	Alden.....	38.40	39.40	39.40							
* Eldora Junction.....	Hawarden (State Line).....	145.20	145.20	145.20							
Eagle Grove.....	Quasawa, Minn.....	13.00	13.00	13.00							
Jewell Junction.....	Carmanov.....	141.53	141.53	141.53							
Majell River.....	Quasawa's Bufr.....	24.80	24.80	24.80							
Wall Lake.....	Mondamin.....	61.30	61.30	61.30							
Chalour Valley.....	Boon Oka.....	588.09	588.09	588.09							
Madison.....	Arlington.....	27.76	27.76	27.76							
Eggar.....	Hastings.....	127.29	127.29	127.29							
Chalour Valley.....	Hastings, S. Dak.....	124.14	124.14	124.14							
Madison.....	Lincoln, Neb.....	46.11	46.11	46.11							
Flatte River.....	Lincoln, Neb.....	124.14	124.14	124.14							
Junction, near Irvington.....	South U. S. Yards & Omaha.....	46.11	46.11	46.11							
	Omaha.....	10.96	10.96	10.96							
		461.54	461.54	461.54							
		57.70	57.70	57.70							
		127.26	127.26	127.26							
		46.11	46.11	46.11							
		10.96	10.96	10.96							

*Operated by Chicago, Iowa & Dakota Railroad Company prior to August 1, 1908.

PROPERTY OPERATED—CONTINUED.

Name of Terminals.		Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.	Nebraska.	Wyoming.
From—	To—										
Lines represented by capital stock of Chicago & North-Western Railway:											
Junction, near Scribner	Oakdale (Via Albion)	113.61						9.68		113.91	
Norfolk Junction	Sonsiehl, South Dakota	123.44								113.81	130.46
Dakota Junction	Casper, Wyo.	188.48						14.12		68.02	
Buffalo Gap, South Dakota	Hot Springs, So. Dakota	14.12						21.19			
Whitecourt, South Dakota	Marshall, So. Dak.	21.19						4.92			
Gayville, South Dakota	Central City	2.92									
Narrow gauge above Deadwood, inc. branches to mines	Fort Howard	17.84		69.73	172.47			17.84			
Chicago	North Evanston	242.20		12.89							
Chicago (North 4th avenue)	Rockford	12.89	12.89		3.63						
Apleton Water Power Extension	Milwaukee	72.10			44.03						
Kenosha	Fond du Lac	85.00			44.00						
Chicago	Moutfort	62.63									
Milwaukee	Fond du Lac	164.69				164.69					
Sheboygan	Red Granite	7.85				7.85					
Red Granite Junction	Nekoosa	6.88				6.88					
Nekoosa Junction	Woodman	140.88				140.88					
Milwaukee	Plattville	76.84	10.30			66.54					
Galena	Lancaster	4.46				4.00					
Ipawich	Winona	12.04				12.04					
Lancaster Junction	Afton	227.00	21.00			205.97					
Belvidere	Janesville	6.10				6.10		10			
Janesville	LaCrosse	15.68				15.68					
Evansville	Galesville	3.96				3.96					
Winona Junction	Republic	3.71				3.71					
Trempealeau	Michiganme	202.64				49.45	153.19				
Green Bay	Champion	10.44					10.44				
Glouvie	Watermeet	4.23				13.73	90.60				
Wabla	Amos	101.33					24.10				
Powers	Metropolitan	34.10					34.86				
Stager		34.86									
Naranta											
Branches to mines:		42.37					42.37				
Off main line		8.44					8.44				
Off E. & L. line		36.13				4.71	31.42				
Off Menominee river line		34.22				4.80	29.33				
Off Ashland division											
To Industries of Ashland division		21.44			20.92		.52				
Lake Shore Junction	Ashland, Wis.	380.13			319.24		66.89				
Monico Junction	Hurley, Wis.	88.11			88.11						
Two Rivers Junction	Two Rivers, Wis.	6.35			6.35						
Mortonville	Oskosh	23.10			23.10						
Eland Junction	Marshfield	63.87			63.87						
Eland Junction	Rosholt	19.74			19.74						
North of Antigo	E. Ryan's Switch	7.27			7.27						
Pratt Junction	Harrison	17.85			17.85						
Parrish Junction	Parrish	4.54			4.54						
Pellau	Crandon	17.84			17.84						
Watermeet	Choate	22.82					22.82				
Interior Junction	Interior	1.61					1.61				
Craigsmere	Robbins	3.47					3.47				
Hurley	End of track	12.97					12.97				
Potato River Junction	End of track	2.60					2.60				
Extension through section 34	End of track	1.94					1.94				
Northern Junction	End of track (Laona)	61.03			61.03						
Winona	Pierre	480.01					276.60	203.41			
Eyota	Chatfield	11.46					11.46				
Eyota	Plainview	15.01					15.01				
Rochester	Zumbrota	24.48					24.48				
Mankato Junction	Mankato	3.75					3.75				
Mankato	New Ulm	25.58					25.58				
Sleepy Eye	Redwood Falls	24.40					24.40				
Evau	Small	45.82					45.82				
ambora	Yesta	26.40					26.40				
Tracy	Gettysburg	239.73					58.00	181.73			
Doland	Groton	38.84						38.84			
Tyler	Astoria	32.30					25.40	6.90			
Watertown Junction	Watertown	43.83						43.83			
Iroquois	Hawarden (State line)	125.49						125.49			
Centerville	Tankton	28.46						28.46			
James Valley Junction	Oakes	131.95						117.07	14.28		
*Total											
Proprietary lines, viz:		7,294.19	676.95	1,578.17	1,702.57	521.19	650.80	948.96	14.28	1,071.91	130.46
Princeton & Western Railway		16.00					16.00				
Valley Junction											
DePue, Ludd & Eastern Railway Co.		3.25									
Ludd			3.25								
Total		19.31	3.25								
Leased lines, viz:											
St. Paul, Eastern Grand Trunk Ry		60.02									
Clintonville							56.00				
Spurs							4.02				
Total		60.02					60.02				

* Represented by capital stock of Chicago & North-Western Railway Company.

† Opened, October 12, 1903.

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PROPERTY OPERATED—CONTINUED.
RECAPITULATION.

Name of Terminal.	To—		Total.	From—	
	From—	To—		From—	To—
Represented by capital stock, C & N. W. Railway.....			7,394.19	676.65	1,478.17
Proprietary lines.....			40.02	3.25	.....
Leased lines.....			40.02	.....	.....
Total.....			7,474.23	680.30	1,481.84
Add to—					
South Omaha.....			8.79	.....	3.07
Council Bluffs (Broadway).....			2.03	.....	.....
Union Passenger Depot, Omaha, Neb.....			24.70	.....	.....
Blair, Neb.....			2.80	.....	.....
Churchill, Ill.....			.....	.....	.....
Lead.....			.....	.....	.....
Grand total.....			7,411.77	685.02	1,481.84
	Wyoming.....				130.46
	Nebraska.....				1,071.91
	North Dakota.....				14.28
	South Dakota.....				14.28
	Minnesota.....				650.30
	Michigan.....				821.19
	Wisconsin.....				1,702.57
	Iowa.....				1,478.17
	Illinois.....				676.65

OFFICERS.

Title	Name	Location of Office.
President.....	Marvin Hughtit.....	Chicago, Ill.
First vice president.....	Eugene E. Osborn.....	New York, N. Y.
Second vice president.....	Marshall M. Kirkman.....	Chicago, Ill.
Third vice president.....	Hiram E. McCallough.....	Chicago, Ill.
Secretary.....	Eugene E. Osborn.....	New York, N. Y.
Treasurer.....	S. O. Howe.....	New York, N. Y.
General counsel.....	Lloyd W. Bowers.....	Chicago, Ill.
Auditor.....	J. B. Redfield.....	Chicago, Ill.
General manager.....	W. A. Gardner.....	Chicago, Ill.
Assistant general manager.....	R. H. Ashton.....	Chicago, Ill.
Chief engineer.....	Edward C. Carter.....	Chicago, Ill.
General superintendent.....	Wm. D. Cantillon.....	Chicago, Ill.
Assistant general superintendent.....	T. A. Lawson.....	Chicago, Ill.
Division superintendent (Boone, Iowa).....	W. H. Whalen.....	Boone, Iowa
Division superintendent (Mas'n City, Iowa).....	E. G. Schevenell.....	Mas'n City, Iowa.
Division superintendent (Eagle Grove, Iowa).....	G. J. Guidry.....	Eagle Grove, Iowa.
Division superintendent (Sioux City, Iowa).....	F. Walters.....	Sioux City, Iowa.
Superintendent of telegraph.....	G. H. Thayer.....	Chicago, Ill.
Freight traffic manager.....	W. H. Hughtit, Jr.....	Chicago, Ill.
Passenger traffic manager.....	W. B. Kniskern.....	Chicago, Ill.
General freight agent.....	E. D. Brigham.....	Chicago, Ill.
General passenger agent.....	C. A. Cairns.....	Chicago, Ill.
General ticket agent.....	C. A. Cairns.....	Chicago, Ill.
General baggage agent.....	Frank D. Taylor.....	Chicago, Ill.
Land commissioner.....	Josiah P. Cleveland.....	Chicago, Ill.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Marvin Hughtit.....	Chicago, Ill.....	October, 1904
Frank Work.....	New York, N. Y.....	October, 1904
James Stillman.....	New York, N. Y.....	October, 1904
Oliver Ames.....	Boston, Mass.....	October, 1904
Zenas Crane.....	Dalton, Mass.....	October, 1904
W. K. 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 Kepp.....	Chicago, Ill.....	October, 1905
Chanancey M. Depew.....	New York, N. Y.....	October, 1906
Samuel L. Barger.....	New York, N. Y.....	October, 1906
James C. Fargo.....	New York, N. Y.....	October, 1906
H. C. Frick.....	Pittsburg, Pa.....	October, 1906
David P. Kimball.....	Boston, Mass.....	October, 1906

1. Total number of stockholders at date of last election, 4,109.
2. Date of last meeting of stockholders for election of directors, June 4, 1903.
3. Postoffice address of general office, Chicago and New York.
4. Postoffice address of operating office, Chicago, Ill.

CHICAGO, IOWA & DAKOTA RAILWAY COMPANY.

PROPERTY OPERATED.

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

The railroad property and franchises of this company were leased to the Chicago & North-western Railway Company, August 1, 1903, for the term of twenty-five years. On October 1, 1903, this company sold and conveyed its remaining interest in the railroad property to the Chicago & North-Western Railway Company which purchasing company assumed the debts, liabilities and obligations of the Chicago, Iowa & Dakota Railway Company.

The following report shows the operations of the Chicago, Iowa & Dakota Railway Company from July 1, 1903, to July 31, 1903, inclusive.

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for roads named.
	From—	To—		
Chicago, Iowa & Dakota Ry. Co. (Total main line represented by capital stock.)	Eldora Junction.....	Alden	26.40	26.40
Total.				26.40

OFFICERS.

Title.	Name.	Location of Office.
President	Marvin Hughitt	Chicago, Ill.
Vice president	M. M. Kirkman	Chicago, Ill.
Secretary	J. B. Bedford	Chicago, Ill.
Treasurer	M. M. Kirkman	Chicago, Ill.
General manager	H. C. Stuart	Eldora, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Marvin Hughitt	Chicago, Ill.	July, 1904.
M. M. Kirkman	Chicago, Ill.	July, 1904.
J. B. Bedford	Chicago, Ill.	July, 1904.
H. C. Stuart	Eldora, Iowa	July, 1904.
H. R. McCallough	Chicago, Ill.	July, 1904.
W. A. Gardner	Chicago, Ill.	July, 1904.
W. H. Stennett	Chicago, Ill.	July, 1904.

- Total number of stockholders at date of last election, 8.
- Date of last meeting of stockholders for election of directors, July 8, 1903.
- Give postoffice address of general office, Chicago, Ill.
- Give postoffice address of operating office, Eldora, Iowa.

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.....	Elroy	St. Paul	102.82	
	North Wisconsin Jct.	Sayfield	177.57	
	Eau Claire	Spooner	81.51	
	Superior Junction	Duluth	71.70	
	St. Paul	LeMars	243.42	
	Missouri River at Covington	Omaha	122.06	
	St. Croix Draw Bridge	Stillwater Switch	4.58	
	Stillwater Junction	Stillwater	8.50	
	Hudson	Ellsworth	24.82	
	Merrillan	Marshfield	38.67	
	Ashland Junction	Ashland	4.88	
	Ashland Shore Line .....	.....	1.81	
	West Eau Claire .....	.....	2.74	
	Fairchild	Mondovi	96.75	
	Menomone Junction	Menomone City	3.01	
	Lake Crystal	Elmore	45.48	
	Heron Lake	Epestone	58.10	
	Madella	Fairmont	29.32	
	Bingham Lake	Currie	38.35	
	Trout	Mitchell	130.78	
	Luverne	Doon	28.00	
	Coburn	Elmore	28.95	
	Emerson	Newcastle	46.50	
	Wakefield	Hartington	83.76	
	Wayne	Bloomfield	43.14	
	Emerald	Weston	96.37	
				1,521.60
2. Chippewa Valley & N. W. By Eau Claire, Chipp. F. & N. E. Ry	Radisson Junction	Radisson	38.00	
	Chippewa Falls	Yellow River	49.28	85.28
5. St. Louis River Bridge, (Northern Pacific Ry.).....	Superior	Rice's Point	1.59	
Great Northern Ry.	St. Paul	Minneapolis	11.44	
Minneapolis & St. Louis R. R.	Minneapolis	Merriam Junction	27.00	
Illinois Central R. R.	St. Paul	St. Louis city	25.50	
St. Louis River Bridge Company.	Bridge across Missouri River and tracks at St. Louis City			3.90
Chicago & North-Western Ry.	St. Louis City	St. Louis City Bridge Co's Track .....	.50	69.59
Total mileage operated.....				1,678.47

OFFICERS.

Title.	Name.	Location of Office.
President.....	Marvin Hughitt.....	Chicago, Ill.
First vice president.....	E. E. Osborn.....	New York, N. Y.
Second vice president.....	Jas. 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 attorney.....	Pierce Butler.....	St. Paul, Minn.
General counsel.....	Thomas Wilson.....	St. Paul, Minn.
Comptroller.....	L. A. Robinson.....	St. Paul, Minn.
Auditor of expenditures.....	W. H. Stennett.....	Chicago, Ill.
Local treasurer.....	C. P. Nash.....	St. Paul, Minn.
General manager.....	A. W. Trenholm.....	St. Paul, Minn.
Chief engineer.....	C. W. Johnson.....	St. Paul, Minn.
General superintendent.....	W. C. Winter.....	St. Paul, Minn.
Division superintendent.....	Wm. Bennett.....	St. Paul, Minn.
Division superintendent.....	L. F. Slaker.....	St. James, Minn.
Division superintendent.....	S. G. Strickland.....	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.....	St. Paul, Minn.
General passenger agent.....	T. W. Teasdale.....	St. Paul, Minn.
Assistant general passenger agent.....	G. H. McRae.....	St. Paul, Minn.
General baggage agent.....	E. F. Woode.....	St. Paul, Minn.
Car service agent.....	G. L. Ossmann.....	St. Paul, Minn.
Superintendent of express.....	E. L. Poole.....	St. Paul, Minn.
General claim agent.....	G. W. Bell.....	St. Paul, Minn.
Land commissioner.....	T. A. Polleys.....	St. Paul, Minn.
Tax commissioner.....		

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. W. Vanderbilt.....	New York, N. Y.....	October, 1904
Wm. K. Vanderbilt.....	New York, N. Y.....	October, 1904
Albert Keep.....	Lake Geneva, Wis.....	October, 1904
H. McK. Twombly.....	New York, N. Y.....	October, 1904
Marvin Hughitt.....	Chicago, Ill.....	October, 1905
Byron L. Smith.....	Chicago, Ill.....	October, 1905
Chauncey M. Depew.....	New York, N. Y.....	October, 1905
David P. Kimball.....	Boston, Mass.....	October, 1905
Horace G. Burt.....	Omaha, Nebr.....	October, 1905
E. E. Osborn.....	New York, N. Y.....	October, 1906
Thomas Wilson.....	St. Paul, Minn.....	October, 1906
John M. Whitman.....	Chicago, Ill.....	October, 1906
John A. Humbird.....	St. Paul, Minn.....	October, 1906

- Total number of stockholders at date of last election, 1,045.
- Date of last meeting of stockholders for election of directors, June 6, 1903.
- 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.

1. Railroad line represented by capital stock:

a Main line.

b Branches and spurs.

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 Chicago, Rock Island & Pacific Railway Company.....	Chicago, Ill..... South Omaha, Neb..... Davenport, Iowa..... Altamont (Jct. to St. Joe, Mo.)..... Edgerton Junction, Mo..... St. Joseph, Mo..... Horton Junction, Kan..... Junction line to Caldwell, Kan..... Junction line to Salina, Kan..... U. P. Connection at Armourdale, Kan..... M. P. 295 south of Caldwell, Kan..... M. P. 172 at Herington..... Burlington, Iowa..... Northwood, Iowa..... Rosemount (Jct. C. M. & St. P.) Inver Grove, Minn..... Junction south of Albert Lea, Minn..... Waverly Junction, Iowa..... Vinton, Iowa..... Gowrie, Iowa..... Searcy, Ark.....	Council Bluffs, Iowa..... Colorado Springs, Colo..... Atchison (Via St. Joseph, Mo.)..... Levensworth (Jct. at Stillings) Kan..... Rushville Junction, Mo..... Caldwell, Kan..... N. W. H. B. of "v" at Horton, Kan..... M. P. 172 at Herington, Kan..... H. B. of Stock track, Herington, Kan..... Wyoming St., Kansas City, Mo..... State line South of Terral, I. T. I. T..... State line South of Texhoma, I. T..... Manly Junction, Iowa (Junction with Iowa Central)..... State line South of Gordonville, Minn..... Newport (Jct. with C. M. & St. P.) West St. Paul..... North of C. M. & St. P. crossing at Albert Lea, Minn..... Waverly, Iowa..... Watertown, S. D..... Sibley, Iowa..... Des Arc, Ark.....	500.43 593.92 334.00 67.54 24.61 294.71 1.38 .57 .94 2.55 225.41 322.77 224.55 70.55 12.48 8.33 70 5.68 375.97 110.01 23.96	8,171.06

PROPERTY OPERATED—CONTINUED.

Name.	Terminals.		Miles of line for road named.	Miles of line for each class of roads named.
	From—	To—		
1. Chicago, Rock Island & Pacific Railway Company.....				
	South Englewood, Ill.....	South Chicago, Ill.....	7.43	
	South Englewood, Ill.....	Blue Island (dummy line)	4.88	
	Peoria (Bridge St.).....	Rock Island (20th St.).....	90.82	
	Peoria, Ill.....	Iowa Junction, Ill.....	3.07	
	Milan, Ill.....	Cable, Ill.....	22.57	
	Preemption, Ill.....	Sherrard, Ill.....	5.00	
	Wilton, Iowa.....	Lime Kilns, Iowa.....	6.15	
	Newton, Iowa.....	Monroe, Iowa.....	17.02	
	Des Moines, Iowa.....	Winterset, Iowa.....	41.03	
	Somerset, Iowa.....	Indianola, Iowa.....	6.40	
	Menlo, Iowa.....	Guthrie, Iowa.....	15.41	
	Audubon, Iowa.....	Griswold, Iowa.....	39.34	
	Harlan, Iowa.....	Carson, Iowa.....	29.61	
	Washington, Iowa.....	Knockville, Iowa (including Beacon Cut-Off)	79.31	
	Mount Zion, Iowa.....	Keosauqua, Iowa.....	4.50	
	Horton, Kan.....	Jansen, Neb.....	107.07	
	Fairbury, Neb.....	Nelson, Neb.....	51.65	
	McFarland, Kan.....	Belleville, Kan.....	102.92	
	Herington, Kan.....	Shawnee, Kan.....	48.38	
	Bucklin, Kan.....	Dodge City, Kan.....	26.57	
	North End, O. Ter.....	Billings, O. Ter.....	24.75	
	Kingfisher, O. Ter.....	Cashion, O. Ter.....	16.63	
	Chandler, O. Ter.....	Guthrie, O. Ter.....	39.43	
	Chickasha, Ind. Ter.....	Lindsay, Ind. Ter.....	24.75	
	Chickasha, Ind. Ter.....	Mangum, O. Ter.....	97.37	
	El Reno Cut-Off.....	Guthrie, O. Ter.....	3.01	
	End, O. Ter.....	Greenfield, O. Ter.....	64.74	
	Gulf Junction, O. Ter.....	Waurika, O. Ter.....	117.02	
	Bridgeport Cut-Off.....	Chatanooga, O. Ter.....	32.44	
	Lawton, O. Ter.....	Desora, Iowa.....	20.98	
	Lawton Junction, Iowa.....	Postville, Iowa.....	114.20	
	Postville Junction, Iowa.....	Postville, Iowa.....	8.30	
	Elmira (via Bennett).....	Davenport, Iowa.....	56.62	
	Plata, Iowa.....	Guthrie, Iowa.....	2.96	
	Bennett, Iowa.....	Clinton, Iowa.....	44.34	
	Muscatine, Iowa.....	Montezuma, Iowa.....	57.31	
3. Choctaw, Oklahoma & Gulf Railroad Company.....				
	Thornburg, Iowa.....	What Cheer, Iowa.....	5.13	
	Elmira (via Iowa City).....	Iowa Junction, Iowa.....	20.91	
	Elsworth, Minn.....	Sioux Falls, South Dakota.....	12.49	
	Leake Park, Iowa.....	Hardwich, Minn.....	53.32	
	Worthington, Minn.....	C. St. P. M. & O. Yard.....	1.27	
	Trosky, Minn.....	Jasper, Minn.....	8.71	
	Dows, Iowa.....	Germania, Iowa.....	73.84	
	Garner, Iowa.....	Titonka, Iowa.....	24.70	
	Estherville, Iowa.....	Albert Lea, Minn.....	82.16	
	Wilton, Iowa.....	Muscatine, Iowa.....	12.04	1,751.07
	Hopfield, Ark.....	State Line West of Texola, O. T.....	647.50	
	Little Rock, Ark.....	Warehouses.....	.69	
	Prairie Creek Junction.....	Mines.....	2.55	
	Hartford, Ark.....	Mines.....	.47	
	Hartford, Ark.....	Mines.....	81	
	Benton, Ark.....	Hot Springs, Ark.....	34.97	
	Butterfield, Ark.....	Malvern, Ark.....	5.27	
	Near Howe, Ind. Ter.....	Mines.....	2.94	
	Near Hughes, Ind. Ter.....	Mines.....	2.91	
	Near Lutie, Ind. Ter.....	Mines.....	.63	
	Near Lutie, Ind. Ter.....	Mines.....	.63	
	Near Wilburton, Ind. Ter.....	Mines Nos. 1 and 2.....	.50	
	Near Wilburton, Ind. Ter.....	Mines Nos. 3 and 4.....	.66	
	Near Wilburton, Ind. Ter.....	Mines Slope No. 7.....	.41	
	Near Wilburton, Ind. Ter.....	Eastern C. & C. Co. Mines.....	.49	
	Near Wilburton, Ind. Ter.....	Mines.....	.46	
	Near Hartshorne, Ind. Ter.....	Mines.....	3.06	
	Near Hartshorne, Ind. Ter.....	Mines Slope 18 and 22.....	1.55	
	Near Gowan, Ark.....	Mines.....	.71	
	Near Hartshorne, Ind. Ter.....	Mine No. 8.....	.57	
	Near Haileyville, Ind. Ter.....	Mine No. 8.....	1.11	
	Near Haileyville, Ind. Ter.....	Dow Spur.....	.16	
	Near Haileyville, Ind. Ter.....	Milly & Dow Spur.....	1.02	
	Near Alderson, Ind. Ter.....	Mines Slope No. 15.....	.86	
	Near Alderson, Ind. Ter.....	Mines Shaft No. 5.....	.53	
	Near South McAllister, Ind. Ter.....	Mines.....	.64	
	Armore Junction, Ind. Ter.....	Armore, Ind. Ter.....	117.65	
	Tecumseh Junction, O. Ter.....	Asber, O. Ter.....	25.41	
	Geary, O. Ter.....	Anthony, Kan.....	121.04	
	Ingersoll, O. Ter.....	Alva, O. Ter.....	15.56	
	Wilburton, Ind. Ter.....	Haileyville, Ind. Ter.....	7.16	
	Brinkley, Ark.....	Jacksonport, Ark.....	50.30	
	Wiville, Ark.....	Gregory, Ark.....	5.96	
	Hot Springs, Ark.....	Benton, Ark.....	21.97	
	Bureau, Ill.....	Peoria, Ill.....	46.99	
White & Black River Valley Railroad Company.....				
	Little Rock & Hot Springs Western Railroad.....			
3. Peoria & Bureau Valley Railroad Company.....				
	Bureau, Ill.....	Peoria, Ill.....	162.31	1,131.04
4. Keokuk & Des Moines Railway.....				
	Keokuk, Iowa.....	Des Moines, Iowa.....	138.84	301.15
Des Moines & Ft. Dodge Railroad.....				
	Des Moines, Iowa.....	Ruhyvan and Ft. Dodge, Iowa.....		
5. Hannibal & St. Joseph Railroad.....				
	Cameron Junction, Mo.....	Kansas City, Mo.....	54.30	

PROPERTY OPERATED—CONTINUED.

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for each road named.
	From—	To—		
Union Pacific Railroad.....	Kansas City, Mo.	North Topeka, Kan.	67.85	
	Council Bluffs, Iowa.	South Omaha, Neb.	7.02	
Denver & Rio Grande Railroad.....	Limon, Colorado	Denver, Colo.	86.78	
Chicago, Milwaukee & St. Paul Railway.....	Denver, Colorado	Pueblo, Colo.	119.60	
	Comus Junction, Minn.	Rosemount, Minn.	27.08	
Iowa Central Railway.....	Newport, Minn.	Minneapolis, Minn.	18.13	
	Manly Junction, Iowa.	Northwood, Iowa.	11.82	
	At Lindsay, O. Ter.		.75	
Atchison, Topeka & Santa Fe Railway.....	Peoria Ill. (Bridge St.)	Union Depot—P. & P. U. Ry.	.22	
St. Joseph & Grand Island Railroad.....	St. Joseph, Mo.	Atchison, Kan.	.96	
St. Joseph & Eastern Bridge Company.....	Winthrop, Mo.	Elwood, Kan.	.86	
Leavenworth Terminal Railroad & Bridge Company.....	Stillings, Junction, Mo.	Leavenworth, Kan.	1.10	
Illinois Central Railroad Company.....	Tara, Iowa.	Ft. Dodge, Iowa.	5.20	
St. Louis & San Francisco Railroad.....	Memphis (U. D.) Tenn.	Bridge Sidings, Ark.	3.85	
Total mileage operated.....			408.42	6,760.74

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	D. G. Reid.....	New York.
Chairman of the executive committee.....	L. F. Loree.....	New York.
President.....	B. L. Winchell.....	Chicago.
First vice president.....	Robert Mather.....	New York.
Second vice president.....	J. F. Stevens.....	Chicago.
Secretary and treasurer.....	G. H. Crosby.....	Chicago.
General counsel.....	Robert Mather.....	New York.
General attorney.....	R. A. Jackson.....	Chicago.
General attorney.....	M. A. Low.....	Topeka, Kan.
Comptroller.....	W. W. Stevenson.....	Chicago.
Assistant comptroller.....	F. Nay.....	Chicago.
Auditor disbursements.....	C. W. McGuire.....	Chicago.
Auditor freight traffic.....	W. H. Burns.....	Chicago.
Auditor passenger traffic.....	D. Laughlin.....	Chicago.
General manager.....	H. I. Miller.....	Chicago.
Assistant to general manager.....	W. G. Bierd.....	Chicago.
Chief engineer.....	W. L. Darling.....	Chicago.
General superintendent transportation.....	C. E. McKim.....	Chicago.
Assistant superintendent transportation.....	W. M. Hobbs.....	Chicago.
General superintendent.....	H. J. Slifer.....	Chicago.
General superintendent.....	H. S. Cable.....	Cedar Rapids, Iowa.
General superintendent.....	J. O. Crockett.....	Kansas City, Mo.
General superintendent.....	F. O. Melcher.....	Little Rock, Ark.
Division superintendent.....	C. H. Hubbell.....	Chicago.
Division superintendent.....	J. R. Blair.....	Kansas City, Mo.
Division superintendent.....	L. B. Allen.....	Rock Island, Ill.
Division superintendent.....	J. B. Smalley.....	Des Moines, Iowa.
Division superintendent.....	W. H. Given.....	Des Moines, Iowa.
Division superintendent.....	W. S. Tineman.....	Trenton, Mo.
Division superintendent.....	C. W. Jones.....	Topeka, Kan.
Division superintendent.....	C. J. Wilson.....	Fairbury, Neb.
Division superintendent.....	A. T. Abbott.....	Colo. Springs, Colo.
Division superintendent.....	G. A. Merrill.....	Oklahoma City, O. T.
Division superintendent.....	R. R. Sutherland.....	Dalhart, Texas.
Division superintendent.....	H. P. Greenough.....	Cedar Rapids, Iowa.
Division superintendent.....	C. L. Brown.....	Estherville, Iowa.
Division superintendent.....	W. M. Whitenton.....	Little Rock, Ark.
Division superintendent.....	H. M. Hallock.....	Chickasha, I. T.
Superintendent telegraph and mails.....	J. O. Crockett.....	Chicago.
Freight traffic manager.....	J. F. Holden.....	Chicago.
Assistant freight traffic manager.....	H. Gower.....	Chicago.
General freight agent.....	E. B. Boyd.....	Chicago.
General freight agent.....	H. H. Embry.....	Kansas City, Mo.
General freight agent.....	H. W. Morrison.....	Little Rock, Ark.
Assistant general freight agent.....	T. H. Simmons.....	Chicago.
Assistant general freight agent.....	H. A. Snyder.....	Chicago.
Assistant general freight agent.....	H. H. Seaverns.....	Chicago.
Assistant general freight agent.....	R. G. Brown.....	Minneapolis, Minn.
Assistant general freight agent.....	F. J. Shubert.....	Chicago.
Assistant general freight agent.....	G. B. Albright.....	St. Louis, Mo.
Assistant general freight agent.....	L. F. Kimball.....	Denver, Colo.
Assistant general freight agent.....	M. A. Patterson.....	Kansas City, Mo.
Assistant general freight agent.....	S. H. Johnson.....	Little Rock, Ark.
Assistant general freight agent.....	John Sebastain.....	Chicago.
Passenger traffic manager.....	L. M. Allen.....	Chicago.
General passenger agent.....	W. J. Leahy.....	St. Louis, Mo.
Assistant general passenger agent.....	G. H. Lee.....	Little Rock, Ark.
General passenger agent.....	G. W. Duback.....	Chicago.
General baggage agent.....	J. T. Maher.....	Chicago.
Real estate and tax agent.....		

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of expiration of term.
B. F. Yoakum	New York	1904
B. L. Winchell	Chicago	1904
Geo. S. Brewster	New York	1904
Wm. H. Moore	New York	1904
W. B. Leeds	New York	1905
Marshall Field	Chicago	1905
D. G. Reid	New York	1905
L. F. Loree	New York	1905
R. R. Cable	Chicago	1906
Jas. H. Moore	Chicago	1906
F. L. Hine	New York	1906
A. E. Orr	New York	1906
Ogden Mills	New York	1906

1. Total number of stockholders at date of last election, 612.
2. Date of last meeting of stockholders for election of directors, October 8, 1903.
3. Give postoffice address of general office, Chicago, Ill.
4. Give postoffice of operating office, Chicago, Ill.

COLFAX NORTHERN RAILROAD 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 Colfax Northern Railroad Company	Colfax, Iowa	Valeria, Iowa	6	6
Total			6	6

OFFICERS.

Title.	Name.	Location of Office.
President	Mrs. T. N. Hooper, Jr. ..	Des Moines, Iowa.
Vice-president	Leland Windsor	Des Moines, Iowa.
Secretary	Frank B. Hooper	Colfax, Iowa.
Treasurer	Frank B. Hooper	Colfax, Iowa.
General superintendent	Frank B. Hooper	Colfax, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Hooper, Jr, Mrs. T. N.	Des Moines, Iowa	June 16, 1905
Windsor, Leland	Des Moines, Iowa	June 16, 1905
Parrish, J. L.	Des Moines, Iowa	June 16, 1905
Wheelock, M. B.	Colfax, Iowa	June 16, 1905
Hooper, Frank B.	Colfax, Iowa	June 16, 1905

1. Total number of stockholders at date of last election, 5.
2. Date of last meeting of stockholders for election of directors, June 16, 1904.
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 OPERATED

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

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for each class of roads named.
	From—	To—		
1. a Crooked Creek Railroad & 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	J. Q. Burnham	Milwaukee, Wis.
Secretary	F. E. Willson	Webster City, Iowa
Treasurer	L. A. McMurray	Webster City, Iowa
Auditor	W. E. Whitford	Lehigh, Iowa
General manager	F. E. Willson	Webster City, Iowa
General freight agent	F. E. Willson	Webster City, Iowa
General passenger agent	F. E. Willson	Webster City, Iowa

ORGANIZATION.

Names of Directors	Postoffice Address.	Date of Expiration of Term.
F. E. Willson	Webster City, Iowa	September 20, 1904
Geo. E. Burnham	Milwaukee, Wis.	September 20, 1904
John Q. Burnham	Milwaukee, Wis.	September 20, 1904
A. K. Hamilton	Milwaukee, Wis.	September 20, 1904
F. P. Stone	Oconomowoc, Wis.	September 20, 1904

- Total number of stockholders at date of last election, 14.
- Date of last meeting of stockholders for election of directors, September 15, 1903.
- 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. Railroad line represented by capital stock.
 a Main line.
5. Line operated under trackage rights

Name.	Terminals.		Miles of line for each class of roads named.	Miles of line for each class of roads named.
	From—	To—		
1. a Davenport, Rock Island & Northwestern Railway Co.	Clinton, Iowa	Silvis Mines, Rock Island County, Ill.	46.76	46.76
5. Chicago, Milwaukee & St. Paul Railway	Waterworks, Davenport, Iowa	Iowa Street, Davenport, Iowa	.72	
Chicago, Burlington & Quincy Railway	Seventeenth Street, Rock Island, Ill.	Thirty-eighth Street, Rock Island, Ill.	1.45	2.17
Total				48.98

OFFICERS.

Title.	Name.	Location of Office.
President	Frederic A. Delano	Chicago, Ill.
Vice president	Jas. C. Hutchins	Chicago, Ill.
Secretary	P. L. Hinrichs	Davenport, Iowa
Treasurer	J. H. Ellis	Davenport, Iowa
Auditor and assistant treasurer	O. B. Grant	Davenport, Iowa
General manager		

ORGANIZATION

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
H. B. Williams	Chicago, Ill.	January 17, 1905
James H. Hiland	Chicago, Ill.	January 17, 1905
Herman H. Field	Chicago, Ill.	January 17, 1905
James O. Hutchins	Chicago, Ill.	January 17, 1905
Charles V. Carpenter	Chicago, Ill.	January 17, 1905
Henry W. Weiss	Chicago, Ill.	January 17, 1905
Frederic A. Delano	Chicago, Ill.	January 17, 1905

- Total number of stockholders at date of last election, 9.
- Date of last meeting of stockholders for election of directors, January 10, 1901.
- Postoffice address of general office, Davenport, Iowa.
- Postoffice address of operating office, Davenport, Iowa.

DES MOINES, IOWA FALLS & NORTHERN RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 α Main line.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
Des Moines, Iowa Falls & Northern Railway Company	Iowa Falls	Des Moines	70.44

OFFICERS.

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

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. S. Ellsworth	Iowa Falls, Iowa	December 13, 1904
Wm. Welden	Iowa Falls, Iowa	December 13, 1904
J. H. Funk	Iowa Falls, Iowa	December 13, 1904
W. H. Woods	Iowa Falls, Iowa	December 13, 1904
W. V. Shipley	Iowa Falls, Iowa	December 13, 1904
Geo. A. Fernald	Boston, Mass	December 13, 1904
Geo. A. W. Dodge	Boston, Mass	December 13, 1904

2. Date of last meeting of stockholders for election of directors, December 14, 1903.
3. Give postoffice address of general office, Iowa Falls, Iowa.
4. Give postoffice address of operating office, Iowa Falls, Iowa.

DES MOINES UNION RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 α Main line.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
1. α Des Moines Union Railway Company	Des Moines	Des Moines	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, 1905
F. M. Hubbell	Des Moines, Iowa	January, 1905
H. D. Thompson	Des Moines, Iowa	January, 1905
Cyrus Kirk	Des Moines, Iowa	January, 1905
C. Huttenlocher	Des Moines, Iowa	January, 1905
J. Ramsey, Jr	Des Moines, Iowa	January, 1905
A. J. Earlings	Des Moines, Iowa	January, 1905
H. R. Williams	Des Moines, Iowa	January, 1905

1. Total number of stockholders at date of last election, 12.
2. Date of last meeting of stockholders for election of directors, January 7, 1904.
3. Give postoffice address of general office, Des Moines, Iowa.
4. Give postoffice address of operating office, Des Moines, Iowa.

DES MOINES WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

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

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Des Moines Western	East Des Moines.....	East Des Moines.....	4	4

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board	F. M. Hubbell.....	Des Moines, Iowa.
President.....	F. M. Hubbell	Des Moines, Iowa.
Secretary.....	H. D. Thompson.....	Des Moines, Iowa.
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa.
Auditor.....	H. E. Bates.....	Des Moines, Iowa.
General superintendent.....	C. H. Hueston.....	Des Moines, Iowa.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
F. M. Hubbell.....	Des Moines, Iowa	
H. D. Thompson.....	Des Moines, Iowa	
E. S. Ellsworth.....	Iowa Falls, Iowa	
C. Huttenlocker.....	Des Moines, Iowa	
Wm. Weldon.....	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, 1904.
- 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.

- Railroad line represented by capital stock:
 - Main line.
 - 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		326.26
1 b Dubuque & Sioux City R. R.	Manchester, Iowa	Cedar Rapids, Iowa... ..	41.85	
	Onawa, Iowa.....	Sioux Falls, So. Dak... ..	155.58	
	Tara Iowa.....	Council Bluffs, Iowa... ..	133.38	
	Cedar Falls Junction..	Glenville Junct., Minn. ..	94.56	
	Stacyville, Iowa.....	Stacyville, Iowa	7.93	
Total.....				433.80
				759.56

OFFICERS.

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

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Stuyvesant Fish	New York City	October, 1904
E. H. Harriman	New York City	October, 1904
E. T. H. Gibson.....	New York City	October, 1904
J. W. Aachincloss.....	New York City	October, 1904
J. C. Welling.....	Chicago	October, 1904
J. T. Harahan	Chicago	October, 1904
J. V. Rider.....	Dubuque, Iowa	October, 1904
M. M. Walker	Dubuque, Iowa	October, 1904
F. D. Stout	Chicago	October, 1904
O. O. Tolerton.....	Sioux City, Iowa	October, 1904
A. R. Loomis.....	Fort Dodge, Iowa	October, 1904
W. H. Torbert.....	Dubuque, Iowa	October, 1904
J. W. Conchar.....	Dubuque, Iowa	October, 1904
W. G. Dows	Cedar Rapids, Iowa	October, 1904
Geo. E. Lichty.....	Waterloo, Iowa.....	October, 1904

- Total number of stockholders at date of last election, 80.
- Date of last meeting of stockholders for election of officers, October 15, 1903.
- Give postoffice address of general office, Dubuque, Iowa.
- Give postoffice address of operating office, Central Station, Chicago.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Henry A. Gardner	Chicago, Ill.	September, 1904
L. F. Day	Minneapolis, Minn.	September, 1904
Geo. B. Morse	New York, N. Y.	September, 1904
Paul Morton	Chicago, Ill.	September, 1905
Jno. E. Seales	New York, N. Y.	September, 1905
Horace J. Morse	New York, N. Y.	September, 1905
L. C. Weir	New York, N. Y.	September, 1906
Edwin Langdon	New York, N. Y.	September, 1906
Russell Sage	New York, N. Y.	September, 1906
Edwin Hawley	New York, N. Y.	September, 1907
F. H. Davis	New York, N. Y.	September, 1907
Geo. Crocker	Chicago, Ill.	September, 1908
T. P. Shonts	New York, N. Y.	September, 1907
E. C. Bradley	New York, N. Y.	September, 1908
H. E. Huntington	New York, N. Y.	September, 1908

- Total number of stockholders at date of last election, 711.
- Date of last meeting of stockholders for election of directors, September 4, 1903.
- Give postoffice address of general office, Minneapolis, Minn.
- Give postoffice address of operating office, Minneapolis, Minn.

IOWA CENTRAL RAILWAY COMPANY.

PROPERTY OPERATED.

- Railroad line represented by capital stock:
 - Main line.
 - Branches and spurs.
- 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 road named.	Miles of line for each class of road named.
	From—	To—		
1. <i>a</i> Main line	Northwood, Iowa	Albia, Iowa	188.96	375.06
Eastern division	Oskaloosa, Iowa	Iowa-Ill. State line	96.90	
Illinois division	Iowa-Ill. State line	Iowa Jct., Ill.	89.20	
1. <i>b</i> Belmond branch	Hampton, Iowa	Belmond, Iowa	22.20	127.21
Story City branch	Minerva Jct., Iowa	Story City, Iowa	34.51	
State Center branch	Newburg, Iowa	State Center, Iowa	26.84	
Montezuma branch	G. & M. Jct., Iowa	Montezuma, Iowa	15.81	
Newton branch	New Sharon, Iowa	Newton, Iowa	27.75	
	Lynnville Jct., Iowa	Lynnville, Iowa	2.50	
4. Iowa Central & Western R. R.	Belmond, Iowa	Algona, Iowa	37.00	37.00
5. Main line	Northwood, Iowa	Albert Lea, Minn.	14.38	19.16
Illinois division	Iowa Jct., Ill.	Peoria, Ill.	2.80	
Total				558.43

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. Dean	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
Assistant treasurer	Joseph Gaskell	Minneapolis, Minn.
General solicitor	Geo. W. Seavers	Oskaloosa, Iowa.
Auditor	L. G. Scott	Minneapolis, Minn.
General manager	L. F. Day	Minneapolis, Minn.
Chief engineer	Howard G. Kelley	Minneapolis, Minn.
General superintendent	M. Sweeney	Minneapolis, Minn.
Superintendent	G. S. Hayden	Oskaloosa, Iowa.
Superintendent of telegraph	F. E. Martin	Oskaloosa, Iowa.
Traffic manager	J. N. Tittemore	Peoria, Ill.
Assistant general freight agent	S. G. Lutz	Peoria, Ill.
Assistant general freight agent	H. F. Marsh	Peoria, Ill.
General passenger agent	A. B. Cutts	Minneapolis, Minn.
General ticket agent	A. B. Cutts	Minneapolis, Minn.
General baggage agent	A. B. Cutts	Minneapolis, Minn.

ALBIA & CENTERVILLE RAILWAY COMPANY.

PROPERTY OPERATED.

Railroad line represented by capital stock:

1. α Main line.

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

OFFICERS.

Title	Name.	Location of Office.
President.....	Russell Sage.....	New York, N. Y.
Vice president.....	T. P. Shorts.....	New York, N. Y.
Secretary.....	J. J. Slocum.....	New York, N. Y.
Treasurer.....	Russell Sage.....	New York, N. Y.
Assistant treasurer.....	C. W. Osborne.....	New York, N. Y.
General solicitor.....	Geo. W. Severs.....	Oskaloosa, Iowa.
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	H. G. Kelley.....	Minneapolis, Minn.
General superintendent.....	M. Sweeney.....	Minneapolis, Minn.
Superintendent.....	C. S. Hayden.....	Oskaloosa, Iowa.
Superintendent of telegraph.....	F. E. Martin.....	Oskaloosa, Iowa.
Traffic manager.....	J. M. Tittemore.....	Peoria, Ill.
Assistant general freight agent.....	S. G. Lutz.....	Peoria, Ill.
Assistant general freight agent.....	H. F. Marsh.....	Peoria, Ill.
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.
Russell Sage.....	New York, N. Y.	May 4, 1905
T. P. Shorts.....	New York, N. Y.	May 4, 1905
J. J. Slocum.....	New York, N. Y.	May 4, 1905
C. W. Osborne.....	New York, N. Y.	May 4, 1905
E. C. Osborne.....	New York, N. Y.	May 4, 1905

- Total number of stockholders at date of last election, 8.
- Date of last meeting of stockholders for election of directors, May 4, 1904.
- Give postoffice address of general office, 31 Nassau Street, New York, N. Y.
- Give postoffice address of operating office, Minneapolis, Minn.

MANCHESTER & ONEIDA RAILWAY COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:

 α Main line.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
1. α Manchester & Oneida Railway Company	Manchester.....	Oneida.....	8	8

OFFICERS.

Title.	Name.	Location of Office.
President.....	A. Hollister.....	Manchester, Iowa.
First vice-president.....	M. F. LeRoy.....	
Secretary.....	H. C. Baebert.....	
Treasurer.....	C. J. Seeds.....	
General solicitor.....	Fred Blair.....	
Auditor.....	Joseph Hutchinson.....	
Chief engineer.....	D. H. Young.....	
Traffic manager.....	J. L. Kelsey.....	
General freight agent.....	Joseph Hutchinson.....	
General passenger agent.....	N. H. Hoyt.....	

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
A. S. Blair.....	Manchester, Iowa..	1st Tuesday in April, 1907
E. M. Carr.....	Manchester, Iowa..	1st Tuesday in April, 1905
M. F. LeRoy.....	Manchester, Iowa..	1st Tuesday in April, 1905
E. H. Hoyt.....	Manchester, Iowa..	1st Tuesday in April, 1906
R. H. Robinson.....	Manchester, Iowa..	1st Tuesday in April, 1905
C. J. Seeds.....	Manchester, Iowa..	1st Tuesday in April, 1906
L. Matthews.....	Manchester, Iowa..	1st Tuesday in April, 1907
William Hockaday.....	Manchester, Iowa..	1st Tuesday in April, 1907
J. J. Hoag.....	Manchester, Iowa..	1st Tuesday in April, 1907
W. N. Wolcott.....	Manchester, Iowa..	1st Tuesday in April, 1906
A. A. Morse.....	Manchester, Iowa..	1st Tuesday in April, 1905
A. Hollister.....	Manchester, Iowa..	1st Tuesday in April, 1905
Joseph Hutchinson.....	Manchester, Iowa..	1st Tuesday in April, 1906
H. C. Baebert.....	Manchester, Iowa..	1st Tuesday in April, 1906
B. W. Jewell.....	Omaha, Neb.	1st Tuesday in April, 1905

- Total number of stockholders at date of last election, 225.
- Date of last meeting of stockholders for election of directors, first Tuesday in April, 1904.
- Postoffice address of general office, Manchester, Iowa.
- 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.
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 The Minneapolis & St. Louis R.R	Minneapolis, Minn....	Angus, Iowa.....	.....	260.04
1. b The Minneapolis & St. Louis R.R	Kale Junction, Iowa..	Kale, Iowa.....	1.46	
	Hopkins, Minn.....	Watertown, S. D.....	215.10	
	Manitou Jct. Minn....	Tonka Bay, Minn....	1.45	
	Winthrop, Minn.....	Storm Lake, Iowa....	153.68	
5. Northern Pacific Railway Co.	St. Paul, Minn.....	Minneapolis, Minn....	.....	371.69
				10.11
Total.....				641.84

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 attorney.....	Albert E. Clarke.....	Minneapolis, Minn.
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General manager.....	L. F. Day.....	Minneapolis, Minn.
Chief engineer.....	Howard G. Kelley.....	Minneapolis, Minn.
General superintendent.....	M. Sweeney.....	Minneapolis, Minn.
General freight agent.....	W. M. Hopkins.....	Minneapolis, Minn.
Assistant general freight agent.....	C. P. Eastman.....	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.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Edwin Hawley.....	New York, N. Y.....	October, 1904
F. E. Palmer.....	New York, N. Y.....	October, 1904
L. C. Weir.....	New York, N. Y.....	October, 1904
Geo. Crooker.....	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. Searles.....	New York, N. Y.....	October, 1906
L. F. Day.....	Minneapolis, Minn....	October, 1906

1. Total number of stockholders at date of last election, 550.
2. Date of last meeting of stockholders for election of directors, October 6, 1903.
3. Give postoffice address of general office, Minneapolis, Minn.
4. Give postoffice address of operating office, Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILROAD 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—		
Muscatine North & South Railroad Company.....	Muscatine, Iowa.....	Elrick Junction, Iowa.	28.67	

OFFICERS.

Title.	Name.	Location of Office.
President.....	W. M. Gorham.....	Philadelphia.
First vice-president.....	H. F. Balch.....	Minneapolis.
Secretary.....	Henry Jayne.....	Muscatine.
Treasurer.....	Henry Jayne.....	Muscatine.
General solicitor.....	Henry Jayne.....	Muscatine.
Attorney, or general counsel.....	Henry Jayne.....	Muscatine.
Auditor.....	Geo. Reeder.....	Muscatine.
General manager.....	Chas. Howard.....	Muscatine.
Superintendent of telegraph.....	J. A. Coe.....	Muscatine.
Traffic manager.....	Chas. Howard.....	Muscatine.

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
H. F. Balch.....	Minneapolis.....	.....
M. J. Peppard.....	Minneapolis.....	.....
J. A. Nelson.....	Minneapolis.....	.....
W. M. Gorham.....	Philadelphia.....	.....
H. W. Hussig.....	Muscatine.....	.....
P. M. Musser.....	Muscatine.....	.....
Henry Jayne.....	Muscatine.....	.....

1. Total number of stockholders at date of last election.
2. Date of last meeting of stockholders for election of directors, January 14, 1902.
3. Give postoffice address of general office, Muscatine, Iowa.
4. Give postoffice address of operating office, Muscatine, Iowa.

This Railroad Company was placed in hands of receiver, March 23, 1903, by order of United States Circuit Court for the southern district of Iowa.

NEWTON & NORTHWESTERN RAILROAD COMPANY.

PROPERTY OPERATED.

1. Railroad line represented by capital stock.
a Main line.
2. Proprietary companies whose entire capital stock is owned by this company.

Name.	Terminals.		Miles of line for each road named.
	From—	To—	
1. a Newton & Northwestern R. R. Co.	Newton, Iowa.....	Rockwell City, Iowa..	102.5
2. Boone Coal & Mining Co.—Lessee..	Fraser, Iowa.....		

OFFICERS.

Title.	Name.	Location of Office.
President.....	Hamilton Browne.....	Boone, Iowa.
First vice president.....	Frederick A. Farrar.....	Boston, Mass.
Secretary.....	C. Cashman.....	Boston, Mass.
Treasurer.....	Homer Loring.....	Boston, Mass.
Auditor.....	W. Chamberlain.....	Boone, Iowa.
General manager.....	J. L. Blake.....	Boone, Iowa.
General freight agent.....	W. H. Bean.....	Boone, Iowa.
General passenger agent.....	W. H. Bean.....	Boone, Iowa.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Hamilton Browne.....	Boone, Iowa.....	
Frederick A. Farrar.....	Boston, Mass.....	
S. D. Loring.....	Boston, Mass.....	
H. W. Poor.....	New York, N. Y.....	
C. Sidney Shepard.....	New Haven, N. Y.....	

1. Total number of stockholders at date of last election, 63.
2. Date of last meeting of stockholders for election of directors, May 23, 1904.
3. Give postoffice address of general office, Boone, Iowa.
4. Give postoffice address of operating office, Boone, Iowa.

TABOR AND NORTHERN 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—		
Tabor & Northern.....	Malvern.....	Tabor.....	8.70	

OFFICERS.

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

ORGANIZATION.

Name of Directors.	Postoffice Address.	Date of Expiration of Term.
Robert McClelland.....	Tabor, Iowa.....	June 10, 1905.
Thos. McClelland.....	Galesburg, Ill.....	June 10, 1905.
H. C. Dye.....	Tabor, Iowa.....	June 10, 1905.
R. S. McClelland.....	Tabor, Iowa.....	June 10, 1905.
J. M. Bacham.....	Los Angeles, Cal.....	June 10, 1905.

1. Total number of stockholders at date of last election, 43.
2. Date of last meeting of stockholders for election of directors, June 10, 1903.
3. Postoffice address of general office, Tabor, Iowa.
4. 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 roads named.
	From—	To—		
1. a Union Pacific Railroad.				
Nebraska Division	Council Bluffs, Iowa	Cheyenne, Wyo	518.64	
Nebraska Division	Initial Point Spur	Omaha, Neb.	8.95	
Wyoming Division	Cheyenne, Wyo	Green River, Wyo	308.05	
Utah Division	Green River, Wyo	Ogden, Utah	178.20	
Kansas Division	Kansas City, Mo.	Cheyenne Wells, Colo.	468.80	
Colorado Division, District	Cheyenne Wells, Wyo.	Denver, Colo	177.22	
Colorado Division, Northern District	Cheyenne, Wyo	Denver (Pullm'n), Colo.	104.15	
Colorado Division, Julesburg District	Julesburg, Colo	LaSalle, Colo	151.53	1,902.04
1. b Beatrice Branch	Valley, Neb	Beatrice, Neb	96.73	
Stromburg Branch	Valparaiso, Neb	Stromsburg, Neb.	53.80	
Norfolk Branch	Columbus, Neb.	Norfolk, Neb.	50.37	
Albion Branch	Genoa, Neb.	Albion, Neb.	34.54	
Cedar Rapids Branch	Genoa, Neb.	Spaulding, Neb.	44.41	
Ord Branch	Grand Island, Neb.	Ord, Neb.	90.77	
Scotts Spur Branches	Scotts Junction, Neb.	Scotts, Neb.	1.37	
Loup City Branch	St. Paul, Neb	Loup City, Neb	39.40	
Pleasanton Branch	Boelus, Neb	Pleasanton, Neb	22.05	
Kearney Branch	Kearney, Neb	Callaway, Neb	65.73	
Leavenworth Branch	Leavenworth, Kan	Lawrence, Kan	31.63	
Manhattan Branch	Manhattan, Kan	Beatrice, Neb.	92.58	
Blue Springs Spur	Blue Springs, Neb.	Blue Springs, Neb.	34.97	
Junction City Branch	Junction City, Kan	Concordia, Kan	70.86	
Solomon Branch	Lawrenceburg, Kan	Belleville, Kan	17.15	
McPherson Branch	Solomon, Kan.	Beloit, Kan	53.89	
Osley Branch	Salina, Kan.	McPherson, Kan	35.48	
Boulder Branch	Salina, Kan.	Osley, Kan.	235.35	
Park City Branch	Brighton, Colo.	Boulder, Colo.	37.30	
Park City Branch	Echo, Utah	Park City, Utah.	27.60	1,053.68
Total				2,955.70

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. Barnish	New York, N. Y.
Secretary	Alon. Millar	New York, N. Y.
Treasurer	Frederick V. S. Crosby	New York, N. Y.
Assistant secretary	Jas. Hellmuth	New York, N. Y.
General solicitor	Wm. B. Kelly	Omaha, Neb.
Counsel	R. S. Lovett	New York, N. Y.
Attorney	Maxwell Everts	New York, N. Y.
Comptroller	Wm. Mohr	New York, N. Y.
Assistant comptroller	H. S. Bradt	New York, N. Y.
Auditor	Erastus Young	Omaha, Neb.
Assistant auditor	Ralph Blastedall	Omaha, Neb.
General manager	A. L. Mohler	Omaha, Neb.
Chief engineer	J. B. Berry	Omaha, Neb.
General superintendent	W. M. Gruber	Omaha, Neb.
Superintendent	J. O. Brinkerhoff	Kansas City, Mo.
Superintendent	W. A. Denel	Omaha, Neb.
Superintendent	W. L. Park	Cheyenne, Wyo.
Superintendent	H. C. Ferris	Denver, Colo.
Superintendent	H. V. Platt	Salt Lake City, Utah
Director of purchases	W. V. S. Thorne	New York, N. Y.
Superintendent of telegraph	L. H. Kory	Omaha, Neb.
Director of freight traffic	J. A. Munroe	Omaha, Neb.
General freight agent	E. H. Wood	Omaha, Neb.
First assistant general freight agent	C. J. Lane	Omaha, Neb.
Second assistant general freight agent	W. H. Garratt	Omaha, Neb.
General passenger agent	Gerrit Fort	Omaha, Neb.
Assistant general passenger agent	E. L. Lomax	Omaha, Neb.
General baggage agent	Andrew Traynor	Council Bluffs, Iowa.
Land commissioner	B. A. McAllister	Omaha, Neb.
Traffic director	J. C. Struble	Chicago, Ill.
Assistant traffic director	E. J. Campbell	Chicago, Ill.
Director of maintenance and operation	E. O. McCormick	Chicago, Ill.
Assistant director of maintenance and operation	J. Kruttschnitt	Chicago, Ill.
	B. A. Worthington	Chicago, Ill.

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Oliver Ames	Boston, Mass.	October 11, 1904
Borace G. Burr	Omaha, Neb.	October 11, 1904
Thos. T. Bokert	New York, N. Y.	October 11, 1904
Louis Fitzgerald	New York, N. Y.	October 11, 1904
Geo. J. Gould	Lakewood, N. J.	October 11, 1904
E. H. Harriman	Arden, N. Y.	October 11, 1904
Marvin Hight	Chicago, Ill.	October 11, 1904
James H. Hyde	New York, N. Y.	October 11, 1904
Otto H. Kahn	Morristown, N. J.	October 11, 1904
Charles A. Peabody	New York, N. Y.	October 11, 1904
Winslow B. Pierce	New York, N. Y.	October 11, 1904
Henry H. Rogers	New York, N. Y.	October 11, 1904
Jacob H. Schiff	New York, N. Y.	October 11, 1904
Joseph F. Smith	Salt Lake City, Utah	October 11, 1904
James Stillman	New York, N. Y.	October 11, 1904

1. Total number of stockholders at date of last election, 14,256.
2. Date of last meeting of stockholders for election of director, October 13, 1903.
3. Give postoffice address of general office, 120 Broadway, New York, N. Y.
4. Give postoffice address of operating office, Omaha, Neb.

WABASH 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 and leased for specified sum.
5. Line operated under trackage rights.

	Terminals.		Miles of line for each route named.	Miles of line for each class of roads named.	
	From—	To—			
1. a The Wabash Railroad.....	Toledo	East Hannibal	490.5	1,887.9	
	Bluffs	Camp Point	39.4		
	Clayton	Elvaston	31.5		
	Deatur	East St. Louis	110.1		
	C. & W. I. Junction	Elfingham	205.4		
	Shumway	Altamont	9.5		
	Delray	Buier	104.8		
	Montpelier	Clarke Junction	149.6		
	Maumee	Montpelier	35.5		
	Buier	New Haven	49.5		
	St. Louis (23rd St.)	Harlem	274.8		
	Moberly	Ottumwa	131.5		
	Montion	Albia	28.3		
	Albia	Chesterfield	65.8		
	Brunswick	Chillicothe	38.2		
	Fatonsburg	Council Bluffs	143.7		
	Quincy	Ferguson	9		
	St. Louis (Carr St.)		10.7		
b Branches and spurs	Sidney	Champaign	11.7		
	Edwardsville	Edwardsville Jct.	1.7		
	Atiles	Covington	14.8		
	Fairbury Junction	Streator	30.9		
	Salisbury	Glasgow	15.4		
2. Columbia & St. Louis R. R. Kas. City, E. Spgs. & Nor. R. R.	Centralia	Columbia	21.6		74.5
	Excelsior Spgs. Jct.	Milwaukee Junction	9.5		
3. Louisiana & Pike Co. R. R. Hannibal Bridge Company St. Louis, Co. Bluffs & Oma. R. R.	Maysville	Pittsfield	6.2	81.1	
	East Hannibal	Hannibal	3.0		
	Chillicothe	Fatonsburg	41.4		
5. Ann Arbor R. R. Grand Trunk R. R.	Toledo	Milan	30.9	50.6	
	Detroit	Blair Rock	227.1		
Erie R. R.	Suspension Bridge	Buffalo	17.8		
	Black Rock	International Janct.	25.6		
Detroit, U. D. & Station Co. Pere Marquette R. R.	Delray	Delray	4.8		
Chicago & Western Ind. R. R.	Chicago	Chicago	8.0		
Chicago Terminal T. R. R. C., B. & Q. R. R.	Chicago Junction	C. & W. I. Junction	11.8		
	Clark Junction	State Line (Ind. Ill.)	5.8		
	Camp Point	Quincy	21.8		
Toledo, Peoria & W. R. R.	Detroit Union Depot	Hamilton	17.9		
	Elvaston	Hamilton	6.5		
Keokuk Bridge Co.	Forrest	Fairbury Junction	6		
Missouri, Kansas & Texas R. R.	Hamilton	Keokuk	1.8		
Term. R. R. Asso. of St. Louis, Chicago & Eastern Ill. R. R., Term. R. R. Asso. of St. Louis, Hannibal & St. Joseph R. R., Iowa Central Ry., Missouri, Kansas & Texas R. R., Missouri Pacific Ry., Des Moines Union Ry., Union Pacific R. R., Chicago, Mil. & St. Paul Ry.	Hannibal Br. Track	Hannibal (U. D.)	4		
	East St. Louis	St. Louis (Union Sta.)	3.8		
	St. Louis	St. Louis (Union Sta.)	7		
	Harlem	28d. Street	1.5		
	Quincy	East Connection	1		
	Hannibal	Moberly	60.7		
	St. Louis (Olive St.)	Carr Street	6		
	Chillicothe	Des Moines	2		
	Council Bluffs	Omaha	2.8		
	Wabash Connection	Council Bluffs (U. D.)	8		
Total mileage operated			472.6	2,518.7	

OFFICERS.

Title.	Name.	Location of office.
Chairman of board	Geo. J. Gould	New York City
President	J. Ramsey, Jr.	St. Louis, Mo.
Vice president	Edgar T. Welles	New York City
Vice president	A. C. Bird	Chicago, Ill.
Vice president	O. D. Ashley	New York City
Second vice president	Milton Knight	St. Louis, Mo.
Third vice president	Wells H. Blodgett	St. Louis, Mo.
Secretary	J. L. Ottosen	New York City
Treasurer	E. L. O'Leary	St. Louis, Mo.
General solicitor	Wells H. Blodgett	St. Louis, Mo.
Attorney, or general counsel	Wells H. Blodgett	St. Louis, Mo.
Auditor	D. B. Howard	St. Louis, Mo.
Assistant auditor	T. J. Tobin	St. Louis, Mo.
Chief engineer	H. S. Newhall	St. Louis, Mo.
General superintendent	W. S. Vance	St. Louis, Mo.
Division superintendent	L. J. Ferritor	Pert, Ind.
Division superintendent	S. E. Otter	Decatur, Ill.
Division superintendent	S. M. Burns	Detroit, Mich.
Division superintendent	A. E. Robbins	Buffalo, N. Y.
Division superintendent	J. S. Goodrich	Moberly, Mo.
Division superintendent	R. Doyle	Moberly, Mo.
Superintendent of telegraph	G. C. Kinsman	Decatur, Ill.
Traffic manager, freight	M. Knight	St. Louis, Mo.
General passenger agent	S. E. Knight	St. Louis, Mo.
Assistant general freight agent	P. W. Coyle	St. Louis, Mo.
Assistant general passenger agent	C. S. Crane	St. Louis, Mo.
General ticket agent	H. V. P. Taylor	St. Louis, Mo.
Assistant general ticket agent	C. S. Crane	St. Louis, Mo.
General baggage agent	H. V. P. Taylor	St. Louis, Mo.
	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 Tuesday in October, 1904.
J. Ramsey, Jr.	St. Louis, Mo.	
O. D. Ashley	New York City, N. Y.	
Edwin Gould	New York City, N. Y.	
Russell Sage	New York City, N. Y.	
John T. Terry	New York City, N. Y.	
S. C. Reynolds	New York City, N. Y.	
Winslow S. Pierce	New York City, N. Y.	
Edgar T. Welles	New York City, N. Y.	
Thos. H. Hubbard	New York City, N. Y.	
James Hazen Hyde	New York City, N. Y.	
Henry K. McFarq	New York City, N. Y.	
C. J. Lawrence	New York City, N. Y.	

1. Total number of stockholders at date of last election, not known.
2. Date of last meeting of stockholders for election of directors, October 13, 1903.
3. Give postoffice address of general office, St. Louis, Mo.
4. Give postoffice address of operating office, St. Louis, Mo.

ORGANIZATION.

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.
5. Line operated under trackage rights.

Name.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	To—	From—		
1. Willmar & Sioux Falls Railway.....	Willmar, Minn..... Garretson, S. D.....	Sioux City, Iowa..... Yankton, S. D.....	223.76 80.49	304.25
2. Sioux City & Western Railway.....	South Sioux City, Neb.	O'Neill, Neb.....	120.10	
5. Union Terminal Co.....	In Sioux City, Iowa	Junction with tracks of C. M. & St. P. S. F. Railway.....	1.57	120.16
Chicago, Milwaukee & St. Paul Railway.....	Junction with tracks of Union Terminal Co.....	Junction with tracks of Combination Bridge Co.....	.60	
Combination Bridge Co.....	Junction with tracks of C. M. & St. P. Railway.....	South Sioux City, Neb.	1.15	3.82
Total.....				436.73

OFFICERS.

Title.	Name.	Location of Office.
President.....	Louis W. Hill.....	St. Paul, Minn.
Vice president.....	Robert I. Farrington.....	St. Paul, Minn.
Secretary.....	E. Sawyer.....	St. Paul, Minn.
Treasurer.....	R. A. Wilkinson.....	St. Paul, Minn.
General solicitor.....	M. D. Grover.....	St. Paul, Minn.
General counsel.....	John G. Drew.....	St. Paul, Minn.
Comptroller.....	George R. Martin.....	St. Paul, Minn.
Auditor.....	F. E. Ward.....	St. Paul, Minn.
General manager.....	A. H. Hoagland.....	St. Paul, Minn.
Chief engineer.....	G. T. Slade.....	St. Paul, Minn.
General superintendent.....	E. T. Brown.....	St. Paul, Minn.
Assistant general superintendent.....	L. V. Bowen.....	Willmar, Minn.
Division superintendent.....	E. J. Little.....	St. Paul, Minn.
Superintendent of telegraph.....	Fred Rogers.....	Sioux City, Iowa.
General freight agent.....	Fred Rogers.....	Sioux City, Iowa.
General passenger agent.....	S. A. Smart.....	St. Paul, Minn.
General baggage agent.....	S. A. Smart.....	St. Paul, Minn.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Louis W. Hill.....	St. Paul, Minn.....	When successor is elected
Robert I. Farrington.....	St. Paul, Minn.....	When successor is elected
E. Sawyer.....	St. Paul, Minn.....	When successor is elected
M. D. Grover.....	St. Paul, Minn.....	When successor is elected
J. W. Blabon.....	St. Paul, Minn.....	When successor is elected

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, October 8, 1906.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn.

MILEAGE, OFFICERS AND DIRECTORS

OF

ELECTRIC RAILWAY COMPANIES.

MILEAGE, OFFICERS AND DIRECTORS OF ELECTRIC RAILWAY COMPANIES.

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY,
WATERLOO, IOWA.

Organized under the laws of the State of Iowa in 1895. Leased from the Chicago Great Western Railway line their road from Waverly to Sumner and made joint operating arrangements with Chicago Great Western between Waverly and Denver Junction also Waterloo freight terminals on December 13, 1904.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
L. S. Cass	President	Waterloo, Iowa.
J. F. Cass	Vice president	Sumner, Iowa.
J. F. Cass	Secretary	Sumner, Iowa.
E. A. Boggs	Treasurer	Waterloo, Iowa.
E. A. Boggs	Auditor	Waterloo, Iowa.
L. S. Cass	General manager	Waterloo, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
L. S. Cass	Waterloo, Iowa.
J. F. Cass	Sumner, Iowa.
E. K. Boisot	Chicago, Ill.

Date of close of fiscal year, January 1st.

Date of stockholders' annual meeting, January.

TAMA & TOLEDO ELECTRIC RAILWAY AND LIGHT COMPANY,
TOLEDO, IOWA.

Was built in the spring of 1894 and began running July 4, 1894. Is entirely within the two towns, the corporations joining, and in the public streets. The company also operates the light plant furnishing light to both towns but its capital and expenses and profits are not included in this statement.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
W. C. Walters	President	Toledo, Iowa.
C. E. Walters	Vice president	Toledo, Iowa.
H. A. Shanklin	Secretary and treasurer	Toledo, Iowa.
W. C. Walters	General manager	Toledo, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
W. C. Walters	Toledo, Iowa.
C. E. Walters	Toledo, Iowa.
H. A. Shanklin	Toledo, Iowa.
L. Clark	Toledo, Iowa.
W. E. Brice	Mason City, Iowa.

Date of close of fiscal year, February 1st.

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

MASON CITY & CLEAR LAKE TRACTION COMPANY,
MASON CITY, IOWA.

Organized December 15, 1896. Commenced operation July 8, 1897.

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 31st.

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

INTER-URBAN RAILWAY COMPANY,
DES MOINES, IOWA.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
H. H. Polk	President	Des Moines, Iowa.
A. W. Harris	Vice president	Chicago, Ill.
W. I. Maakit	Secretary	Des Moines, Iowa.
G. B. Hippee	Treasurer	Des Moines, Iowa.
C. L. Wight	Auditor	Des Moines, Iowa.
H. H. Polk	General manager	Des Moines, Iowa.

DIRECTORS OF THE COMPANY.

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

Date of close of fiscal year, December 31st.

Date of stockholders' annual meeting, third Tuesday in January.

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

In the year 1879 the Cedar Rapids & 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 in 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 & Marion Railway Company were purchased by the present company who rebuilt and extended the lines within the city of Cedar Rapids and installed electric service thereon and to Marion. No material extensions have been put in operation by the present company from 1891 to June 30, 1904.

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.
F. L. Diserens	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.

BOONE SUBURBAN RAILWAY COMPANY,
BOONE, IOWA.

OFFICERS OF THE COMPANY.

Name.	Title.	Official Address.
John Reynolds.....	President.....	Boone, Iowa.
J. F. Reynolds.....	Vice president.....	Pittsfield, Mass.
F. H. Richardson.....	Secretary.....	Boone, Iowa.
City Bank of Boone.....	Treasurer.....	Boone, Iowa.
Will Ireland.....	Auditor.....	Boone, Iowa.
John Reynolds.....	General manager.....	Boone, Iowa.
F. H. Richardson.....	Superintendent.....	Boone, Iowa.

DIRECTORS OF THE COMPANY.

Name.	Residence.
John Reynolds.....	Boone, Iowa.
J. F. Reynolds.....	Pittsfield, Mass.
F. H. Richardson.....	Boone, Iowa.

Date of close of fiscal year, June 30, 1964.

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

Decisions of Commissioners.

DECISIONS.

No. 2767—1904.

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

In the matter of the petition of the Newton & Northwestern Railroad company for permission to condemn certain lands in Boone county, Iowa.

In the matter of the petition of the Newton & Northwestern Railroad company for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa of 1902, in Boone county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Newton & Northwestern Railroad 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:

Additional grounds in government lots Nos. seven and eight in the southwest quarter of section thirty-six, township eighty-five, range twenty-seven, Boone county, Iowa, for the purpose of depot and station grounds, to-wit:

An additional strip of land on the south side of its present right of way and adjacent thereto, one hundred and fifty feet in width, beginning at Construction Station No. 70 in said lot eight and extending in an easterly direction a distance of twenty-five hundred feet to Construction Station No. 95 in said lot seven, except between Construction Station No. 82 and said Construction Station No. 85, between which points said additional strip shall be one hundred and twenty-five feet in width.

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 Boone county, Iowa.

Dated at Des Moines, Iowa, July 12, 1904.

No. 2768—1904.

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

In the matter of the complaint of
H. M. GRIFFIN, JOHN F. CARTER
and J. B. BUTLER, respecting a
crossing of certain lands in Web-
ster county, Iowa,

vs.

MASON CITY & FORT DODGE RAIL-
ROAD COMPANY.

*Decision and opinion of the Commis-
sioners.*

The complainants state that they are the owners in fee of a part of the southeast quarter of the southeast quarter of section 30, township 89, range 28, the said tract consisting of twenty-six acres of land, except a portion of the right of way over and across it by the Mason City & Fort Dodge Railroad company.

That the tract adjoins a part of the platted portion of the city of Fort Dodge, and is quite a populous and important suburb of said city, and that by its location and situation it is valuable and its chief value and use is its adaptability for residence and building purposes. That a portion of said tract is platted into town lots and numerous sales of said lots have been made.

That in the month of August, 1901, the Mason City & Fort Dodge Railroad company located its line of railroad over and across the said tract, appropriating about four acres for its right of way, leaving about fourteen and one-half acres south of the same and about six and one-half acres on the north of said right of way, the platted portion being on the north and adjoining the incorporated town aforesaid. The said railroad is now building its line of road over said tract and the roadbed is on a heavy grade or embankment across the said tract from east to west, a distance of eighty rods, the height of said embankment varying from twelve feet to twenty-seven feet; that the character, height and location of said embankment is such that it practically cuts off by an immense wall of dirt, the south portion from the north and destroys reasonable access from one part to the other without a reasonable and adequate means of crossing the same and destroys its principal and practical use and value without such access; that said right of way and embankment occupies a portion of the platted part of said tract; that a suitable and reasonable crossing, under the circumstances, in the opinion of the complainants, would be on the surface of the natural level and underneath the track, or what may be termed an under crossing and could be more easily provided now while the roadbed is being constructed; that the more reasonable and useful place for the crossing of said track is where the roadbed or embankment would be about twenty feet in height; that the complainants have requested and notified the said Mason City & Fort Dodge Railroad company to furnish and construct such

an under crossing, but that notwithstanding the railroad company has declared its purpose to deny such crossing and to construct a crossing at grade with the track. Your petitioners now declare that such crossing would maintain and continue a practical severance and separation of the south portion and render it valueless for residence or building purposes, while an under crossing would, under the circumstances, as they exist, practically unite the two portions and render access more easy, safe and reasonably adequate. Besides the petitioners aver a crossing at grade with the track would necessitate long and steep approaches and materially increase the danger of the crossing.

The petitioners aver and declare their right to use the tract for the purposes for which it is most available and valuable and the use of it for town lot and residence purposes requires a crossing reasonably free and safe and a means of access that will preserve its value as such and rescue it from becoming outside and detached farm property.

Wherefore, the complainants ask that the Board view the said premises and take such steps as will best acquaint the Commission with the situation and make such order and finding in the premises as to the location, character and construction of said crossing as shall be suitable, just and right in the premises.

The railroad company being required to answer the complaint, states in substance:

1. That it is true that the line of railroad now being constructed by the Mason City & Fort Dodge Railroad crosses through the land described in the complaint, and that it crosses on a grade and embankment.

2. It avers the fact to be that the land through which it crosses has in part been platted, and the other land is only available for building purposes. A part of said land is in the corporate limits of the city of Fort Dodge and the other portion being immediately adjacent thereto.

3. It denies that it is under any legal obligation to construct any crossing either at grade or above or under grade on the land of the complainants.

Replying to the answer of the railroad company the complainants, in substance, file the following reply:

1. That the second division of said answer is evasive and avoids the issue presented by the complaint and contains no explicit and definite statement of any fact or answer to the averments of the said complaint.

2. Further replying, the complainants aver: It is not true that the land affected by said track, grade and embankment is platted or within the corporate limits of the city; it is not true that the same is available only for building purposes.

But they aver the fact to be that the value of said land for building purposes has been wholly destroyed by the said road, grade and embankment and the use and value of said land has, by the occupation of said railroad company, been reduced to acreage value and use for tillage and cultivation only, and that its use and enjoyment for such purposes depend upon a safe, reasonable and adequate means of crossing said obstruction; that the tract affected consists of five acres and upwards north of said embankment and track and fifteen acres south of the same.

3. Further replying, the complainants aver that the matters set forth as a third division of said answer are mere conclusions and legal deductions based on statements of fact and call for no reply.

The Commissioners inspected the premises in question, at which time the interested parties were present and, in a general way, submitted the facts as claimed by the respective parties, together with a plat or profile of the premises, which also showed the fill or embankment constructed by the railroad and its location and relation to the premises in question as well as the place designated by the landowners for the proposed crossing, which plat or profile is submitted with and made a part of this opinion. Upon the mutual request of both parties, time was granted them to submit oral argument, the time thereof to be agreed thereon by the respective parties, the place fixed by the Commission being at the Commissioner's office at Des Moines, Iowa.

MR. A. N. BOTSFORD, Attorney for Complainants.
HEALY BROS. & KELLEHER, Attorneys for Respondent.

At a later date and one agreed upon by the respective parties this case was ably and exhaustively presented to the Board by oral arguments by Mr. A. N. Botsford for the complainants and Mr. Thos. D. Healy for the railway company.

STATEMENT OF FACTS.

We find the facts substantially as follows:

The Mason City & Fort Dodge Railroad has constructed its railway running diagonally beginning near the northeast corner of said tract of land in a southwesterly direction separating said tract of land, about five acres of which is northwesterly of said railroad company's right of way, and the balance thereof, to wit, about twelve or fourteen acres, lying southeasterly of said railroad's right of way; that the railroad company's right of way entering upon the premises occupies for a short distance a part of Butler, Carter & Griffin's second addition, which is platted, crossing a small portion of lot 9, block 7, and lots 1, 2 and 3, block 8 of said addition, and thence extending over and across the remaining part of the land owned by the complainants which is unplatted and, as it is understood by the Commission, that part of the unplatted is without the corporate limits of Fort Dodge, that at the point where the railroad company's right of way leaves the property of complainants is a public road which runs north and south and is the west boundary of complainants' real estate; that the place where the landowners request the private crossing in question is about midway of that part of the railway company's right of way running and extending through and upon the realty owned by the complainants; that the point designated for the crossing by the landowners is upon the unplatted part of the complainants' realty; that upon the platted portion which is north of the railway company's right of way and in about the center or midway running north and south is what is known as Fifteenth street; that if Fifteenth street was extended south over and across the unplatted portion of said property it would intersect and become a part of the point of place designated by the landowners where the proposed crossing is requested and desired.

We find that there is a highway extending along the south part of said real estate intersecting with the public highway upon the west of said premises. We find that that portion of the unplatted land at the present time is neither used for agriculture or other purposes. We further find that the railway has constructed a modern, substantial steel and stone structure crossing the river and that such structure extends to and is a part of the company's track and that upon leaving this bridge and structure it immediately enters the railroad company's right of way extending westerly to and over the premises in controversy, that is to say, that upon leaving the stone and steel structure across said river it enters upon the right of way which is constructed upon the property owned by the landowners in this case, the east boundary line of the land of complainants extending up and to the west side of said river. We find that the railway crossing the steel structure and which is operated over complainants' land is part of the main line of said railway company which is operated between Oelwein in the State of Iowa and the city of Omaha, in the State of Nebraska, and is known as the Ft. Dodge and Omaha Extension.

We find that in the construction of this line the railroad company has constructed a good, substantial and modern roadbed with many steel and stone bridges and culverts and is capable of carrying traffic with a reasonable degree of safety and convenience and at a reasonably high rate of speed. We find that at the public highway over which the railway company crosses west of and adjoining complainants' land, the railway company has constructed a wooden structure serving as an under crossing, costing, perhaps, approximately about \$1,000 or less. We find that by comparison this structure may be deemed a temporary one and will soon have to be replaced with steel and stone construction in order to compare with other structures of a similar character on this line and thereby provide a reasonably safe roadbed. We find that before the construction of this part of the railway over and upon complainants' land, that the landowners served upon the railroad company a notice in writing requesting an under crossing and designated the same place where they are now demanding a crossing and asking said company to give them a proper and adequate private crossing.

We find that the railway company declined and refused to grant the landowners such crossing at the place so designated. We find, in the construction of the railway over and across complainants' land, in order to eliminate any unusual depression and in order to construct the road at a straight grade, it was necessary to construct and build an embankment and fill, beginning at the east line of complainants' land of about 12 feet and gradually increasing the height of such fill and embankment to about 24 feet on the west boundary of such premises, and that at the point where the crossing is requested the embankment is from 18 to 20 feet in height. We find that a grade crossing, or a crossing constructed over the railway as now constructed, is neither feasible, practical nor safe, and that an under crossing is the only safe, feasible and practical crossing which could be constructed for the benefit and use of the landowners.

We further find that the railway company was obliged to obtain this right of way from the land of complainants by condemnation proceedings under the

statute and upon the trial thereof in the district court (an appeal having been taken from the sheriff's jury) a profile was admitted in evidence showing the embankment and fill as now constructed and that the height, extent and character of such embankment was shown by such profile. We also find that if an under crossing is ordered by this Board that it should be one made of steel, stone and cement and that the reasonable cost thereof would be about \$10,000. We find that the present reasonable market value of the land belonging to complainants, a description of which is set out in their complaint, to be about \$3,500 or \$4,000.

The statute relating to the rights of the parties to this controversy is found in section 2022, and is as follows. "When any person owns land on both sides of any railway, the corporation owning the same shall, when requested so to do, make and keep in good repair one cattle guard, and one causeway or other adequate means of crossing the same, at such reasonable place as may be designated by the owner."

In the case of *Van Vrankin v. Wisconsin, I. & N. R. Co.*, reported in 68 Iowa, page 576, in construing this section of the statute, the court holds that the owner of land is authorized to designate the place where the crossing for his benefit shall be made, and the limitation put upon his choice of location, is that the place designated shall be a reasonable one.

In this case the landowners indicated the place or point where they desired the crossing. It appears from the finding of facts that the place so designated by the landowners is one not adapted or feasible for a grade or surface crossing, but that it must be either an overhead or under crossing. An overhead crossing at the height of the fill at the point indicated by the land owners where the crossing is desired, is absolutely impracticable. Therefore, it leaves the Commission to determine whether or not an under crossing shall be constructed at this point by the railway company. There was no controversy on the part of the landowners respecting the cost and expense, or the character of the underground crossing which would be a reasonable and proper one if constructed by the railroad company at the point designated. The value of the realty owned by the landowners was not perhaps clearly established; but the Commission has treated the value of such realty not to be in excess of five thousand dollars. The Board is not clear but what the jury which fixed the amount of damages in the district court for the appropriation of the land by the railway company, considered and included in its verdict, damages covering the conditions which must have clearly appeared to it, namely, that the fill across this railroad was of such a nature and character that no surface or overhead private crossing could be reasonably maintained, and that an under crossing would be an unreasonable one to be required of the railway company. It would seem as though this would have been a proper and legitimate item of damages to be considered by the jury, and a proper question to have been submitted to the jury and passed upon by it.

If we have substantially stated the conditions and facts as they exist with reference to this controversy, then it would resolve itself into this situation: Is the point or place designated by the landowners a reasonable one, where the owners' property is valued at about \$5,000 and the cost and expense of the

undergrade or underground crossing is estimated at about \$10,000? The supreme court, in the case above cited, seems to place a limitation on the right of the landowner to demand a private crossing, and that is whether or not the place designated is a reasonable one. Can the Board of Railroad Commissioners, under the circumstances and conditions enumerated herein, acting fairly and impartially, hold that the point where the landowner designates and demands the private crossing is a reasonable one?

The land upon the southerly side of the railway track, so far as the evidence shows, is not used for any particular purpose, the thought being conveyed from the testimony and statement of facts that at some future time, and perhaps not far distant, this property will be platted and utilized for resident town property.

We have reached the conclusion in this case that under the present showing and present condition of the landowners' property, that we ought to deny and refuse to order the railroad company to construct a private crossing at this point, on the ground and for the reason that the same is not a reasonable place for the construction and maintenance of a private crossing, the cost thereof being greatly in excess of the reasonable market value of the land to be benefited thereby; and the further fact that the rental value of the land, so far as the testimony shows, is not impaired or depreciated by reason and on account of the failure of the railway company to construct a private crossing at this point. The cost of constructing and maintaining an under crossing is so much in excess of the value of the realty that the Commission is of the opinion that it would not be justified under present conditions in making an order requiring the construction of an under crossing. The future may substantially change present conditions, and it may be that when such changes take place that the landowners may be entitled to a crossing at this or some other point.

Des Moines, Iowa, August 25, 1904.

No. 2769—1904.

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

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway company for permission to condemn certain lands in Wapello 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 Wapello 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 strip of land fifty feet in width, lying on the northerly side of and contiguous to the right of way of the Chicago, Milwaukee & St. Paul Railway company, and extending from the east side to the west side across the west half of the southwest quarter of the southeast quarter of section twenty-two, township seventy-two, range fourteen west, Wapello county, Iowa, the northerly boundary line of said strip of land being parallel to and one hundred feet northerly, measured at right angles, from the center line of the main track of the said railway company, containing 0.78 of an acre, more or less; also a strip of land, fifty feet in width, lying on the northerly side of and contiguous to the right of way of said railway company, and extending from the east side to the west side, across the southeast quarter of the southwest quarter of section twenty-two, township seventy-two, range fourteen west, Wapello county, Iowa, the northerly boundary line of said tract of land being parallel to and one hundred feet northerly, measured at right angles, from the center line of the main track of said railway company, containing 1.72 acres more or less.

A strip of land lying on the northerly side of and contiguous to the right of way of the Chicago, Milwaukee & St. Paul Railway company, and extending from the east side to the west side across the east half of the southeast quarter of section twenty-two, township seventy-two, range fourteen west, Wapello county, Iowa, the northerly boundary line of said strip of land being parallel to and one hundred forty feet northerly, measured at right angles, from the center line of main track of said railway company, containing 2.39 acres, more or less; also a strip of land one hundred fifty feet in width, lying on the northerly side of and contiguous to the right of way of said railway company, and extending from the east side to the west side across the east half of the southwest quarter of the southeast quarter of section twenty-two, township seventy-two, range fourteen west, Wapello county, Iowa, the northerly boundary line of said strip of land being parallel to and two hundred feet northerly, measured at right angles, from the center line of the main track of said railway company, containing 2.27 acres, more or less.

A strip of land, one hundred feet in width, lying on the northerly side of and contiguous to the right of way of the Chicago, Milwaukee & St. Paul Railway company and extending from the east side to the west side across the west half of the southwest quarter of section twenty-three, township seventy-two, range fourteen west, Wapello county, Iowa, the northerly boundary line of said tract of land being one hundred fifty feet northerly, measured at right angles, from the center line of the main track of the said railway company, containing 3.19 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 Wapello county, Iowa.

Dated at Des Moines, Iowa, October 5, 1904.

THE BOARD OF RAILROAD COMMISSIONERS,
By DWIGHT N. LEWIS, Secretary.

No. 2770—1904.

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

In the matter of the petition of the Newton & Northwestern Railroad company for permission to condemn certain lands in Calhoun county, Iowa.

In the matter of the petition of the Newton & Northwestern Railroad company for permission to condemn certain lands as provided by section 1998 of the Supplement Code of Iowa of 1902, in Calhoun county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon application of the Newton & Northwestern Railroad company to the Board stating the desire of said company to condemn the property herein more par-

ticularly 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:

Lot twenty-six (26), in block one (1), of C. M. Rockwell's Addition to Rockwell City, Calhoun county, Iowa.

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 Calhoun county, Iowa.

Dated at Des Moines, Iowa, October 26, 1904.

THE BOARD OF RAILROAD COMMISSIONERS,
By DWIGHT N. LEWIS, Secretary.

No. 2771—1904.

E. M. PARSONS ET AL., Complainants,

vs.

CHICAGO & NORTH-WESTERN RAILWAY
Co. and CHICAGO GREAT WESTERN
RAILWAY COMPANY.

Application for an order requiring
flagman at street and railway
crossings.

Complaint filed April 28, 1904.

DECISION OF COMMISSIONERS.

On the 28th day of April, 1904, E. M. Parsons, mayor of the city of Carroll, Iowa, filed with the Commission a complaint in writing against the Chicago & North-Western Railway company and the Chicago Great Western Railway company, stating that certain streets across which said railways were being operated were thereby made dangerous to the public having occasion to travel on and use the same, and asking the railway companies be required either to locate and maintain gates thereon or to provide flagmen therefor, the complaint being substantially as follows:

PETITION.

IN THE MATTER OF PROVIDING PROTECTION TO THE PEOPLE AND PROPERTY OF CARROLL, IOWA, BY THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY AND CHICAGO GREAT WESTERN RAILWAY COMPANY.

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

I, E. M. Parsons, acting as Mayor of the city of Carroll, Iowa, do respectfully state as follows:

That the Chicago & North-Western Railway company and the Chicago Great Western Railway company HAVE THEIR RESPECTIVE LINES OF ROAD and tracks running parallel with each other and immediately adjacent thereto, said tracks being in a general east and west direction through approximately the center of the city of Carroll, and through the business and thickly settled residence portion of said city, and

crossing three streets in said city which run north and south along which streets there is a large amount of travel.

That there are a large number of trains on both of said roads passing along and across said streets. That there is a large amount of travel along each of said streets and great danger to pedestrians and property at said crossing. That the Chicago & North-Western Railway company have watchmen at two of said streets, but the Chicago Great Western have no watchmen or any protection whatever to the people and property at any of said crossings. That demand has been made for better protection, which has as yet not been provided, nor has there been any assurance that same would be provided.

That it is absolutely essential that better protection be provided by both of said companies either by the placing of gates at said crossings or the furnishing of more watchmen.

That neither of said roads are conducted or managed with regard to the public safety and convenience of people and property.

Therefore ask an immediate investigation of the matters set forth in this petition and that said railway companies be required to put in gates or furnish more adequate protection.

F. M. PARSONS, MAYOR OF THE CITY OF CARROLL, IOWA.

The complaint was submitted to the respective railways and attempt made by the Commission to have the matter adjusted without a formal hearing; but being unable to accomplish the desired results, and after considerable correspondence, October 26, 1904, was fixed by the Commission to inspect the premises and give all interested persons an opportunity to be heard in the matter, proper notice having previously been given. On the above date the Commission inspected the different crossings and the streets and highways leading and adjacent thereto. The Commission also gave all persons an opportunity to present such statements as they might wish in the matter; complainants being represented by Mr. E. M. Parsons and Mr. Geo. W. Bowen, the Chicago & North-Western Railway company was represented by Mr. A. A. McLaughlin, Assistant Attorney for Iowa, and Mr. J. W. Doyle, Assistant Superintendent Iowa Division, and the Chicago Great Western Railway by Mr. M. C. Woodruff.

All of the parties were heard orally, and the questions involved were discussed at considerable length. We find the facts to be substantially as follows:

That the city of Carroll, Iowa, is a duly incorporated city or town of the second class, having a mayor, a city council and in all other respects conducting its municipal affairs as other and like towns of this sort ordinarily and usually do. That it has a population of less than five thousand inhabitants, and the city council has taken no action or in any other way attempted by ordinance, resolution or otherwise to exercise any regulation or authority over the different railways where the same cross the streets in question so far as gates or flagmen may be required.

We find that the Chicago & North-Western Railway for some considerable time at and before this hearing maintained a flagman at one or more of the crossing referred to in the complaint. We find that Main and Carroll streets are within the principal business section of the town, and are the main thoroughfares for the use of the public, and are so used. We find the distance between the right of way and tracks of the two railways on Carroll street to be about three hundred feet. That the Chicago Great Western tracks at an angle and diagonally, cross Carroll street, while the Chicago & North-Western tracks extend across said street at less angle, being nearly at right angle thereto. That upon Main street the tracks of the two railroads converge to a

point where the right of way of the two companies join and come together, and cross said street at about right angles.

We find that Carroll is located upon one of the main lines of the Chicago & North-Western Railway and that the Chicago Great Western operates what is known as its line between Chicago and Council Bluffs and Omaha, and between St. Paul, Minneapolis and Council Bluffs through Carroll; and over the different lines of railway a great many trains through Carroll are operated daily.

We find that there are several obstructions which more or less obscure the view of approaching trains to those who have occasion to cross these railways upon these different streets and that there is more than ordinary risk and hazard attendant upon the use of such crossings, and that the public is entitled to some protection thereon.

At the hearing in this case it was urged upon the part of the Chicago Great Western Railway that the Board of Railroad Commissioners had no authority in the premises; that the question of protection and control of the streets of the city of Carroll was lodged entirely within the city council, and that the city council had exclusive jurisdiction over the streets of said city, and in support thereof section 769 of the Code was cited, which provides as follows:

Cities having a population of five thousand or more shall have power to compel railroad companies to erect, construct, maintain and operate under such regulations as may from time to time be provided by the city council, suitable gates upon public streets at railroad crossings; and cities and towns shall have the power to regulate speed of trains and locomotives on railways, running over the streets or through the limits of the city or town.

It was contended that the Board did not have jurisdiction inasmuch as the city of Carroll did not have the requisite number of inhabitants, namely, five thousand or more; that the statute by legislative intendment excluded cities or towns with less than five thousand inhabitants, not only from the provisions of this section, 769 of the Code, but that it excused railways from any obligation to furnish such protection to the cities and towns of less than five thousand inhabitants; and that the authority of the Railway Commission was thereby restricted and abridged, notwithstanding the direct power and authority conferred upon such Board under section 2113 of the Code.

We have given this case the consideration which we think it is entitled to, and we have reached the conclusion that we cannot hold that the provisions of section 2113 of the Code is in any wise modified or restricted by the language of section 769, and we have reached the conclusion that we have authority and power necessary to make such orders as to this Board may seem proper in the premises in this case.

We feel that it is for the interests of the public and those who may have occasion to use these crossings in question, that additional protection should be required of the railway companies, and that loss of life and serious injury should be prevented as nearly as may be. It has been observed that many fast trains as well as others pass over these crossings daily, and even if great care is exercised by both railway companies and the public using these crossings great hazard and risk will be constantly incurred and the result in our

opinion may be disastrous to some one or more persons passing over these crossings.

It was suggested at the hearing that gates be required instead of flagmen, but from our observation and from the best information we are able to obtain upon this subject, we are inclined to believe that a competent flagman is a safer means to employ in order to avert and prevent accidents.

We have reached the conclusion in this case that the Chicago & North-Western Railway company and the Chicago Great Western Railway company, at Carroll, Iowa, shall each employ and maintain at all reasonable hours upon and at the street and railway crossings known as Carroll street, a flagman, and that said railway companies shall employ and maintain jointly one flagman at all reasonable hours at the street and railway crossings on Main street; this order to take effect within ten days of the date hereof.

Commissioner Brown is of the opinion that the short part of the street running parallel and adjacent to the Chicago Great Western Railway, which was pointed out and suggested by the Chicago Great Western Railway company when the Commissioners were upon the premises, should be vacated as to the right to use the same for teams or vehicles; and while the writer of this opinion believes the suggestion a good one, yet as this power rests entirely within the city council it is thought that the danger attendant upon the use of these crossings should not be made to depend upon the action of the city council respecting some other matters, and therefore declines to include the same as part of the order in this case, but believes that the suggestion is one that should receive attention and consideration of the city council.

Des Moines, Iowa, December 12, 1904.

No. 2772—1904.

INTERLOCKER AT GOWRIE.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago & North-Western Railway company, the Chicago, Rock Island & Pacific Railway company and the Newton and Northwestern Railroad company at or near Gowrie 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 3d day of March, 1904.

No. 2773—1904.

INTERLOCKER AT CEDAR FALLS.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Illinois Central Railroad company and the Chicago, Rock Island & Pacific Railway company at or near Cedar 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 15th day of August, 1904.

No. 2774—1904.

INTERLOCKER AT KELLEY.

To all whom it may concern:

KNOW YE, That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Newton & Northwestern Railroad company and the Chicago & North-Western Railway company at or near Kelly 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 6th day of August, 1904.

No. 2775—1904.

INTERLOCKER AT COLFAX.

To all whom it may concern:

KNOW YE. That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago, Rock Island & Pacific Railway company and the Colfax Northern Railway company at or near Colfax 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 August, 1904.

No. 2776—1904.

INTERLOCKER AT RINARD.

To all whom it may concern:

KNOW YE. That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago Great Western Railway company and the Newton & Northwestern Railroad company at or near Rinard 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 27th day of October, 1904.

No. 2777—1904.

INTERLOCKER AT MINGO.

To all whom it may concern:

KNOW YE. That the interlocking device, with its various parts and appliances, situated at the crossings of the tracks of the Chicago Great Western Railway company and the Newton & Northwestern Railroad company at or near Mingo 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 25th day of October, 1904.

No. 2778—1904.

The Record of the Board of Railroad Commissioners in the stock pass matter.

(Reference is made to this record on page 5 of this report.)

April 26, 1904.

All Commissioners and secretary in Chicago with reference to the granting of passes both ways to shippers of live stock, and delay in shipping of live stock. Board conferred with President A. J. Earling, General Freight Agent E. S. Keeley and Division Freight Agent E. C. Nettles of the C., M. & St. P. Ry. Co. President Earling promised the Commission that he would call a meeting of the presidents of railways operating lines in Iowa, on this day, and advise the Board later to what extent, if any, the suggestions and recommendations of the Board would be complied with. Later in the day the Board also conferred with Mr. W. T. Rankin, assistant general attorney of the C., R. I. & P. Ry. Co., and Mr. A. H. Aishton, assistant general manager of the C. & N-W. Ry Co.

April 27, 1904.

At 10:30 a. m. the Board was requested to come to the general offices of the C., M. & St. P. Ry. Co., to meet committee appointed by the presidents of railways to confer with the Iowa Railroad Commission and present to the Board what concessions the railway companies would make. The Board met with said committee, composed of Messrs. Gower, Rankin and Cable of the C., R. I. & P. Ry. Co., J. C. Davis of the C. & N-W. Ry. Co., E. S. Keeley of the C., M. & St. P. Ry. Co., and others.

At this meeting the whole subject was again gone over. The committee represented that the railway companies would be willing to restore return passes to shippers of cattle. The Board insisted that other live stock shippers be conceded the same privilege, and this was finally agreed to:

All bona fide shippers of live stock of two or more cars to be furnished with transportation both ways, the detail to be worked out later;

All stock trains to be run as fast as safety would permit, and time shortened when it could be done consistent with safety;

The Commissioners to personally investigate the claim made by the railway companies that the greater part of the trouble of delay arose from the fact that the bulk of live stock shipments go into Chicago Monday morning, congesting the limited side track and unloading room of the Union Stock Yards and Terminal company.

In the afternoon Commissioners conferred with Messrs. Gardner and Aishton of the C. & N. W. Ry. Co., in further reference to the matter, and it was agreed that Mr. A. L. Ames, President Iowa Corn Belt Meat Producers' Association, should be sent for to be in Chicago, meet same committee and be advised of what the railway companies proposed to do.

Board requested Commissioner Palmer and the Secretary to remain over another day in order to meet with the committee and Mr. Ames.

April 28, 1904.

At 10:30 a. m. Commissioner Palmer and Secretary Lewis met with the committee of railroad representatives and Mr. Ames in General Manager Gardner's office, in the general offices of the C. & N-W. Ry. Co. Mr. Gardner presented to Mr. Ames what the railways proposed to do, and Mr. Ames expressed himself as pleased with the proposal, and stated that his association would certainly be satisfied with it "so far as it went."

The Commissioners had a record kept of the daily receipt of cattle and hogs at Union Stock Yards, Chicago, from May 9, 1904, to August 13, 1904, which record follows:

CATTLE RECEIPTS.

1904.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
Week beginning, May 9	24,000	2,500	18,000	5,500	1,000	200
Week beginning, May 16	27,000	2,500	18,000	6,500	1,500	300
Week beginning, May 23	22,000	2,500	24,000	7,000	1,500	300
Week beginning, May 30	16,000	3,500	20,000	7,000	3,000	300
Week beginning, June 6	18,000	4,000	22,000	7,000	1,500	500
Week beginning, June 13	22,000	3,000	21,000	6,000	4,000	800
Week beginning, June 20	26,000	5,000	23,000	5,000	1,000	1,200
Week beginning, June 27	17,000	3,000	22,000	6,500	1,500	500
Week beginning, July 4	11,000	11,000	18,000	8,000	2,000	1,000
Week beginning, July 11	27,000	3,000	6,500	2,000	8,000	1,000
Week beginning, July 18	8,000	1,000	6,000	5,000	8,000	400
Week beginning, July 25	33,000	2,000	5,000	11,000	8,000	1,000
Week beginning, August 1	25,000	3,000	6,000	5,500	4,000	500
Week beginning, August 8	19,000	5,000	28,000	6,000	2,000	200
Total	254,000	49,000	232,500	86,000	42,000	8,200

HOG RECEIPTS.

1904.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
Week beginning, May 9	33,000	18,000	27,000	18,000	12,000	8,000
Week beginning, May 16	40,000	15,000	32,000	24,000	20,000	17,000
Week beginning, May 23	45,000	18,000	32,000	21,000	17,000	12,000
Week beginning, May 30	37,000	19,000	38,000	30,000	20,000	12,000
Week beginning, June 6	40,000	16,000	28,000	19,000	16,000	10,000
Week beginning, June 13	34,000	18,000	33,000	25,000	15,000	9,000
Week beginning, June 20	30,000	14,000	31,000	25,000	12,000	7,000
Week beginning, June 27	36,000	16,000	28,000	21,000	15,000	8,000
Week beginning, July 4	19,000	19,000	25,000	23,000	29,000	16,000
Week beginning, July 11	44,000	16,000	10,000	3,000	8,000	6,000
Week beginning, July 18	10,000	4,000	12,000	25,000	21,000	6,000
Week beginning, July 25	5,000	2,000	11,000	12,000	15,000	12,000
Week beginning, August 1	36,000	17,000	14,000	19,000	16,000	12,000
Week beginning, August 8	26,000	13,000	25,000	35,000	27,000	7,000
Total	416,000	205,000	336,000	297,000	243,000	142,000
Grand total cattle and hogs	670,000	254,000	568,500	389,000	285,000	150,200

No. 2779—1904.

IN THE MATTER OF REVISION OF RAILROAD COMMISSIONERS' RATES AND CLASSIFICATION.

Upon December 1, 1904, the Board gave legal notice that it would, on Thursday, December 29, 1904, at 10 o'clock a. m., meet at its office in Des Moines for the purpose of making such changes or revision in its schedules of rates and classification of freights as it might determine just and reasonable, and any and all persons who might be interested were invited and requested to appear before the Board on that day.

When the notice was mailed the following were designated as some of the changes that had been requested.

	L. C. L.	C. L.
Cement Roofing Shingles (no rating at present)		
Corn Planters, K. D., in bundles	3	
Band Cutters and Self Feeders	3	A
Traction Engine Tenders, two wheeled	3	A
Hay Loaders	3	
Traction Engines, returned	Ruling as to proper rating and weight.	
Barrels, empty, min. wts. same as Western Classification, Rule 6B		D
Butter and Lard Tubs, empty, same as Western Classification, Rule 6B		D
Coffin Boxes, empty, same as burial cases	2	
Eggs in Cases, estimated weight 53 lbs. each		
Mattresses, Spring Beds, Cots, etc.		3
Common Sash, unglazed, made of common pine	3	
Muslin Horse Covers	3	
Stationery and Notions, mixed shipments	3	
Steel Bars, cut to length but otherwise unfinished	4	
Nest Eggs, made of clay, cement or other unbreakable substance	At present not rated.	
Alfalfa Meal	4	Corn tariff rates.
Windmills	3	
Cultivators	3	
Minimum Weights as Fixed by Rules, etc.		

On the day named, December 29, 1904, the Board met at its office to consider classification and rate matters that might come before it. Commissioners Brown and Palmer were present, Commissioner Brown presiding. The railway companies represented were as follows: The C., M. & St. P. Ry. Co. by H. E. Pierpont, A. G. F. A.; the C. & N.-W. Ry. Co. by F. P. Eyman, A. G. F. A., and L. F. Berry, G. A.; the Illinois Central Ry. Co. by W. R. Bascom, A. G. F. A.; the C., R. I. & P. Ry. Co. by F. J. Shubert, A. G. F. A.; the C., B. & Q. Rd. Co. by W. B. Hamlin, A. G. F. A., W. H. Hill, D. F. A., and C. A. Wagner, commercial agent; the Wabash Rd. Co. by Will Clapper, commercial agent. The shippers present were G. B. Voorhes of Langan Bros., M. E. Sherman of Des Moines Drug Co. and M. A. Rawson of Iowa Drug Co., who were also represented by J. C. Hume.

1. Cement roofing shingles was given a rate of L. C. L. 4, car loads D.
2. Corn planters, K. D., in bundles, was granted a rate of L. C. L. 3.
3. Band cutters and self feeders, L. C. L., 3.
4. Traction engine tenders (two-wheeled), taken apart, wheels and poles detached, actual weight, L. C. L. 2.

5. Hay loaders, K. D., flat, tied in bundles, wheels racked, actual weight, L. C. L. 3.

6. Traction engines, when returned the minimum weight should be 5,000 pounds with rate of first class when an open car is required, provided this rate does not exceed what the car load rate should be on traction engines.

7. Barrels, empty, in C. L. D., minimum weight 14,000 pounds, subject to the following rule:

Note.—36-foot car, inside measurement, the standard, 3 per cent to be added for each foot in excess of 36 feet and 3 per cent to be deducted for each foot less than 36 feet. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded.

8. Butter and lard tubs and kits (including wooden butter and lard pails, plain, unpainted and ungrained) minimum weight 16,000 pounds, C. L. B., subject to the following rule:

(See "note" above.)

9. Coffin boxes, plain packing, empty, returned to original shipper, L. C. L. 2.

10. Eggs in cases, estimated weight 53 pounds each. This matter was passed for the present.

11. Mattresses, other than wire, in C. L. 2, minimum weight 9,000 pounds, subject to the following rule:

(See "note" above.)

12. Common sash, unglazed, made of common pine; the Commissioners decided to leave the classification as it is at present in the Iowa Classification.

13. Muslin horse covers, L. C. L. 3.

14. Stationery and notions, mixed shipments; left open for further consideration.

15. Steel bars, cut to length but otherwise unfinished, L. C. L. 4.

16. Nest eggs, made of clay, cement or other unbreakable substances, in boxes, L. C. L. 3.

17. Alfalfa meal and molasses feed, L. C. L. 4, C. L. B.

18. Windmills, K. D. and parts of, L. C. L. 3.

19. Cultivators, iron or wood, K. D. flat, in bundles, L. C. L. 3.

20. Minimum weights as fixed by rules, etc.; this question was passed by the Board for further hearing.

21. Culvert pipes, steel, riveted, L. C. L. 3, C. L. 4.

The Commissioners directed that notice of amendment be prepared fixing the date of the taking effect of the amendment as soon as legal publication thereof would permit. Thereupon the following notice was published as required by law and the following amendment to Iowa Classification No. 12 was ordered printed and distributed.

Notice is hereby given by the Board of Railroad Commissioners of the State of Iowa that Iowa Classification No. 12 has been amended to take effect January 20, 1905, and that copy of such amendment may be obtained by application to said Board at its office in Des Moines.

Done at Des Moines, Iowa, this 29th day of December, 1904.

THE BOARD OF RAILROAD COMMISSIONERS,

Attest:

DWIGHT N. LEWIS, Secretary.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

AMENDMENT No. 7, TO IOWA CLASSIFICATION No. 12.

DATED DECEMBER 29, 1904.

EFFECTIVE JANUARY 20, 1905.

Page.	Item.	Articles.	L. C. L.	C. L.
7	11½	Corn Planters, K. D. in bundles	3	
7	23	Cultivators, K. D. flat, in bundles	3	
7	35	(NOTE—When returned the minimum weight should be 5,000 pounds with rate of first class when an open car is required, provided this rate does not exceed what the car load rate would be.)		
7	38	Traction Engine Tenders (two wheeled) taken apart, wheels and poles detached, actual weight.....	2	
8	2½	Steel Bars, cut to length, not otherwise finished	4	
8	4	Hay or Straw Stackers or Rickers, Hay Loaders, Mowers, Bunchers and Sweep Rakes.		
8	5	K. D. flat, tied in bundles, wheels racked, actual weight...	3	
9	6	Band Cutters and Self Feeders.....	3	
16	64½	Coffin Boxes, plain packing, empty, returned to original shipper.....	2	
21	11	Feed, N. O. S. Add "Alfalfa Meal and Molasses Feed."		
26	15 } 16 } 17 }	Barrels, Casks, Tierces, Kegs, Drums and Well Buckets, exclusive of beer packages, minimum weight, 14,000 pounds		D
		(NOTE—36-foot car, inside measurement the standard, 3 per cent to be added for each foot in excess of 36 feet, and 3 per cent to be deducted for each foot less than 36 feet. In applying premium and deduction charges, fractions of a foot, six inches or less to be disregarded.)		
26	23	Butter and Lard Tubs and Kits (including wooden butter and lard pails, plain, unpainted and ungrained), minimum weight, 16,000 pounds		B
		(NOTE—36-foot car, inside measurement the standard, 3 per cent to be added for each foot in excess of 36 feet, and 3 per cent to be deducted for each foot less than 36 feet. In applying premium and deduction charges, fractions of a foot, six inches or less to be disregarded.)		
31	17½	Nest Eggs, made of clay, cement or other unbreakable substances, in boxes.....	3	
38	3	Mattresses, other than wire, C. L. minimum weight, 9,000 pounds.....		2
		(NOTE—36-foot car, inside measurement the standard, 3 per cent to be added for each foot in excess of 36 feet, and 3 per cent to be deducted for each foot less than 36 feet. In applying premium and deduction charges, fractions of a foot, six inches or less to be disregarded.)		
49	49½	Muslin Horse Covers.....	3	
85	28½	Cement Roofing, Shingles.....	4	D
87	2½	Culvert Pipe, steel, riveted.....	3	4
118	21	Windmills, K. D.	3	

The Commissioners also ordered that a new edition of the Iowa Classification be prepared, date of taking effect of same to be determined later, which should be just the same as the present Iowa Classification except that all amendments thereto be incorporated into the text thereof.

Des Moines, Iowa, Dec. 29, 1904.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, December 29, 1904.

DWIGHT N. LEWIS, Secretary.

CASES CLOSED BY CORRESPONDENCE.

CASES CLOSED BY CORRESPONDENCE.

No. 2780—1904.

CITY OF STORM LAKE

vs.

MINNEAPOLIS & ST. LOUIS RAILROAD
COMPANY.

} *Highway Crossing.*

Complaint filed May 2, 1901.

Complaint in this case was as follows:

By direction and resolution of the city council of the city of Storm Lake, Iowa, I desire to call attention of the Board of Railroad Commissioners to the following complaint

That in the latter part of the year 1899, the Minneapolis & St. Louis Railroad company constructed its track and road bed into the city of Storm Lake, Iowa, from the north and in constructing its track it crossed with its main track and three of its sidetracks a certain public highway and street of said city which had been established and opened and used for many years prior thereto and is known as the "Toohy" road and Milwaukee avenue, the same being located within the city limits of said city and on the north side of Blocks No. 61, 62, 63 and 64 and is one of the principal streets leading into the city and is convenient and necessary for the accommodation of the public.

Ever since the construction of said tracks at said place said company has continued to use and occupy said street and to operate their trains thereon, and are now so using and occupying said street, and in the erection and construction of said road bed, the said company lowered said highway and have failed and neglected to put the same in a passable condition, or to construct any crossing whatsoever at said point.

On or about the 17th day of April, 1901, after previous requests to said company, I caused written notice to be served on said railroad company, requiring them to put said crossing in a safe and proper condition for public travel and although so notified said railroad company still refuses and neglects to put in said crossing.

Whereupon, the city council of said city of Storm Lake, have by resolution, instructed me to proceed in the matter, and I therefore ask your Honorable Body to take such action as may be proper and expedient in the premises and order the said crossing put in at as early a date as possible.

J. E. BULAND,

City Solicitor.

The matter was taken up with the railway company at once. Mr. L. F. Day, vice-president, advised the Board on June 6th that a case involving the same matters was already in the courts, and Mr. J. E. Buland, city solicitor of Storm Lake, was asked in reference to this matter. He answered that the decision of the question in the courts would not affect the case before the Commission one way or another. In answering this statement of Mr. Buland's, Mr. Albert E. Clarke, general attorney of the M. & S. L., on November 6, 1901, said:

Your favor of November 1st, addressed to Mr. L. F. Day, vice president, relative to the request of the city attorney of Storm Lake that your Board take some action with reference to their complaint against our company for closing "Milwaukee Avenue" in that city has been handed me for reply.

This is the first notice we have ever had of the existence of "Milwaukee Avenue." During the litigation between this company and the Chicago, Milwaukee & St. Paul company, over the crossing of our railroad yard, it was claimed by the Milwaukee company that a road had been laid out by the county supervisors along the north line of the town. It was not spoken of as Milwaukee Avenue, but was claimed to be known as the "Tooby Road." The alleged existence of a highway at this point was made one of the prominent features of the litigation by the Milwaukee company to justify its crossing of our yard. In the case referred to we denied the existence of any such highway, and that is one of the questions involved in that case. How important a question it may be, or whether or not it will be necessarily passed upon by the supreme court I do not know. The fact remains, however, that this company positively denies that there is, or ever has been, a legal highway at this place; and an examination of the paper book in the case now pending in the supreme court will satisfy you that this question is squarely disputed, and is in litigation in that suit. I think I am right in answering that the Board of Commissioners will not attempt to open a highway until it is first known that a highway exists; and as long as we are disputing in court the fact that there is or ever has been such a highway, the Railroad Commission will hardly care to assume the responsibility for deciding a judicial question, which can only be determined by a court. Ever since the litigation with the Milwaukee company commenced that company has been active in inducing the street commission, and other officials of the city, to serve notice upon us to open the highway. If we believed that there was a legal highway at that point we would open it, without any request from anybody, but as we positively deny that there is, or ever has been such a highway, we cannot consent to put in the crossing until it has first been decided by a court of competent jurisdiction that there is such a road in existence. While Mr. Buland, the city solicitor, may be able to determine how the opinion of the supreme court will affect the question, I confess that I have not sufficient foresight to assume to do so. As I have already stated, the supreme court may or may not consider that question to be an important one in the case. The Milwaukee company made it a prominent feature of the litigation, evidently believing it to be a question which ought to be, and would be, decided by the court. But, leaving that entirely out of the question, and assuming that it had never been ever referred to in the present litigation, this company now says, as it has always said, that there is and never has been a legal highway at that says, as it has always said, that there is and never has been a legal highway at that point. If the city of Storm Lake thinks that there is a highway at that point let it bring an action to compel us to open it and not endeavor to throw the burden of litigation upon the Commission. If there is a city highway, or a country highway, the city of Storm Lake or the county of Buena Vista has a direct and speedy remedy to compel us to open it. In any event it must be first determined that there is a highway before we can be compelled to open it, and the court is the only tribunal which can determine this primary question. With all due respect for Mr. Buland, he seems to be making himself ridiculous in asking the Railroad and Warehouse Commission to assume jurisdiction of judicial questions and adjudicate the fact of the existence, or non-existence of a legal highway at a point where its existence is disputed.

I mail you today a copy of the paper book in the case now pending in the supreme court. You will find by reference thereto that the existence of this highway is squarely put in issue. I will not assume, at this time, to call your attention to all the evidence, on that point, but will refer to pages 244 to 250 inclusive, which contains a part of the evidence offered by the Milwaukee company to prove the existence of a highway. You will also find some testimony upon that point given by Edgar E. Mack at pages 155, 156 and 157; testimony by Mr. Langdon, defendant's witness, at page 247; by Mr. Dunbar at pages 305 to 307, etc. We make two points; first, that the highway had never been legally laid out; and, second, that it had never been opened for travel. I would send you a copy of my brief if I had one, but they are entirely exhausted; but I will

ask you to look at my brief (appellant's brief) in the case, which is on file in the office of the clerk of the supreme court, commencing at page 159, where I discuss the proposition "there is no highway at this point." This will show you that the question is fairly in litigation and also advise you of the grounds upon which we deny the existence of the highway. In any event we do deny it and expect to resist in court any attempt to open it.

With this perhaps unnecessarily long explanation I have no doubt you will be satisfied that it is not a case with which the Commission will care to deal, until the court has first established the fact that there is a legal highway in existence to be opened. If that fact is established by the court the highway will be opened without any objection on the part of this company.

On February 5, 1902, Mr. J. E. Buland, city solicitor, wrote the Board that:

I observe that the supreme court has affirmed the case of Minneapolis & St. Louis R. R. Co. vs. Chicago, Milwaukee & St. Paul Ry. Co., crossing at Storm Lake. This I assume practically holds that there is a street at that point, and makes it incumbent upon them to open the street at that point.

This matter can now be taken up by the Railroad Commissioners.

Please give this matter attention and let's have this question settled at an early date.

The Board immediately wrote the railway company, quoting in substance the statement of Mr. Buland, but on March 29, 1902, Mr. Albert E. Clarke general attorney of the company, wrote the Board suggesting that the matter be submitted to the Attorney-General, still insisting that the question was one that the Board of Railroad Commissioners could not undertake to decide. The Commissioners thereupon asked Mr. Buland for the county records showing the establishment of a road at the point where the crossing was desired. Mr. Buland furnished the Commission with affidavits and charts of the auditor, copies of which were furnished the railway company, and the whole matter was submitted to the Hon. Charles W. Mullan, Attorney-General, for his opinion with reference to the jurisdiction of the Commissioners. On September 16, 1902, Attorney-General Mullan wrote the Board as per the following:

DES MOINES, September 16, 1902.

MR. DWIGHT N. LEWIS, Secretary of Board of Railroad Commissioners.

DEAR SIR: Your favor of July 1st has been upon my desk some time, and the pressure of other business has prevented my going through the correspondence attached thereto, and determining the question submitted.

I have expressed my views verbally to Mr. Palmer, a member of your Board, and it is my understanding that they have been adopted by the Board.

I will now simply say that, after a careful examination of the correspondence attached, in my opinion, the questions arising between the railroad company and the city of Storm Lake, are not within the jurisdiction of the State Board of Railroad Commissioners. They are questions of a private nature, which must be determined by the city and railway company in the courts of the state, if they cannot be settled otherwise, and are not matters in which the Railroad Commissioners should become involved.

Enclosed I return the correspondence attached to your letter, I am,

Yours very truly,

CHAR. W. MULLAN.

Copy of this opinion was furnished Mr. J. E. Buland and the case was passed by the Board until February, when the M. & St. L. Ry. Co. filed a petition as follows, which, as it became virtually a part of the case already before the Commission, is included:

To the Board of Railroad Commissioners of Iowa:

The Minneapolis & St. Louis Railroad company, a corporation of this state, owns and operates a line of railroad extending from Minneapolis, Minnesota, to Storm Lake, Buena Vista county Iowa. Its station grounds at Storm Lake are three hundred feet

wide, and extend from a point six hundred feet north of the north line of the city of Storm Lake, southerly to the north boundary line of the Illinois Central Railway, and are outlined in yellow upon the attached plat. This company has located and built stock pens upon its own premises, near the north end of said station grounds, outside the corporate limits of said city, such location being made necessary on account of the nature of the business transacted at said stock pens, and to prevent interference with the comfort and health of people residing in that locality. There is no other available point upon the land and property of this company for the location of said stock pens, and a considerable sum of money has been expended by this company in their construction and maintenance. The single track railroad of the Chicago, Milwaukee & St. Paul Railway company crosses the station grounds of this company from east to west about one hundred feet north and parallel with the north boundary line of the city of Storm Lake. By reason of the fact that said stock pens are inaccessible from any highway, and can be reached only by crossing the track of the Chicago, Milwaukee & St. Paul Railway company, it is necessary that a crossing should be maintained over and across said last named railway to furnish access to said stock pens. It has, therefore, at all times since the construction of said stock pens, been the custom of parties desiring to ship stock over the railroad of this company to cross the track of the Chicago, Milwaukee & St. Paul Railway company at the point shown upon the annexed plat in red, marked "Desired Crossing." Said last named company refuses to permit the construction or establishment of a crossing at said point, and refuses to permit the undersigned to put in a plank crossing over this track, although such crossing is necessary and is required for the benefit and convenience of the public and to enable this company to ship and handle stock at the stock pens referred to.

The undersigned therefore prays that this Board of Commissioners will examine said premises, and examine into the necessity for such crossing, and will make an order authorizing this petitioner to construct and maintain a suitable crossing over the track of the Chicago, Milwaukee & St. Paul Railway at or near the point indicated upon said plat as "Crossing Desired."

THE MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY:

By L. F. Day, Vice President and General Manager.

Dated February 27, 1903.

The Board fixed Thursday, May 14th, at Storm Lake, for an inspection of the premises and a hearing. The Commissioners viewed the premises in question, looking over the ground thoroughly, and on that date the C., M. & St. P. Ry. Co. filed its answer, a copy of which is appended hereto:

The Chicago, Milwaukee & St. Paul Railway company respectfully denies that its railroad track at Storm Lake in Buena Vista county, Iowa, crosses the depot grounds of the Minneapolis & St. Louis Railway company and denies all allegations in the complaint and avers the truth to be that this company acquired by purchase from the owner a strip of land one hundred feet wide, and procured a deed therefor and built its railroad thereon and along the north side of the city of Storm Lake, Iowa, at the point where the Minneapolis & St. Louis Railway company, in its petition or complaint to this Honorable Body, asks that a public crossing be given it. That said strip of land is indicated on the blue print or plat hereto attached, marked Exhibit "A."

That after the land was so acquired by this company, and its railroad was constructed thereon, the complainant, the Minneapolis & St. Louis Railway company constructed its railroad track north and south over the said strip of land without acquiring the right to do so, and without paying or settling for the damages to this company; and that the complainant is now maintaining its tracks over the land of this company without right.

That the land over which a crossing is desired and requested, being the private property of the Chicago, Milwaukee & St. Paul Railroad company, and being used by it as a right of way for its railroad, it cannot be required to surrender it or any part of it to the Minneapolis & St. Louis Railway company, or to the public for a public crossing, and this Honorable Board has no power or authority in law to require this company to grant the request of the said Minneapolis & St. Louis Railway company.

Mr. J. E. Buland, city solicitor, again asked the Commissioners to take up the case of city against the M. & St. L., which was done. The Commissioners made some suggestions to the railway companies, which were complied with by them and resulted in an adjustment of the whole matter in a manner satisfactory to all parties.

Des Moines, December 1, 1904.

No. 2781—1904.

J. W. NEFF, Hedrick,

vs.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} *Overhead Farm Crossing.*

Complaint filed January 31, 1902.

Mr. Neff appeared before the Board and stated that the Chicago, Milwaukee & St. Paul Railroad company proposed to build through his farm; that the sheriff's jury had awarded him \$1,000, from which he had appealed; that he desired an overhead crossing at the private road, which road is indicated on the plat attached hereto; that at said private road the cut was 16 feet deep.

Further, he stated that it might be possible to make an under crossing at the point marked "20 feet fill" on said plat, but that a crossing at such point would be too far to drive his stock, and that it would force him across a portion of wet, low land.

The complaint was taken up with the railway company and was the subject of much correspondence until later in the season Mr. Neff made a settlement with the company which was satisfactory to him.

Des Moines, Iowa, December 1, 1904.

No. 2782—1904.

BARBOUR & YOUNKIN, New Sharon,

vs.

IOWA CENTRAL RAILROAD COMPANY.

} *Sidetrack to elevator.*

Complaint filed December 22, 1902.

The complainants stated that the railway company in reconstructing its line had deprived them of sidetrack facilities for their elevator. The Commissioners were asked to compel the company to replace the switch or allow damages of \$4,000. In answering this complaint the railroad company stated that the complainants had been notified that it would be necessary for them to

remove their elevator to the west of its present location and that they had been notified some time before the work of relocation of the line had been carried to the point where it was necessary to remove the track, etc., etc. The complainants replied to this answer that the track was removed without giving them time to seek legal redress.

Later the Commissioners went to New Sharon and looked over the situation. On November 14, 1903, Mr. L. F. Day, general manager of the railway company, wrote the Board as follows:

Noting your favor of the 6th inst., with copies of recent correspondence between your office and Barbour and Younkin, of New Sharon, I have delayed answer, awaiting an opportunity to interview our chief engineer, for the purpose of ascertaining the occasion for delay that is complained of by Messrs. Barbour & Younkin. I regret to say that the difficulties arising seem to be largely from a desire to have trouble. Our men who have been sent there to arrange for a track to the elevator in its new location have been unable to get any information from the complaining parties, and say that they have been very badly treated when they have attempted to confer with them about this matter. We have finally decided to put in a track such as we think they should have because, as already stated, we have been unable to get any information or expression from them. There will be some delay in the matter, however, because of the inability to get the necessary rail at this time. The track will probably be in about the first of December, possibly a little later. We very much regret the controversy and the feeling that has been exhibited throughout in this matter, as we have at all times desired to do precisely what was fair and liberal with this firm, as with all other patrons of the company.

Answering the above, Barbour & Younkin, of New Sharon, on November 17, 1903, said:

Answering yours of the 16th and thanking you for the copy of the letter from General Manager L. F. Day, will say that the statements made therein are false. There has never been any one here to say a single word to us about the sidetrack to our elevator since we moved it to the new location. We have no chance to mistreat anyone employed by the Iowa Central in regard to this sidetrack for there has been no one here to confer with us at any time since the elevator was moved. As to making trouble, we have no desire to get into controversy with the Iowa Central, but when they would give us no satisfaction and we could learn nothing as to what they would do we had to appeal to the courts for an adjustment of our grievances which we very much regret to do. In regard to this last trouble since we moved the elevator we could get no information as to when we could get a sidetrack, and on hearing nothing from your Honorable Body in regard to the matter, we have again been compelled to appeal to the courts for justice. This matter might have been fixed had the Iowa Central been disposed to do the fair thing, but as they would not, we have been compelled to do as above stated.

The matter closed before the Commission with a statement from the company that it was willing to meet the parties and adjust the case, and with nothing more being heard from Barbour & Younkin the case may be regarded as closed.

Des Moines, Iowa, December 1, 1904.

No. 2783—1904.

W. C. MARSH, Aurelia,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Handling of mail.*

Complaint filed January 11, 1903.

Mr. W. C. Marsh, the postmaster, complained that the mail was thrown from the train in a careless manner, oftentimes resulting in its being ground up under the wheels. Attention of the company was called to the matter and instructions were issued which it was thought would remove cause for complaint.

Des Moines, Iowa, December 1, 1904.

No. 2784—1904.

A. E. ELLIS, Decatur City,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } *Delay in stock shipments and condition of stock yards.*

Complaint filed January 16, 1903.

This complaint was that the stock yards were not in proper condition; that frequently in shipping stock the cars were held at the junction of Osceola for several hours. In reply the railroad company stated that of course it would occasionally happen that proper connections were not made, but as a rule stock went very promptly on this branch. The company also stated that the stock yards would be put in proper condition at once. The complainant was so notified, and nothing further being heard from him the case was closed.

Des Moines, Iowa, December 1, 1904.

No. 2785—1904.

SOL RYCH & Co., ET AL., Wash-
ington,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Location of stock yards.*

Complaint filed May 23, 1903.

This complaint was to the effect that the location of the stock yards was an improper one on account of adjacent residence property, and the complainants desired that the stock yards be removed to some other place. The com-

plaint was taken up with the officials of the railroad company and in due course of time the matter was adjusted to the satisfaction of the complainants.

Des Moines, Iowa, December 1, 1904.

No. 2786—1904.

H. W. and W. J. BENN, Ainsworth,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

Drainage.

Complaint filed June 20, 1903.

This complaint was laid before the railway company by the Commissioners, and it is understood that the matters complained of are adjusted.

Des Moines, Iowa, December 1, 1904.

No. 2787—1904.

ROB BAXTER ET AL., Galva,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Elevator site.

Complaint filed July 3, 1903.

Complaint in this case was as follows:

About the 15th of May an organization of farmers known and incorporated under the laws of the state as the Farmers Elevator Union, purchased land adjoining land belonging to the Chicago & North-Western Railway company right of way for the purpose of building an elevator. We notified the company May 20th that we wanted the track laid over to our property and the superintendent of freight, in Chicago, said he would put in a stub and he notified the superintendent of the Iowa division to meet with us and talk over the matter, since which time we have not been able to effect a meeting. We have contracted to have an elevator completed by August 10th. We would like to have the railway company have the track ready by that time but cannot get any satisfaction or arrange a meeting. The only recourse we have is through your Honorable Body. There is considerable feeling here over the building of an elevator and I beg that your Honorable Board set a day and notify all parties and come here and inspect the ground as I do not think we can adjust this matter without your presence. If you want any reference as to my reliability I refer you to Mr. J. R. Baxter of the Iowa State Bank of Des Moines, Baxter, Reed & Co., Bankers, Ida Grove, Iowa.

The Commissioners immediately laid this matter before the officials of the railway company and they responded that the complainants had been notified before the elevator was constructed that it would be impracticable to build a sidetrack to accommodate them. The Commissioners had considerable correspondence in this matter and finally viewed the premises in question. They

found it a very difficult place to build a sidetrack. They also found that the complainants had been notified that they could not build the sidetrack as was requested. However, upon careful investigation and having surveys made it was found that it was possible to build a track in another manner.

February 24, 1904, Messrs. Snell, Murry and Baxter of Galva, Iowa, called at the office of the Board of Railroad Commissioners in reference to this case. They stated that the proposition of the railway company to run another sidetrack to the elevator connecting with the main line at a point west of the small ravine would not be acceptable on account of the expense involved to the petitioners, but if the railway company would prefer to build such stub connecting with the main track, then the petitioners would pay \$300.00 toward the expense of such construction. The petitioners submitted a counter proposition that they would, or that Mr. Snell who is an engineer would, bond themselves to remove the old elevator and warehouse further back from the right of way placing them in as good condition as before such removal, without expense to the railway company or the owners of the said elevator and warehouse, or they would deposit \$300.00 in cash with the railway company, provided a stub would be built to their elevator connecting with the sidetrack as at present located.

Further, if the railway company would build a stub connecting with the sidetrack as at present located that would come within 27 feet of the elevator owned by the Galva Elevator Company and would grant permission to such Galva Elevator Company to move their buildings to adjoin such stub, the said stub to be located as previously suggested by the engineer of the railway company, such arrangement would be satisfactory to the petitioners.

Replying to the foregoing proposition made by the complainants Mr. R. H. Aishton, Assistant General Manager, wrote the Board on February 25th as follows:

Acknowledging receipt of your kind favor of the 24th inst., concerning three propositions made by Messrs. Snell, Murray and Baxter of Galva, Iowa, regarding track to their elevator site.

Looking at this matter in a broad, liberal spirit we feel that the only solution of this difficulty would be the construction of a spur track connecting with the main track as indicated on the blue print left with you some two weeks ago, although we realize that this proposition means a greater expense to this company than either of the other two propositions made. It, however, has the advantage of being practicable to build as soon as the frost is out of the ground, and of putting our friends at Galva up against no legal or other complications, as would be involved in their proposition No. 2, or requiring them to move their buildings as would be necessary by their third proposition.

I would, therefore, suggest that they communicate direct with our Superintendent of the Sioux City Division, Mr. F. W. Waters, Sioux City, Iowa, who will make all necessary arrangements for proceeding with the work as speedily as the weather will permit, and who will arrange with these parties relative to the payment of three hundred dollars as being their proportion of the cost of said track. We regret extremely that the valuable time of the Commission has been taken up with this matter.

The work as suggested in the foregoing letter was done and the case was closed.

Des Moines, Iowa, December 1, 1904.

No. 2788—1904.

FEINER FISH COMPANY, Clinton,
 vs.
 AMERICAN EXPRESS COMPANY and
 UNITED STATES EXPRESS COMPANY.

} *In the matter of rates and service.*

Complaint filed September 1, 1903.

This complaint was upon several matters touching the proper rates to apply between Clinton and various Iowa points upon fish and the regulation of the express company respecting the estimated rates on fish shipments. These complaints were taken up by the Board with the express companies and a vast amount of correspondence ensued. Eventually the matters complained of were adjusted with reasonable satisfaction to the complainants.

Des Moines, Iowa, December 1, 1904.

No. 2789—1904.

CITIZENS OF OLIVET,
 vs.
 CHICAGO, ROCK ISLAND & PACIFIC RAIL-
 WAY COMPANY.

} *Abandonment of station.*

Complaint filed October 6, 1903.

This was a protest against the abandonment of the station of Olivet. Attention of the company was called to the matter and the Commissioners were advised that Olivet would not be abandoned but would be made a prepay station.

Des Moines, Iowa, December 1, 1904.

No. 2790—1904.

J. H. GARWOOD, Madrid,
 vs.
 CHICAGO & NORTH-WESTERN RAILWAY
 COMPANY.

} *Excessive freight charge.*

Complaint filed October 7, 1903.

On account of shipment of cart and harness improperly packed the freight charges accrued were very high. There was no overcharge in the case but the company made a refund as it was a misunderstanding on the part of the shipper that the goods were not properly taken apart and crated.

Des Moines, Iowa, December 1, 1904.

No. 2791—1904.

In the matter of demurrage charges in the State of Iowa

Several letters of inquiry reached the Board during the past year with reference to the right of railway companies to exact demurrage charges for the use of cars as warehouses. The Commissioners investigated the conditions and the complaints that were made were duly satisfied by the railway companies.

Des Moines, Iowa, December 1, 1904.

No. 2792—1904

A. C. RECK, MAYOR, ET AL., Allerton,
 vs.
 CHICAGO, ROCK ISLAND & PACIFIC RAIL-
 WAY COMPANY.

} *Train service.*

Complaint filed October 22, 1903.

Petition in this case was as follows:

"We, your petitioners, consisting of the town council of Allerton and business men and citizens of the town and country adjacent thereto, respectfully petition your Honorable Body to assist us in securing relief for the apparent grievance we feel that we sustain by reason of inefficient passenger service on the Southwestern Branch of the C. R. I. & P. R. R. at Allerton, Iowa."

Which grievance may be substantially stated as follows:

Train No. 3 from Chicago to Kansas City and train No. 4 from Kansas City to Chicago are the only trains that stop for passengers that we can rely on for conveyance east or west.

For that reason our business men and business men in town and country cannot go either direction by rail any distance without stopping over night and possibly twenty-four hours. The traveling men have in part abandoned the town for the reason that they cannot get away from town for ten or twelve hours at best, although carrying special privilege in way of riding any trains that stop.

Our business men and citizens often wish to go east or west on these two night trains Nos. 11 and 12, thus making better connection at various points, and daylight changes, by reason of aforesaid conditions are compelled to stop over at Kansas City, Chicago or some intermediate points.

While we, your petitioners, do not desire to ask for anything unreasonable we believe we are entitled to better accommodations and shall insist on having at least a flag station being established that will give our citizens and the travelling public service commensurate with the business the people are giving the system in all its departments.

Our interests are theirs in a measure and reciprocity is certainly due us, being the nearest station on this line to the county seat, Corydon, and mail hack and bus line, the traveling public will be greatly benefited.

A. C. RECK, Mayor, J. A. SCOTT,
 G. F. KANEER, D. D. SHIRLEY,
 and sixty others.

The matter was taken up with the railway company and Mr. H. E. Byron, assistant to Fourth Vice President, on November 26, said:

Referring to yours of November 2nd in regard to petition of the citizens of Allerton, Iowa, with reference to stopping our trains 11 and 12 at that place:

These two trains are our through Texas trains and we now have difficulty in making the time to the satisfaction of our through patrons. We feel therefore that it is necessary to save every minute we can on them. To stop at Allerton would mean a loss of from 5 to 7 minutes as compared with running through.

Our No. 4, east bound, passing Allerton at 3:55 p. m. and No. 3, west bound, passing at 2:19 p. m. both stop regularly and as No. 11 passes at 4:20 a. m. and No. 12 at 11:32 p. m. we feel that we should not be required to make this stop with these night trains at that place.

A copy of Mr. Byron's letter was sent to Mr. A. C. Reck, who was asked to make such reply thereto as he desired to file with the Commission. More than a year has passed and no further communication has been received from Allerton.

Des Moines, Iowa, December 1, 1904.

No. 2793—1904.

R. A. ELDER, Albia,
vs.

CHICAGO, BURLINGTON & QUINCY RAIL-
ROAD COMPANY.

} *Farm crossing.*

Complaint filed November 2, 1903.

Complainant in this case stated that he wanted an open crossing with gates and stockway under the railroad. Complaint was taken up with the railway company and the answer was made that there was no approach that could be made into a cattle pass but that a suitable grade-crossing would be provided. The complainant stated that a grade-crossing had been furnished but that it was provided with large heavy gates, and that the same were not satisfactory. Thereupon the company offered to provide lighter gates. The complainant stated that he wanted an open crossing with cattle guards and wing fences. This the Commission did not see their way clear, under the law, at the present time to order the company to construct, and the case was closed.

Des Moines, Iowa, December 1, 1904.

No. 2794—1904.

C. W. SHERRICK & COMPANY, Farmington,
vs.

CHICAGO, BURLINGTON & QUINCY RAIL-
ROAD COMPANY.

} *Failure to furnish cars for coal.*

Complaint filed November 3, 1903.

This matter was taken up with the railway company and adjusted.

Des Moines, Iowa, December 1, 1904.

No. 2795—1904.

H. O. BERNBROCK, Waterloo,

vs.

UNITED STATES EXPRESS COMPANY.

} *Minimum rate.*

Complaint filed November 5, 1903.

This was complaint that the express company had raised the minimum weight on laundry baskets which increased the minimum rate from 30 cents to 35 cents per basket. The Commissioners laid this case before the express officials and the matter was adjusted in a manner satisfactory to the complainants.

Des Moines, Iowa, December 1, 1904.

No. 2796—1904.

DICK VOOGD, Aplington,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

} *Damage to live stock in transit,
interstate.*

Complaint filed November 11, 1903.

This was a claim for damages because of an alleged negligence in the handling of a shipment of live stock to Chicago. The complainant was advised that the shipment was interstate and that the Board had no authority to collect money damages, but that the claim was taken up with the railway company in an effort to bring about an amicable adjustment. The company, however, in answering the complaint disclaimed any liability whatever and declined to pay the claim.

Mr. Voogd included in his original complaint claim for loss of shipment of eggs. This claim was settled by the railway company.

Des Moines, Iowa, December 1, 1904.

No. 2797—1904.

W. A. THOMPSON, Wadena,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

} *Failure to furnish cars.*

Complaint filed November 18, 1903.

Complainant stated that he was unable to get cars for shipment of wood. Complaint was taken up with the railway company and cars were furnished.

Des Moines, Iowa, December 1, 1904.

No. 2798—1904.

GAULT BROTHERS, Cromwell,
vs.
CHICAGO, BURLINGTON & QUINCY RAIL-
ROAD COMPANY.

Removal of elevator.

Complaint filed November 25, 1903

This complaint was to the effect that the company had changed the location of its tracks at Cromwell which had left their elevator at considerable distance from the right of way without any sidetrack. The complainants claimed damages on account of this and asked the Board to make a settlement of the matter for them if they could. A move was made by the Commissioners to have the matter amicably adjusted by the parties to the controversy and arranged for a meeting with the complainant and representative of the railway company at Des Moines. This meeting was held in the office of the Commissioners and the whole matter gone over carefully. On October 19th the Commissioners received a statement from the attorney of the railway company stating "we have done everything which we believe we ought to do for Gault Brothers and, while we regret a controversy with them or any one else, we do not feel we can concede to them anything further." The Commissioners thereupon wrote the complainants quoting the foregoing from the letter of the attorney of the railroad company and said:

You will see from the foregoing that the company proposes to stand on what it believes are its rights and as stated to you in letter of October 14th the Board, under the law, cannot render judgment such as your claim demands if it should be found to be just.

The Commissioners regret exceedingly that their efforts in your behalf have failed and if at any time in the future the Board can render you any assistance in any manner within its jurisdiction, it will be pleased to do so.

Des Moines, Iowa, December 1, 1904.

No. 2799—1904.

H. T. McCORMACK, County Attorney,
Knoxville,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Drainage.

Complaint filed November 27, 1903.

This was complaint that where a certain line of the railroad crossed a certain highway in Marion county, drainage was very much needed, as the highway was impassable at times on account of mud and water. The company agreed to put in a culvert and the case was closed.

Des Moines, Iowa, December 1, 1904.

No. 2800—1904.

E. BALLOU, Rowen,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Drainage.

Complaint filed December 4, 1903.

Complaint in this case was as follows

I have a farm that the C., R. I. & P. R. R. runs through which was the B., C. R. & N. when built in 1883. On the Dows branch at the 120 mile post, when building they put in a wooden culvert which now is rotted and broken down so it stops the water, and I have tried the company since last spring to have them repair it.

When the complaint was laid before the company it elicited the information that the company would replace the wooden culvert with eighteen inch pipe.

Des Moines, Iowa, December 1, 1904.

No. 2801—1904.

HENRY WALKER ET AL., River Junction,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Maintenance of station.

Complaint filed December 7, 1903.

This case is one of considerable importance and it is thought advisable to print the pleadings of the same in full. Following this, therefore, is the complaint with the answer of the railway company thereto and the reply of the complainant:

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

HENRY WALKER, on behalf of himself
and the public, patrons of the sta-
tion known as River Junction,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY Co.

Complaint.

The complainant, Henry Walker, complaining on his own behalf and on the behalf of all others who are patrons of the railway station known as River Junction on the line of the railway of the Chicago, Rock Island & Pacific Railway company, extending west from Muscatine, Iowa, represents and shows that heretofore on the 30th day of August, 1873, he entered into a contract with the Burlington, Cedar Rapids & Minnesota Railway company, a copy of which is hereto attached as Exhibit A, made a part hereof,

and to which reference is prayed, whereby he, in consideration, of the covenants and agreements therein contained on the part of the said railway, conveyed the real estate and property rights and interests to said railway as therein showed; that afterwards the said railway company entered into and took possession of the real estate transferred and conveyed to it by said instrument and established thereon its railway station, sidetracks, switches, cattle pen and schute and established facilities for shipping freight and transporting passengers to and from said station, and its successors have continued and maintained the same until the acts complained of by this complainant were done by the defendant company.

That this complainant complied with all the terms of the said contract Exhibit A, by conveying to said railway company the said real estate, by having the townsite platted as therein provided, and the lots valued, and sold such of the same as were called for for same, and the paying to said railway company its share of the proceeds of all such sales and subsequently by paying to the said company or its successor, the Burlington, Cedar Rapids & Northern Railway, one-half of the value in money of the said lots in said town plat remaining unsold, as such value was fixed in the manner provided in said Exhibit A.

That a village has grown up on said townsite, containing stores, trading houses, markets and residences, and the said station has been of vital consequence to said townsite and village, and its removal will render the properties of the residents and persons engaged in business of little or no value and will destroy the business of the residents who have engaged in business in said townsite.

That a large amount of business from the community residing in the neighborhood of said station has been done at said station, and the same has been and has become a convenient and necessary point of shipment, both to and from, for the farmers in and about said immediate neighborhood, and the removal of said station or the termination of its use will be a great detriment to said people.

The Burlington, Cedar Rapids & Northern Railway company became and was the successor of the Burlington, Cedar Rapids & Minnesota Railway company, and maintained said station in conformity with said contracts up to the time that it leased its said line to the defendant company on or about June 1, 1902.

That on the 15th day of June, 1903, said Burlington, Cedar Rapids & Northern Railway company sold and conveyed its said line of railway and all of its other lines, properties, rights and franchises to defendant company by deed, a copy of which is hereto attached marked Exhibit B, and made a part hereof, and to which reference is prayed whereby the said defendant company became and is liable to perform all and singular duties and obligations of said Burlington, Cedar Rapids & Northern Railway company under said instrument, Exhibit A.

That said defendant company has discontinued the said railway station at said town of River Junction, has ceased to keep an agent located there or to sell tickets to intending passengers, or to receive or receipt for freight for people doing business in said town or vicinity, or to furnish cars therefrom and has notified the public that it must procure cars for shipment of freight therefrom at Lone Tree, a station three miles distant, and perform practically all of its business at said town of Lone Tree, or elsewhere, thereby greatly embarrassing the business of the community, making it inconvenient to do business with or through said railway company and depriving this complainant and his neighbors, for whose benefit he procured said contract, Exhibit A, to be made, from enjoying the rights, privileges and benefits secured thereby.

Your complainant, therefore, on his own behalf, and on behalf of all others interested in the maintenance of said station, prays that the said defendant railway company may be cited to appear before this Commission, and show cause why it should not be required to maintain perpetually the said railway station in conformity with said agreement Exhibit A, and that upon such hearing that an order be entered commanding the said defendant company to so continue and maintain such station perpetually in strict accordance with the terms of said contract, Exhibit A.

HENRY WALKER,

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

HENRY WALKER, on behalf of himself
and the public, patrons of the station known as River Junction,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co.

Comes now the Chicago, Rock Island & Pacific Railway company, respondent herein, and respectfully shows to this Honorable Board

That it has no knowledge as to the alleged contract attached to the complaint herein bearing date August 30, 1873, and that it never had any knowledge thereof. It states in connection therewith that whatever contract may have existed between the Burlington, Cedar Rapids & Minnesota Railway company and the complainant herein is not of such a character as under any circumstances could be enforced by this Board.

It admits that an agreement was entered into between the Burlington, Cedar Rapids & Northern Railway company and this respondent substantially as set out in the exhibit attached to the complaint herein but says that that contract or agreement is not of such a character as can be enforced by the Board of Railroad Commissioners of the State of Iowa nor one that can be enforced against the respondent herein.

It denies that it has violated any agreement or any contract for which it can be held or be responsible and therefore no order can be entered herein.

Respondent further answering, says:

That the station of River Junction referred to in the complaint has been a station along the line of what was known as the Burlington, Cedar Rapids & Northern Railway company but that there is a station known as Lone Tree situated within 3.6 miles east thereof and another station known as Riverside situated and located within 4.6 miles west of said station known as River Junction; that those two stations reasonably accommodate the traffic, both passenger and freight, seeking the line of this railway; that during the past year the station of River Junction has been operated and maintained at a loss, the total receipts therefrom from all sources being less than two thousand dollars (\$2,000.00) that because of the proximity of other stations and the amount of business reaching said station of River Junction this respondent ought not to be compelled to maintain said station of River Junction with an agent inasmuch as the expense of such agent and the maintenance of the station would be in excess of the gross receipts of all business originating or terminating at said station.

This respondent further shows:

That whilst it is not maintaining an agent at said station the same is not closed; that it is a point to which freight can be billed with charges prepaid, provided there be anyone at the station to whom the freight may be delivered, this latter being necessary in order to prevent loss or damage to property thus shipped; that the passenger trains of the respondent continue to make the stop at the station; that the track facilities remain as they were heretofore so that stock, grain, etc., may be shipped from the station as heretofore.

Your respondent therefore, under the circumstances, begs leave to represent that there is no necessity for the continuance of the station of River Junction in the manner heretofore provided; that it is now furnishing at said station all the facilities that a station of that character and importance is entitled.

It therefore asks that the complaint be dismissed,

CARROLL WRIGHT,

Attorney for C. R. I. & P. Ry. Co.

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

HENRY WALKER, on behalf of himself
and the public, patrons of the sta-
tion known as River Junction,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY CO. } Reply.

Comes now Henry Walker, complainant in the above matter, and replying to the answer filed by the said Chicago, Rock Island & Pacific Railway Company, says:

As to that part of said answer which denies the power of this Board to enforce compliance with the contract, Exhibit A, attached to the original complaint, this complainant is uncertain as to the extent of this Board's jurisdiction, and he submits this question to your Honorable Body for determination.

For reply to that part of respondent's answer which avers that the total receipts from all sources of the station at River Junction during the past year were less than two thousand dollars, he denies upon information and belief the correctness of that statement and charges that the receipts from car-lot freights alone are more than said sum; and that in addition to the receipts at said station from car-lots of freight, there were received a large amount of revenue from the sale of tickets and moneys collected from in and out local freights, but avers that the books of the respondent, if properly kept and if produced before your body, will prove this averment.

While he admits the location of the stations Lone Tree and Riverside as stated in respondent's answer, he denies that respondent ought to be excused from maintaining the station at River Junction and keeping an agent there for the reason stated in the respondent's answer.

Further replying he says that while admitting that it is true that said station is not entirely abandoned, that it is to all practical purposes closed, because as shown in respondent's answer, freight cannot be billed and delivered there except that the charges therefor are prepaid, nor unless some person for the consignee is at the train delivering such freight to receive the same, which is a burdensome and onerous requirement, for the reason that the freight trains of respondent only pass said station one per day each way, and that they are rarely on time schedule, and that persons waiting to receive freight from said trains have no means of ascertaining when or about when said trains will be at said station, because of the fact that no telegraph office is kept there nor operator or agent kept there to furnish information of the whereabouts and movements of such trains, and that for the reason that such trains are rarely on schedule time.

That it is true that the passenger trains of respondent stop at said station, but there being no ticket agent thereat, intending passengers are unable to buy tickets to their destination.

There is no waiting room at said station into which intending passengers may go to protect themselves from the inclemency of the weather, nor to which passengers leaving such trains at said station may go for like purposes, and that passengers boarding the trains of respondent at said station are compelled by the conductors thereof to pay an additional charge of ten cents each to the regular fare, collecting from them, as if they were liable to do so under section 2077 of the Code of Iowa; and that the whole practice of receiving and discharging passengers is now inconvenient, burdensome and unjust to the traveling public.

That while complainant admits that the track facilities of said railway at said station remain as heretofore, so that stock, grain, etc., may be shipped therefrom, yet that the whole arrangement with reference to shipping therefrom is burdensome, unjust and unreasonable, because no intending shipper can bill his car from said station nor order it thereat, nor can he know until it is sidetracked for him and he gets his information thereof by some of any fugitive means that a car intended

for him has been sidetracked, can he safely move his freight to said station, for the purpose of loading, nor can he, with the present facilities, especially in very cold and stormy weather, safely load live stock at such time as it should be loaded to be taken into respondent's trains, if they were run upon schedule time, because no one can know when any incoming freight train will be at said station until it or about the time of its arrival, because of the fact that no agent and no operator is kept there to advise intending shippers of the movements of trains, or of the probable time of their arrival, and in shipping cattle, hogs or sheep, especially in very cold and stormy weather, intending shippers are liable to have their stock seriously injured if put in cattle cars and kept standing on the sidetrack for several hours awaiting the coming of a train to pick such cars up, and for many other reasons that cannot now be more specifically specified complainants say that the facilities furnished by respondent at said station are not such as it is liable to furnish and should be required to furnish thereat.

HENRY WALKER,

By BAKER & BALL, his attorneys.

Considerable correspondence passed between the Commission and the railroad company; the Hon. Peter A. Dey, of Iowa City, also addressed the Board upon the question. On April 13, 1904, the Board wrote the company as follows:

Dear Sir—Your attention is called to the River Junction station case. It would seem from an investigation of the papers in this matter that there is a serious question whether the railroad company would not be obliged to maintain a station under their agreement with the landowners. It appears from the papers that the station grounds were deeded to the railroad company without any other consideration than that the company should maintain a station at that point; and it appears that other lands were deeded which were to be sold and the proceeds were to be equally divided between the landowners and the trustees who were the agents acting for the railroad company. This agreement having been duly recorded it would seem as though it might be held that all of the purchasers of these lots would be interested as well as the landowner.

It was understood that you were to take this matter up at Chicago and let us know what they were inclined to do concerning this station. This matter has been pending some time and we cannot defer action much longer. Unless the matter can be satisfactorily adjusted the Board will be required to take immediate action therein. In order to do this it will require a hearing at River Junction.

Replying to this letter Mr. Carroll Wright, attorney for the railway company, on April 14th, said:

I have yours of the 13th inst., in reference to the complaint filed with the Board of Railroad Commissioners by the people of River Junction. I hoped before this to be able to give you a definite answer as to the purpose of the company. I had already written the Board suggesting that we might be able to furnish the people at that station certain conveniences in connection with the handling of freight and the transportation of passengers. It so happens that since this matter has arisen, Mr. Cable, the superintendent of that division has been absent and I have had but little or no opportunity to confer with him in reference thereto. I will take up the question with him as soon as possible and endeavor to reach some definite conclusion as to what course shall be pursued by the company. I still think, however, that the question of our obligation to maintain the station arising out of the original contract existing between the then owners of the land and the railroad then operating the line is not open to consideration by the Board. The question of our obligation to maintain the station growing out of any contract relations is a purely legal one which must be determined between the railroad company and the parties interested in the land or lots. However this may be, I yet believe that it is wiser to settle the entire controversy if possible by some fair adjustment under the present proceedings before the Board of Railroad Commissioners and to that end I will direct my efforts.

The Commissioners fixed June 30th at River Junction for a hearing in this matter and all parties were notified. The Board investigated the matter on the

date fixed, ascertaining the amount of business done at that station when it was regularly equipped, receiving the information from both the railway company and the complainant. The case was taken under advisement with the understanding that a further hearing would be held in the Commissioners' office at Des Moines. The date for such final submission was October 14th and upon that date attorneys for the railway company and the complainants met in the office of the Commission and agreed that mutual efforts would be made to find a man who would take charge of this station by November 1st. On October 29th the Commissioners were notified by Baker & Ball, attorneys for the complainants, that the railway company had re-established the station as it had previously existed, that there was every indication that the restoration was permanent and the complainants therefore desired to continue the proceedings no further.

Des Moines, Iowa, December 1, 1904.

No. 2802—1904.

CITIZENS OF FOSTER

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY.

} *Train Service.*

Petition filed December 8, 1903.

This was request that a through night passenger train stop at Foster to take on and let off passengers. The company in answering this complaint stated:

We would be right glad to comply with their request if it were consistent to do so. The facts are the business from the stations along our Kansas City division is not sufficient to support two local trains and we cannot handle the through and local business on the same train, and expect to get our share of the through business between Chicago and Kansas City as against our competitors.

We have arranged a day local train in each direction, which we think will accommodate the greatest number of people, and we cannot consistently stop the through or night trains at Foster station.

A copy of the answer of the company was sent the petitioners. Under the circumstances in this case the Commissioners did not believe they should ask the company at the present time to stop this through train at Foster.

Des Moines, Iowa, December 1, 1904.

No. 2803—1904.

In the matter of the proposed revision of Iowa Freight Rates.

In the month of December, 1903, several petitions were received by the Commissioners from jobbing interests, located along the Mississippi River, asking a revision of the Iowa Distance Tariff. Protests against such revision were received from the jobbers located in the interior towns and on January 29th the petitions were withdrawn.

Des Moines, Iowa, December 1, 1904.

No. 2804—1904.

A. C. RECK, Allerton,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY Co.

} *Train service.*

(See Case No. 2792.)

No. 2805—1904.

W. B. NASON, Melbourne,

vs.

IOWA CENTRAL RAILWAY COMPANY.

} *Condition of right of way fence.*

Complaint filed December 14, 1903.

The complainant, a farmer, stated that the fences along the right of way of his farm were much in need of repair. Attention of the company was called to the complaint and repairs were made.

Des Moines, Iowa, December 1, 1904.

No. 2806—1904.

CLYDE E. BRENTON, Mayor, Dallas Cen-
ter,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY Co.

} *Station facilities.*

Complaint filed December 15, 1903.

This was a complaint that the respondent company did not open its depot for the early morning and late at night trains passing through that town. The railway company stated that neither one of these trains handled baggage; that very few passengers took or left these trains at this town and the expense necessary to comply with the request of the petitioners would be unwarranted. Mr. Brenton later advised the Board that the city did not care to press their complaint and did not believe that it ever should have been made.

Des Moines, Iowa, December 1, 1904.

No. 2807—1904.

NAGLE & SON, Red Oak,
vs.
CHICAGO, BURLINGTON & QUINCY RAIL-
ROAD Co.

} *Weighing coal.*

Complaint filed December 18, 1903

The complainants in this case wrote the Board as follows:

We have been having considerable difficulty about shortage of coal, shipped from Centerville, Iowa. The railroad company have instructed the mines to load all cars 10 per cent above the marked capacity, and the cars are not weighed by the railroad company, either at Centerville or any intermediate point. We are quite sure the mine operators are not loading the cars 10 per cent above the capacity and we have asked the railroad company to weigh the cars for us as they have track scales here in the city, but we have been unable to get them to do so. We wish to know if we can refuse payment of freight when expense bills are presented to us, and demand that the company first weigh the cars, and then pay them freight on the basis of the weight according to their scales.

The matter was taken up with the railway company. On January 4th Mr. W. H. Hill, division freight agent, said:

They are in error in assuming that this coal is not being weighed by the railroad company. If this is lump coal, which I assume it is, every car of it is weighed by the sworn weighmaster of the Western Weighing Association and the waybills are stamped, "Not to be weighed in transit," in order that no incompetent person might weigh these cars and obtain false weights. These sworn weighmasters, as you are aware, are expert weighers, employed by the Western Weighing Association for that purpose, and are bound under oath to furnish correct weights so far as possible. I do not think this is understood by Nagle & Son.

As a further check, the Western Weighing Association has an agreement with the coal companies which permits inspection of their mine weights on each car, in order to check up the scale weights when necessary to insure accuracy. I do not think there is any opportunity to give Mr. Nagle short weight, as the mine weight of each car is arrived at both by the weigher for the mine and the weigher for the miners, who both check the weight of each carload.

At a later date Messrs. Nagle & Son again wrote the Board concerning the same matter, and on April 4th, in answer to that letter, the Commissioners wrote the complainants as follows:

Referring to yours of March 31st concerning the weighing of coal. The legislature now in session had a bill before it with reference to the matter of weighing coal and the coal men here in convention, we understand, were responsible for the bill. The railway companies had representatives meet the coal men and, as the Commissioners understand it, an agreement was reached satisfactory to the convention and the bill was withdrawn.

It may be that under this agreement you may insist upon coal being weighed and the company will do so. The Commissioners wish you would look into this a little further and advise whether the agreement reached does not remedy the evils complained of. If it does not and you desire the Board to take it up with the company again, the Board will be pleased to do so upon hearing from you further.

As nothing further was ever heard from Nagle & Son the matter may be regarded as closed.

Des Moines, Iowa, December 1, 1904.

No. 2808—1904.

DANIEL EILER, Mayor, Ackley,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

} *Highway crossing.*

Complaint filed December 24, 1903.

Mr. Eiler, mayor of Ackley, Iowa, wrote the Board in reference to this matter as follows:

Messrs. A. Severance and Joseph Hunt desire me to write you and the Railroad Commissioners regarding the putting in of a temporary crossing by the Illinois Central Railroad company over their road at the northeast corner of section No. 2, being at the northeast corner of this town. This is a county road and same is now obstructed by a cut made to lower the track and has been so obstructed since about the first of September. They have discontinued work and will not resume work until about the first of April next. Will you please have the Board take up this matter with the Illinois Central people and have them put in a crossing as early as possible?

In think a suggestion on the part of the Commission will bring the desired result. The case was laid before the officials of the railroad company and after some further correspondence the company and the town authorities reached a mutual understanding of the situation satisfactory to both.

Des Moines, Iowa, December 1, 1904.

No. 2809—1904.

L. O. ROBINSON, Cedar Falls,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY.

} *Train service.*

Complaint filed January 4, 1904.

This was complaint made to one of the members of the Board, who took the case before the Chicago Great Western Railway company. Complaint was closed.

Des Moines, Iowa, December 1, 1904.

No. 2810—1904.

C. H. WICKERSHAM, West Branch,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY Co.

} *Train service.*

Complaint filed January 9, 1904.

This was a request that passenger train No. 15 stop at the station of West Branch. The company agreed to stop the train.

Des Moines, Iowa, December 1, 1904.

No. 2811—1904.

CITIZENS OF DAVIS CITY

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Station service.

Complaint filed January 11, 1904.

The petition in this case was as follows:

To the Honorable Railroad Commissioners of the State of Iowa:

Your petitioners respectfully represent, that they are citizens of the town of Davis City, Iowa. That said town has an inhabitants for about seven hundred people. That the Charlton branch of the C. B. & Q. R. R. runs through said town. That said railroad company operates a train on said road which passes this station about 6 o'clock a. m. and about 8 o'clock p. m. That until recently said company kept their waiting room open for the accommodation of passengers for the night train. That since January 1, 1904, they have neglected and refused to open said waiting room or depot, much to the discomfort of the traveling public in general and women and children in particular.

Wherefore your petitioners ask that they, the said C. B. & Q. R. R. Co., be compelled to open said station and properly heat the same at least half an hour before the arrival of all trains, for the use and convenience of the public in general, and for such further relief as equity and good conscience will allow.

P. E. SHIRLEY,	T. E. DORR,
CHARTER SCOTT,	J. GARR,
GEO. W. SHOEMAKER,	J. A. BULLOCK,
H. L. McCLARAN,	J. V. ARSEY,
	and sixty-two others.

The Board brought the matter to the attention of the railway company and arrangements were made for the agent to remain on duty until 8 o'clock p. m.

Des Moines, Iowa, December 1, 1904.

No. 2812—1904.

M. J. AMES, Marcus,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

Delay in handling live stock.

Complaint filed January 18, 1904.

The complainant in this case wrote as follows:

In regard to the Illinois Central Railroad hauling us to Chicago and keeping our cattle in transit for 34 to 42 hours without feed and water and we have borne it just as long as we will stand it. They stop at Cherokee for one hour to two hours, Fort Dodge the same, Waterloo more, sometimes. We get our cars when we can and bed and hay them after night. They split our shipments all up and we get our cattle in Chicago at four different platforms and as many trains. They claim they won't pay

any damage. I will press the 28 hour law if I can to a finish. We can't buy cattle and handle them this way. How many days' notice does the company have to furnish cars and can they make us take hog cars for cattle cars and pay the same rate.

This matter was taken up at once with the railway company, and Mr. J. T. Harahan, second vice president, on March 22d, said:

The origin of this complaint was, without doubt, due to the delays experienced during the very severe winter we have just passed through on northern and western lines, on account of which it has been impossible to make good time or handle anything like the usual tonnage. Mr. Ames does not mention specific causes, and on that account I am unable to go into detail. During this severe weather, with the thermometer anywhere from 15 to 25 degrees below zero, our engines failed, and in some instances died on the road, which necessitated dividing up our trains to get them over the road without further delay. This of course required a larger number of engines and made it very expensive for us, but it was necessary to reduce the tonnage, and in this way a few shipments were probably separated. Instructions to prevent this so far as possible were issued some time ago, and I believe they are being observed. With the conditions which existed it was impossible to give the best of service but everything possible was done to facilitate the movement of stock shipments.

The complainant was notified of the explanation made by the railway company and no further complaints have been received.

Des Moines, Iowa, December 1, 1904.

No. 2813—1904.

C. E. GARDNER, Leon,

vs.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

Drainage.

Complaint filed January 21, 1904

On January 20, 1904, Mr. C. E. Gardner asked the Board what was necessary to do in case a railroad grade obstructed drainage. Replying thereto the Commissioners said:

Replying to yours of January 30th, beg to advise that section 1948 of the Code provides as follows:

"Any ditch, drain or water course which is now or may hereafter be constructed so as to prevent the surplus and overflow waters from the adjacent land from entering the same is hereby declared a nuisance, and the same may be abated as such; and the diverting, obstructing, impeding, or filling up of such ditches, drains, or water courses, or breaking down of such levees in any manner by any person, without legal authority, is hereby declared a nuisance, criminally punishable as such."

Under this section you will observe that to impede a water course in any way can be a nuisance and be abated as such.

This Board does not specifically have authority in drainage matters but if you are having trouble along these lines the Commissioners will be glad to render you any aid possible and it may be that there will be no trouble in having your complaint adjusted.

On March 7, 1904, Mr. Gardner wrote a letter in which he said that he had been trying to get the railroad officials to do the necessary work but had been unable to get them to do anything. He asked the Commissioners to take it up for him, which they did, and on April 2d Mr. H. C. Nutt, superintendent, wrote the Board that:

The roadmaster of the division recently called on Mr. Gardner and explained to him that we have not obstructed any natural waterway, but that the water now runs in its natural channel, but Mr. Gardner still insisted to him that we ought to open a ditch for the purpose of draining some low land near our right of way.

I also had our superintendent of the division look the ground over and he advises me that we are offering no obstruction to the natural flow of the water.

Under these circumstances I do not feel that it is incumbent upon us to do anything in the matter, but if Mr. Gardner still thinks we are damaging him in any way I would be glad to send an engineer to take levels and determine the matter to Mr. Gardner's satisfaction.

At a later date Mr. Nutt sent in the levels that had been taken with the following letter:

Since receiving your letter of April 20th enclosing a copy of one from Mr. C. E. Gardner of Leon, dated April 16th, in regard to his claim that we should open up a ditch to drain his land, I have had one of our engineers make a careful survey of the land in question, and it shows beyond a doubt that the waterway under our track, and along our track from Mr. Gardner's land to the bridge is lower than the natural surface of Mr. Gardner's land, and that our railroad as now constructed offers no obstruction whatever to the flow of water from this land.

At the time the railroad was built a borrow pit was made on the north side of our road adjoining his land which was considerably lower than the natural surface, and this borrow pit served to drain Mr. Gardner's land. The borrow pit has become partially filled, but is still lower than the natural surface, although it does not act as such an efficient drain for his swampy land as it has in the past.

Inasmuch as we offer no obstruction to the natural flow of the water, I fail to see wherein we are causing him any damage, and if he wishes to drain this swampy land of his more efficiently, I think he should bear the expense of the necessary ditch. Our engineer saw Mr. Gardner and explained the situation to him.

I do not feel that this company can do anything further in the matter.

Mr. Gardner was advised of this answer and furnished a copy of the levels taken by the railway company's engineer. Mr. Gardner, on June 6th, said he would have elevations taken as soon as possible and submit them and asked that he be allowed to use the railway engineer's level to assist. Permission was granted to use the blue print but nothing has come from Mr. Gardner since, nor has the blue print been returned, and the case is closed without prejudice.

Des Moines, Iowa, December 1, 1904.

No. 2814—1904.

WM. J. HADDOCK, Iowa City,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Overcharge.

Complaint filed January 22, 1904.

This complainant stated that an overcharge had been made on shipment of books from Iowa City to Hornick. Attention of the company was called to this complaint and Mr. H. B. Elliott, freight claim agent, on January 28th wrote the Board, sending a draft to cover the overcharge made, and saying:

"The carriers are always prepared to rectify any errors of this kind on presentation of the claim with proper documents."

The draft was forwarded to Mr. Haddock, who acknowledged its receipt and said:

I desire to tender the Commissioners my thanks for their kind and prompt action in straightening out this little railroad business. Your course has done more good than a year's proceedings in the courts would. There is no ill feeling left behind in your way of correcting the overcharge.

Des Moines, Iowa, December 1, 1904.

No. 2815—1904.

CITIZENS OF HICKORY

vs.

IOWA CENTRAL RAILWAY COMPANY.

Train service.

Complaint filed January 27, 1904.

This was petition that Hickory be made a regular stop for passengers on the Iowa Central. The petition stated that two places would be thereby accommodated, Hickory, with a population of 125, and Lockman, about a half a mile from Hickory, with a population of 250 people. The attention of the company was called to the case and the railway company arranged to stop its trains upon being flagged at Hickory.

Des Moines, Iowa, December 1, 1904.

No. 2816—1904.

E. R. WISWELL, Manson,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

Loss in transit.

Complaint filed January 30, 1904

Complainant stated:

I have been shipping oats to Chicago via Illinois Central Railway as per statement attached. They do not reach destination and all effort to locate the cars in transit or get any reply from the railway company as to why they do not deliver these cars, are unavailing. Will you kindly take the matter up? Let me hear from you and oblige.

The matter was taken up at once with the railway company and on March 17th the Commissioners were advised that the cars had been delivered and that the delay was due to a congestion in the Chicago yards.

Des Moines, Iowa, December 1, 1904.

No. 2817—1904.

JOHN P. TYLER & COMPANY, Ladora,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY CO.

} *Failure to furnish cars.*

Complaint filed February 1, 1904.

This complaint was to the effect that they could not get cars of coal shipped to them as promptly as other shippers did, for the reason that the company would not furnish the cars. The complaint was at once taken up with the company and satisfaction was afforded the complainants.

Des Moines, Iowa, December 1, 1904.

No. 2818—1904.

DUDGEON & GAMBELL, Linby,
vs.
CHICAGO, BURLINGTON & QUINCY RAIL-
ROAD COMPANY.

} *Transfer facilities.*

Complaint filed February 1, 1904.

The complaint in this case was as follows:

Gentlemen.—We suppose that you are not aware of the great injustice that is being practiced by the Burlington Des Moines branch of the C., B. & Q. Railroad at our new town of Linby, 20 miles east of Ottumwa on the C., M. & St. P. R. R.

We take the liberty of writing you in regard to this matter. The two railroads have a level crossing at our station and are now jointly maintaining an electric interlocking plant. But the C., B. & Q. R. R. refuses to sell tickets to Linby or let passengers on or off at our station. They also refuse to handle freight in any way.

You, the Honorable Board of Railroad Commissioners, well know that this is an open violation of the Code of Iowa. We, as business men in the town of Linby, do respectfully ask you to investigate the matter and force the C., B. & Q. R. R. to honor the laws of our state.

The Commissioners, in sending this complaint to the railway company, on February 9, 1904, said:

I am directed to call your attention to the enclosed copy of letter received from Dudgeon & Gambell of Hedrick, Iowa, concerning station conditions at Linby.

The Commissioners also desire to have me call your attention to section 2103 of the Code and particularly that portion of it relating to the maintaining of depot at railroad crossings, stopping of trains at such depot, etc.

The Commissioners are aware that you have a small station just west of Linby, but when a representative of this Board was at Linby some months ago this point seemed to be improving nicely and the Board is inclined to the opinion that it would be well to grant the conditions provided for in section 2103 of the Code.

The Commissioners would be pleased to hear from you at an early date.

Mr. H. C. Nutt, superintendent, in answering the letter of the Commissioners, under date of February 5, 1904, said:

I have your letter of February 9th enclosing a copy of a letter from Messrs. Dudgeon & Gambell of Hedrick, complaining because we do not stop our trains at the new town of Linby, on the C., M. & St. P., where our Oskaloosa branch crosses it.

Inasmuch as we already maintain a station at Pekin, 1.2 miles from Linby it does not appear to me that there can be any necessity for another station on our line at Linby.

In deference to the opinion of the Commissioners, however, I have arranged to have our passenger trains stop at Linby.

Des Moines, Iowa, December 1, 1904.

No. 2819—1904.

N. P. DODGE & COMPANY, Council Bluffs
vs.
WABASH RAILROAD COMPANY.

} *Drainage.*

Complaint filed February 2, 1904

The complaint in this case was substantially as follows:

The Mosquito creek, as you probably know, drains a large territory of valuable farm land in this county, and its course, from the northeastern part of the county to the extreme southwestern part, is crossed by numerous railroads and bridges. The banks of the creek are in places extremely narrow, and the bed very shallow, consequently, at times of flood, causing the water to find another outlet, and, as a result we have had vast areas of farm land covered with water through the ravages of this creek during the last two years.

I call your attention to these facts in order that you may understand the importance of keeping the channel of this creek as near as practicable clear and free from any obstruction whatever. In times of high water, there is a great amount of water, carrying with it a great amount of debris consisting of fallen trees, logs and fence posts carried down the creek, and whenever it can find a lodging place or an obstruction upon which to fasten itself, it naturally lodges and forms a nucleus for greater obstructions. Therefore it is very evident that the channel of this creek should be as free from obstruction as possible, in order to best protect the interests of the surrounding country.

We own and represent the owners of considerable land in section 7, township 74, range 45. The Mosquito creek crosses through this section diagonally and is crossed by the Rock Island, Milwaukee, Wabash and Burlington railroads at a point about one mile northwest from the Deaf and Dumb Institute. The Wabash railroad has a wooden bridge over the creek which has been supported by three rows of piling. Although these piling have formed obstruction and served as a means of clogging up the channel of the creek in the past, the railroad company have within the last few months driven more new piling some eight feet from each side of the bank of the creek, thus forming a further and more serious obstruction in times of high water. The railroad company evidently overlooked the fact that according to our code they are not allowed to obstruct in any way the natural channel of a stream which they cross, unless permitted to do so. We object most strenuously to this procedure, and have taken up the matter with our local board of supervisors. They inform us that you have jurisdiction over the matter and they cannot promise us any means of relief, therefore we are obliged to appeal to you. Can you not take up this matter with the railroad company and see if they will not so change this crossing as to leave the channel free from obstructions? This should be done before the spring rains and high water and we would be pleased to receive advice that you have taken up the matter as soon as possible.

The Board called the attention of the company to this condition of affairs at once and the company advised the Board that they would arrange to cut out projecting piles, which was thought would obviate the trouble. The complainants in a letter dated March 9, 1904, thanked the Board for their promptness in the matter and the results accomplished.

Des Moines, Iowa, December 1, 1904.

No. 2820—1904.

A. H. CULVER, Pisgah,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Misquotation of rates.

Complaint filed February 5, 1904.

The complainants stated that freight charges on emigrant moveables from Pisgah to Renic, Missouri, was 27 cents, while from Dunlap to the same place it was 19 cents.

The railway company in answering this stated that according to their tariffs the rate from both Dunlap and Pisgah to Renic was 27 cents, and asked that they be advised where Mr. Culver got his quotation of 19 cents. Mr. Culver was asked to advise the Board upon this latter point, but no answer was received to the letter.

Des Moines, Iowa, December 1, 1904.

No. 2821—1904.

JOSEPH BECK, MARCUS,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

Lost in transit.

Complaint filed February 8, 1904.

This was claim for loss of coal in transit, and the claim was adjusted by the railway company.

Des Moines, Iowa, December 1, 1904.

No. 2822—1904.

MARSHALL OIL COMPANY, Marshalltown,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY and
CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY.

Regulations concerning shipping of oil.

Complaint filed February 9, 1904

Complaint in this case was filed by the Marshall Oil company as follows:

The C. & N. W. Ry. have put a rule into effect in regard to shipping oil in barrels which is surely a heavy handicap for us. They will not make any shipment of oil in barrels until they have received 5,000 pounds of oil or 20 barrels. We have customers in nearly every town on the C. & N. W. system in Iowa and they repeatedly order oil by wire, phone and mail, and if there is not 20 barrels all told our shipments have to lie around at the depot until 20 barrels of oil have accumulated.

Now, we do not know who put this rule into effect but it is surely for the benefit of some one else beside ourselves and we kindly ask if there is not a remedy that will relieve us of this handicap.

The C. & N. W. and the C. M. & St. P. have both put this same rule into effect at Mason City and we understand that the railroads entering Oskaloosa are planning to do the same thing. These are the three stations from which we ship oil.

The matter was taken up with the railway companies involved and Mr. E. C. Nettles, division freight agent of the C. M. & St. P. Ry. Co., answering, said:

I have to advise that this company has no line into either Oskaloosa or Marshalltown. Upon receipt of your letter I wired our division freight agent at Mason City, for information concerning the alleged ruling at that point, and am in receipt of a telegram from him, as follows: "There is no ruling at this point to the effect that we will not receive shipments of oil amounting to less than 5,000 pounds, or 20 barrels. We will receive any amount tendered us."

It would seem from this telegram that the complaint of the Marshall Oil company against this company is without foundation. If, after taking the matter up with them again, you learn anything more on the subject, I should be glad to hear from you, and assure you we will give the matter here our prompt and careful attention.

In answering Mr. Nettles' statement the Marshall Oil company said that they did not mean that the Milwaukee refused to receive a shipment unless it amounted to 5,000 pounds, but that they would only receive shipments twice a week, etc. Mr. Nettles stated that he would look into the matter at once.

On March 15, 1904, Mr. Nettles said:

In regard to the last clause of Mr. McDonald's letter, it is a fact that it is the practice of all railways at points where oil is shipped to set aside certain days for loading this commodity, such days being determined on by the shippers and the frequency of the days decided on according to the amount of business done. I believe you will agree with me that if we furnished cars for oil loading daily to all points over our system, we would not have enough equipment to properly take care of the business. It is impossible to load oil in barrels in cars containing other merchandise on account of the

danger of damaging other goods. You will note that we have changed the days of shipment at Mason City to suit the convenience of the Marshall Oil Company. I trust this firm will be able to see the justice of the stand we have taken.

Marshall Oil company wrote the Board on March 16th, again complaining of the manner in which the C. & N.-W. Ry. Co. handled their oil shipments. The Commissioners thereupon had a conference with the officials of the C. & N.-W. Ry. Co. and were assured that the oil of the complainants would be taken in any quantity on any day unless the company could make other satisfactory arrangements with the complainant. The Marshall Oil company was so advised.

Des Moines, Iowa, December 1, 1904.

No. 2823—1904.

C. A. DAVIS, Adel,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY.

} *Routing of freight.*

Complaint filed February 10, 1904.

The complainant in this case stated that the company refused to ship his emigrant movable, to Holiday, Missouri, by way of Des Moines, insisting that they go by way of Marion. The Commissioners laid this matter before the railway company and Mr. E. C. Nettles, division freight agent, who stated that the shipments would go just as Mr. Davis wanted them to go and that there had been no effort to direct routing otherwise. Mr. Davis was so instructed.

Des Moines, Iowa, December 1, 1904.

No. 2824—1904.

HOME LUMBER COMPANY South English,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY and
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY CO.

} *Demurrage.*

Complaint filed February 10, 1904

Complaint in this case was as follows:

I have a car of coal on the transfer at Webster, Iowa, which was placed there by the C., M. & St. P. R. R., loaded in their car. The C., R. I. & P. R. R. refuses to accept this car and deliver it to South English because it is not loaded in a Rock Island

car. The only excuse they make is because it is not in their car. The car in question was put on the Webster transfer February 5, 1904, and is still there, by which has caught us out of coal at this place. The car was shipped from Mystic, Iowa. Will you please give this your attention; also notify me what is best to do under the circumstances.

The matter was taken up at once with the Rock Island company, who advised the Commission that the car had been delivered. The complainant was notified and responded that the car had been delivered but that there was \$6 demurrage charges against it made by the C., M. & St. P. Ry. Co., which he did not believe heshould be required to pay. This feature of the case was taken up with the C., M. & St. P. Ry. Co. and the Illinois & Iowa Car Service Association, which resulted in a refund of the demurrage.

Des Moines, Iowa, December 1, 1904.

No. 2825—1904.

G. W. KENNEDY, Thornton,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.

} *Milk rate.*

Complaint filed February 11, 1904

The complainant in this case said:

The C. G. W. Ry. Co. here are receiving cream from the farmers and shipping the same to Mason City creamery at one-half rate and sending some on passenger trains as baggage. With this kind of freight rate it is ruining my business of running a creamery. While I am compelled to pay regular published tariff rates on my shipments of butter. I wish to know if they have the right to make this discrimination in favor of the Mason City creamery.

In replying to this complaint the Commissioners said:

Replying to yours of February 10th, beg to advise that the subject of your complaint has been taken up with the C. G. W. Ry. Co. and we will see where the difficulty lies. It may be well to say, however, that under the law the C. G. W. Ry. Co. may make such a rate as it pleases upon milk or anything else, provided it is not a higher rate than prescribed by the Board of Railroad Commissioners, and provided further that the rate is given to all desiring to ship the same commodity under the same condition, etc. The fact that they would reduce the rate on milk without reducing the rate on butter, would not make such action illegal.

The railway company sent the Commissioners the milk tariff applicable generally and the Commissioners advised Mr. Kennedy that there was nothing in the tariff that was illegal.

Des Moines, Iowa, December 1, 1904.

No. 2826—1904.

H. C. DARLAND, Marble Rock,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.*Discrimination in passenger service.*

Complaint filed February 15, 1904.

Mr. Darland wrote the Board on February 15, 1904, as per the following:

On the 25th day of April, 1903, I had occasion to take a horse to Independence, Iowa, and shipped the horse to Waterloo, Iowa, on the Rock Island railroad and purely as a precautionary measure, rode in the car with the horse part of the way and for which I paid the regular fare of \$1.35 in addition to the freight on the horse. I took the horse from Waterloo to Independence by team, leaving Waterloo about 5:30 p. m. This made about 45 miles to drive and took a good part of the night of the 25th. On Sunday, the 26th, when tickets were sold for the train which leaves Waterloo between 10 and 11 o'clock I bought a ticket from Waterloo to Marble Rock and paid the regular fare for it of \$1.35. I did not come on this train and missed the afternoon freight and took the passenger train which leaves Waterloo about 1 o'clock a. m., this was Monday, the 27th. The ticket I held was No. 3119 of the style I think used when the B. C. R. & N. operated this line as it is red in color and larger than the ones now used by the Rock Island road and is a ten-day limit with no bar or preference of train on which it could be used. The conductor of this train, when I presented the ticket, said that this train did not stop at Marble Rock but that I must get off at Greene or Rockford; to this I objected as I had no business at either place and no reason why, if this ticket was good at all that I should not have what belonged to me and be delivered at my home station instead of some other town and walk home as no provision was made by the conductor.

The matter was taken up with the railway company and after considerable correspondence was had, on February 18, 1904, Mr. Darland wrote the Board as follows:

The Rock Island Railway company has made satisfactory settlement of the matter referred to you and to which you replied under dates February 15th and 18th. Thanks for your service in the matter.

Des Moines, Iowa, December 1, 1904.

No. 2827—1904.

FR. DODGE STONEWARE COMPANY, Ft.
Dodge,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY.*Delay in shipment.*

Complaint filed February 19, 1904.

Complaint in this case was as follows

On February 10th we consigned a car of stoneware to G. H. Wetter, Lime Springs, Iowa, via C. G. W. Ry., care of the C., M. & St. P. at Mason City, Iowa, as per copy of billing hereto attached.

This car (No. 10708) is at this writing being held up by the C., M. & St. P. at Mason City, claim being made by agent there, car should be billed locally to Decorah from Mason City, and again locally from Decorah to Lime Springs, thus costing us three locals over two lines which is in our opinion entirely out of reason and if enforced would drive us out of that territory as the commodity will not stand such a high rate in competition with other concerns outside of the state. But the question is, have they a right to do such a thing? I claim they should charge as per Iowa Distance Tariff, Mason City to Lime Springs, which is 104 miles plus 9 miles in to Decorah, and 9 miles Decorah to Conover, returning making a total of 122 miles, or rate of 9.55.

We would respectfully ask for a ruling on the case, as the car is being badly delayed, to our financial interests and the inconvenience of the merchants to whom the goods are consigned.

Mr. E. C. Nettles, division freight agent of the railway company, replying to this complaint said:

Replying to your letter of the 19th inst. concerning complaint of Fort Dodge Stoneware company on car billed to Lime Springs, Iowa. You will note from the enclosed shipping ticket that this shipment is billed to G. H. Wetter, Lime Springs, Iowa, to stop at Decorah and Cresco to part unload. The current rules governing shipments of stoneware, provide that they may be stopped one or more times to part unload at \$5.00 per stop, providing the stopping point is directly intermediate from shipping station to final destination. By referring to our map, which I enclose herewith, you will note that Decorah is not in a direct line. The action of our agent at Mason City in holding this shipment for instructions from consignor is entirely proper. If the initial line, the C. G. W., agreed with shippers to stop this car at Decorah and Cresco to part unload on the through Mason City to Lime Springs rate, is a matter which should be taken up with the C. G. W. by the shippers.

So far as we are concerned we are living up to current rules governing cases of this kind. I feel quite certain that the Fort Dodge Stoneware company are aware that shipments cannot be stopped at points off the direct line, and they should therefore have made provisions for taking care of the extra local on this shipment. I believe, after looking the matter over, you will agree with me that our action is entirely in line with the rules of your Commissioners. I should be obliged to you if you would present the matter to the Fort Dodge Stoneware company and should like to hear what they have to say.

Some further correspondence passed between the Board and the railway company and the case was closed in a manner satisfactory to the complainants.

Des Moines, Iowa, December 1, 1904.

No. 2828—1904.

A. C. MCGONEGLE, Richards,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

Train service.

Complaint filed February 20, 1904.

This was request that trains Nos. 3 and 4 stop at Richards on signal. The matter was taken up with the railway company and Mr. J. T. Harahan, second vice president, said: "We have arranged to stop our trains 3 and 4 on signal at Richards for passengers to and from Ft. Dodge." The complainant was advised and the case closed.

Des Moines, Iowa, December 1, 1904.

No. 2829—1904.

H. C. STEINHOFF, Hornick,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY. } *Failure to furnish cars.*

Complaint filed February 27, 1904

The complainant in this case stated that he had been waiting a week to get a car for his cattle. The company responded to this complaint that a car had been furnished to Mr. Steinhoff; that he had given the company but 12 hours' notice to get the car but that it was impossible to get it for him before seven days had elapsed; that there was considerable trouble now in supplying the demand for cattle cars but it was hoped that conditions would soon be such that there would be no further cause for complaint.

Des Moines, Iowa, December 1, 1904.

No. 2830—1904.

JULANDER BROTHERS, Slifer,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY. } *Petition for depot.*

Complaint filed February 29, 1904.

This was a request that a depot be built at the station of Slifer. After considerable correspondence between the railway company and the Commissioners, the request was granted.

Des Moines, Iowa, December 1, 1904.

No. 2831—1904.

NELSON BROTHERS & RICH. Swaledale,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Discrimination in freight rates on
coal. Interstate.*

Complaint filed March 1, 1904.

This complaint stated that they were charged 25 cents per ton more on coal from Illinois than the rate to Mason City from the same point, a greater distance. The matter was taken up with the railway company and adjustment was effected.

Des Moines, Iowa, December 1, 1904.

No. 2832—1904.

W. B. BUCKLEY, New Hampton,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Farm crossing, undergrade.*

Complaint filed March 2, 1904.

This matter was the subject of considerable correspondence between the Board and the railway company and was finally adjusted between the parties interested by the building of a good grade crossing.

Des Moines, Iowa, December 1, 1904.

No. 2833—1904.

In the matter of taking care of passengers in the night time desiring to transfer at Oelwein on the Chicago Great Western Railway.

On March 3, 1904, a member of the Board wrote the general superintendent of the C. G. W. Ry. Co., calling his attention to the fact that at Oelwein between the hours of 12 and 2 o'clock at night there were many trains in and out of that point for the east, north, west and south; that the way the tracks were constructed it was difficult and confusing for passengers to know what train to take. The suggestion was made that the company have an employe to look after passengers and see that they find the train they desire to take passage on. The matter was attended to by the railway company.

Des Moines, Iowa, December 1, 1904.

No. 2834—1904.

CITIZENS OF LAMOTTE,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY. } *Station facilities.*

Complaint filed March 3, 1904.

This was complaint that the telegraph office had been taken from that town, the petition in the case being as follows:

Your petitioners respectfully state, first, that Lamotte is a town in the northern part of Jackson county upon the C. M. & St. P. R. R., a branch line running from Cresco, Iowa, to Bellevue, Iowa, said branch being a narrow gauge road. Second, that the telegraph instrument has been out of the depot at this place for months past, and

that the patrons of this road are deprived of all telegraph communications, and that shippers, business men and the general public suffer great inconvenience and financial loss thereby, for the reason that running of trains on this line are so irregular that there is no way to tell when trains will arrive, they are often from four to eight hours late, and the shippers load their stock to have it remain in cars for hours longer than would be necessary if they could have a way to tell where the train was, and passengers are put to a like inconvenience. Which could all be obviated if telegraphic facilities were furnished by the road. Third, the undersigned are all patrons of said road and respectfully ask your honorable body to use all efforts to have a telegraphic instrument placed in the depot here, and for such other and further relief as to you seemeth just and equitable.

A. F. KEARNRY,	CONNOLLY BROS.,	F. J. LAMBECAST,
M. A. HINGTGEN,	N. J. HINGTGEN,	F. R. HARRIS,
N. A. HOPFMAN,	JACOB SCHLITZ,	J. P. FRANCIAN,
		and eighteen more.

The company, through Mr. H. R. Williams, General Manager, in answering this complaint, wrote the Board as follows:

Replying to your favor of the 7th inst. addressed to President Earling, I beg to state that the amount of our business done at Lamotte does not warrant us in maintaining a telegraph operator at that point, and the telegraph business is very small, the receipt amounting to less than \$4.00 per month when there was a telegraph operator there that I do not believe the telegraph company feel that they could afford to maintain an operator at that point.

As to the movement of our trains; I have had a statement prepared covering the time from February 1 to March 20, inclusive, and the showing, you will note, is very satisfactory. The passenger train east bound, No. 110, was on time every day but once and then only 25 minutes late. The freight train No. 104, east bound was on time twenty times; was one hour late nine times and seldom more than 1 hour and a half late—this was caused in several cases by waiting to load stock and the cold weather. Going in the other direction, No. 103 was on time 27 times and over thirty minutes late only 3 times; No. 109 was on time fifteen times and over thirty minutes late 10 times.

When you take into consideration the extreme severity of the weather during the time mentioned, I think you will agree with me that the record is a good one and I must say that it is fully as good as many of the main lines. A good many of the delays to No. 100 were caused by waiting for main line trains. You will note that since March 15th when the weather moderated, all of the trains have been practically on time.

Mr. Williams also filed a statement showing time of arrival of the trains mentioned by the complainant:

STATEMENT SHOWING MOVEMENT OF TRAINS AT LA MOTTE, FROM FEBRUARY 1st TO MARCH 20th, INCLUSIVE. (No'S 103, 104 AND 109 HANDLE FREIGHT CARS).

	Passenger No. 110.	Freight No. 103.	Freight No. 104.	Passenger No. 109, Hauls Freight.
February 1	On time	On time	1 hour late	25 minutes late.
2	On time	15 minutes late	30 minutes late	45 minutes late.
3	On time	On time	15 minutes late	10 minutes late.
4	On time	15 minutes late	1 hour 15 Min. late.	15 minutes late.
5	On time	30 minutes late	1 hour 35 Min. late.	35 minutes late.
6	On time	25 minutes late	1 hour 55 Min. late.	45 minutes late.
7	25 minutes late	40 minutes late	30 minutes late	35 minutes late.
8	On time	30 minutes late	35 minutes late	10 minutes late.
9	On time	25 minutes late	8 hours 40 Min. late.	3 hours 10 Min. late.
10	On time	25 minutes late	1 hour 30 Min. late.	10 minutes late.
11	On time	On time	80 minutes late	On time.
12	On time	On time	30 minutes late	On time.
13	On time	15 minutes late	1 hour 30 Min. late.	55 minutes late.
14	On time	On time	40 minutes late	On time.
15	On time	On time	15 minutes late	10 minutes late.
16	On time	On time	1 hour 10 Min. late.	10 minutes late.
17	On time	On time	On time	35 minutes late.
18	On time	45 minutes late	On time	On time.
19	On time	On time	On time	On time.
20	On time	20 minutes late	On time	On time.
21	On time	1 hour, 45 minutes late	2 hours 30 Min. late	1 hour 50 Min. late.
22	On time	(Eng. failure)	1 hour 10 Min. late.	10 minutes late.
23	On time	On time	On time	On time.
24	On time	On time	55 minutes late	On time.
25	On time	On time	On time	On time.
26	On time	On time	On time	On time.
27	On time	On time	On time	1 hour 25 Min. late.
28	On time	15 minutes late	On time	On time.
March 1	On time	On time	On time	On time.
2	On time	On time	55 minutes late	10 minutes late.
3	On time	On time	45 minutes late	10 minutes late.
4	On time	20 minutes late	45 minutes late	15 minutes late.
5	On time	On time	On time	40 minutes late.
6	On time	On time	On time	On time.
7	On time	On time	On time	55 minutes late.
8	On time	On time	On time	On time.
9	On time	On time	On time	On time.
10	On time	On time	On time	On time.
11	On time	On time	On time	25 minutes late.
12	On time	On time	On time	On time.
13	On time	On time	On time	15 minutes late.
14	On time	On time	On time	1 hour 5 Min. late.
15	On time	On time	On time	35 minutes late.
16	On time	On time	On time	On time.
17	On time	On time	On time	On time.
18	On time	On time	On time	On time.
19	On time	On time	On time	On time.

Passenger No. 110, 25 minutes late once. Freight No. 103, on time 27 times; over 30 minutes late, 8 times. Freight No. 104, on time 20 times; over 1 hour late, 9 times. Passenger No. 109, on time 15 times; over 30 minutes late, 10 times.

A copy of the foregoing was sent to Hon. A. C. McDole, but no further statements were made by the complainants and the Board assumes that the explanation made by the company was satisfactory to the complainants.

Des Moines, Iowa, December 1, 1904.

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No. 2835—1904.

ELIZABETH PROVAN, Traer,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

} *Farm Crossing.*

Complaint filed March 7, 1903.

Complaint in this case was as follows:

I own N. E. of the N. E. of Sec. 5, Township 85, R. 14, about two miles west of Traer. Two years ago the railroad made the cut so deep I cannot use it as a crossing and they have made no provision for getting across the track. The cut is so deep you can stand at the side of the track back a piece and see the top of the cars. All of the cut is not that deep. Now, if the railroad was to make a crossing over the track at the lowest part of the cut it would be then in the place where the run of water would come in from both sides and would not be suitable for a crossing. At present there is no crossing over the railroad on this farm. Also the dirt has fallen away from the posts of the railroad fence so that they have moved some of the posts back on my land. I would be pleased to know if this state of things is to continue. This is the C., R. I & P. Ry. Please let me know as soon as you can.

The railway company wrote the Board declining to construct an overhead crossing on the ground that there was no necessity for it, but signified their willingness to build a grade crossing at any agreed point. The railway company also stated that the highway adjoining the land, it was believed, furnished Mrs. Provan "a proper means of access to her property."

Upon being advised of the answer of the railway company Mrs. Provan wrote the Board on May 14, 1903, as follows:

In reply to your favor of the 12th inst. have carefully noted and concluded that railroad company's proposition as far as using highway is concerned I will not consider at all, furthermore the railroad company owe me an adequate crossing between my fields and have deprived me of this for the past 2 years or ever since they lowered the track. The place where the old crossing was previous to the lowering of the track, is about ten feet deep. A lawful crossing is all I ask and must have at once as there is thirty acres of timber on south side of track; also a grain field with no way provided to cross neither with a load or for any other purpose, such as changing cattle to either side. The head engineer of the company's road was here some time ago and looked the ground over and said he had never heard anything about the crossing, business interfering when his attention was called to it, but proposed going back in my field and run a slope on both sides outside of the right of way in order to make a grade crossing, possibly in fact to make a mud hole of it, this too in a place where the water inclines to on both sides. They cannot go back in my field in order to make a crossing, this I will not consent to. The railroad company has sunk the crossing on the highway all of five or six feet to suit their convenience much to the inconvenience of the public and has for the past two years.

Also the railroad company has dug so close to one side of their fence that the posts have fallen and they have taken the liberty to set them back on my land. I requested them at once to remove these posts from my land and also to replace the fallen earth and see to it that fallen earth makes no further inroads in my field caused by this negligence. Of course, if they can construct a satisfactory crossing within their own right of way it may be possible, it remains to be seen. However, I wish this matter pushed forward very soon.

The Commissioners made this case the subject of a great deal of correspondence with the railway company but the railway company insisted at all times that there was no necessity for under crossing on this farm.

On December 11, 1903, Hon. E. C. Ebersole, of Toledo, wrote the Board in behalf of Mrs. Provan. It was found impossible to adjust the complaint by correspondence and on September 28, 1904, the Commission, after giving notice to all parties, visited the premises in question, met the parties and on October 5 made an order that under the present conditions the Board would have no jurisdiction as to the alleged misappropriation of land, and that as to the proposed overhead crossing the facts would not justify an order. On this date the Commissioners wrote Hon. E. C. Ebersole advising him of the action taken by the Board. This letter follows:

In the matter of the Elizabeth Provan case, the Commissioners have come to the following conclusion:

"So far as the extra right of way appropriated by the C., R. I. & P. Ry. is concerned they find that under present conditions this Board has no jurisdiction. It can only come before the Commission under an application to condemn additional right of way, such application to be made by the railway company. Mr. Brady admitted at the hearing recently had at the premises, that they were trespassers and expressed a willingness to settle for the land taken. The Commission presumes you will have no difficulty in settling that matter with the railway company.

"As to the proposed overhead crossing, the Commissioners are of the opinion that the circumstances are such that an order for an overhead crossing at any point on the premises would not be sustained by the court. The highway runs through the farm in such manner that Mrs. Provan has reasonable access to all parts of the farm under present conditions. Therefore the application for an overhead crossing is denied. The Commissioners make no order at this time as to a grade crossing as Mrs. Provan stated she did not desire one."

Des Moines, Iowa, December 1, 1904.

No. 2836—1904.

J. C. HAUN, Grand Junction,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

} *Passenger fare.*

Complaint filed March 7, 1904.

This complaint stated that the Chicago & North-Western Railway company was still charging passenger rates between Boone and Ogden on the basis of the mileage via Moingona instead of charging on the basis of the new "cut off." Attention of the company was called to this condition and the passenger tariff was amended by the company to cover this point.

Des Moines, Iowa, December 1, 1904.

No. 2837—1904.

In the matter of emergency rates on corn from South Dakota to Iowa points.

This was a matter taken up by Commissioner Brown personally with the officials of the C. & N.-W. Ry Co. and on February 17 a rate ranging from 11½ to 15 cents was put in on corn and oats from various points in South Dakota to points in Iowa where the grain was needed.

Des Moines, Iowa, December 1, 1904.

CHICAGO, March 9, 1904.

MR. DWIGHT N. LEWIS, Secy. Iowa Board of Railroad Commissioners, Des Moines, Iowa.

Dear Sir.—I am advised by Mr. Gardner that on his recent trip to Des Moines, Commissioner Brown spoke to him in reference to an emergency rate on corn from points on our line in South Dakota to points on the Northern Iowa Division from Eagle Grove to Alton. Enclosed I hand you tariff covering rates on corn and oats from points in southwestern South Dakota to these points in Iowa, which was published some time ago, and I think this will cover the points mentioned by Mr. Brown. Kindly advise.

Yours truly,

F. P. EYMAN.

CHICAGO & NORTH-WESTERN RAILWAY
FREIGHT TARIFF

On corn and oats, C. L., minimum weight 30,000 pounds,
from

Alceator, Beresford, Centerville, Wakonda, Volin, Mission Hill, Yankton, Hooker, Hurley,
South Dakota, to

	Rates in Cents Per One Hun- dred Lbs.
Havelock, Iowa	11½
Ruebens, Iowa.....	11½
Rolfe, Iowa.....	12
Bradgate, Iowa.....	12½
Rutland, Iowa.....	13
Dakota City, Iowa.....	13½
Theor, Iowa.....	14
Eagle Grove, Iowa.....	15

The above rates will be the maximum to intermediate stations.

Issued, February 17, 1904.

Effective, February 22, 1904.

No. 2838—1904.

ECONOMY FURNACE COMPANY, Cedar

Rapids,

vs.

TABOR & NORTHERN RAILWAY COMPANY.

Overcharge.

Complaint filed March 9, 1904.

This was complaint that rates charged by the Tabor & Northern Railway company were more than should be charged upon shipments made. Upon investigation it was disclosed that the Tabor & Northern Railway company had

not made overcharges, it being a class C road and entitled to charge 30 per cent more than class A roads.

Des Moines, Iowa, December 1, 1904.

No. 2839—1904.

In the matter of use of proper water for coaches and sleeping cars on the Illinois Central Railway at Waterloo.

The attention of the Illinois Central Railroad company and the Pullman company was called to the fact that coaches should not be furnished with water from the city water supply at Waterloo at the present time (March 15, 1904) as there was some question about the water being fit for use. The companies arranged to use water from other points for the present.

Des Moines, Iowa, December 1, 1904.

No. 2840—1904.

In the matter of live stock rates in Iowa.

On March 17, 1904, Hon. E. W. Weeks, member of the Thirtieth General Assembly, wrote the Commission asking whether there was any manipulation of freight rates by railway companies doing business in Iowa whereby packing houses in Iowa and in territory adjacent thereto are discriminated against? "Are the rates such that they force the farmers to ship their live stock to Chicago rather than to near by packing houses or markets? Please give me an answer in detail, indicating the discrimination, if any."

The Commissioners had heard of no complaints along this line but addressed letters of inquiry to the independent packing houses in Iowa as follows

This Board has been asked whether or not the railway companies have manipulated freight rates in such a way as to discriminate against Iowa packing houses, so that stock shippers are compelled to send their stock to Chicago rather than to packing houses in Iowa. The Commissioners would be pleased to hear from you by return mail whether or not you are being discriminated against in this manner.

The Commissioners received replies from T. M. Sinclair & Co., of Cedar Rapids, from John Morrell & Co., of Ottumwa, and from the Agar Packing Co., of Des Moines. Their answers are given herewith in full

DES MOINES IOWA, March 16, 1904.

MR. DWIGHT N. LEWIS, Secretary, Board of Railroad Commissioners, Des Moines, Iowa.

Dear Sir.— Answering your letter of the 18th, we have had numerous inquiries as regards freight rates from local points in the state on live stock. To all of these inquiries we have answered that we did not think the rates in existence at the present time were detrimental in any way to our interests.

The killing of hogs has been gradually increasing and there has been something like 800,000 more killed in this state in the four months from November to March 1st than there was in the same period of a year ago.

From our experience with the railroads we feel that they are doing their best for the interest of the packing business in this state, and a reduction in the rates for live stock would not, in our opinion, benefit the shipper or the packers in the state of Iowa, and it would unquestionably be a loss in revenue to the railroads, with no benefit, practically, to anyone.

I really believe that any reduction in the local rates of live stock from the present rates would cause the railroad companies to discriminate against the Iowa packers, as they do not look to me to be excessive.

From our own experience with the railroads they have acted very fairly with us, endeavoring to keep us fully supplied with live stock and have looked after our interests to the very best of their ability.

Yours truly,
THE AGAR PACKING COMPANY,
By WM. G. AGAR.

OTTUMWA, IOWA, March 19, 1904.

MR. DWIGHT N. LEWIS, Secretary, Board of Railroad Commissioners, Des Moines, Iowa.

Dear Sir,—We are in receipt of your favor of the 18th inst., and hasten to reply to same, and in doing so, have to say that our treatment by the different railroad companies running into Ottumwa is entirely satisfactory. We have not a single complaint to make, nor a suggestion to offer, as we find that we are fairly treated in all matters, and that where there are changes that would seem to effect us adversely, we have always found them ready to adjust them on lines that were reasonable. We know of no action on the part of the railroads with which we do business that we consider discriminating against our interests.

Hoping this letter may be of some use to you in arriving at a just settlement of whatever differences there may be with the railroads, we remain,

Yours very truly,
JOHN MORRELL & COMPANY.

CEDAR RAPIDS, IOWA, March 21, 1904.

MR. DWIGHT N. LEWIS, Secretary, Board of Railroad Commissioners, Des Moines, Iowa.

Dear Sir,—We are in receipt of your favor of the 18th instant. In reply would say that we have labored under some disadvantage in buying hogs at points where the shipments necessitate the hogs moving over two or more lines of railroad, in reaching Cedar Rapids. It is the combination of these various locals, based on the Iowa Distance Tariff, that makes the buying of hogs at some interior points a hardship.

Yours truly,
T. M. SINCLAIR & COMPANY, Ltd.
S. E. SINCLAIR, Pres.

Mr. Weeks was advised of these answers.

Des Moines Iowa, December 1, 1904.

No. 2841—1904.

JOSIAH MARTIN, Bagley,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Farm crossing.*

Complaint filed March 18, 1904.

The complainant stated that when the company reduced the grade through his farm, his private crossing was not replaced in proper condition. The matter was called to the attention of the company and cause for complaint removed.

Des Moines, Iowa, December 1, 1904.

No. 2842—1904.

G. H. ANNAN, Yorktown,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } *Condition of right of way fence.*

Complaint filed March 18, 1904.

This was complaint that right of way fence along complainant's land needed repairs. Attention of the company was called to the complaint and the fence was repaired.

Des Moines, Iowa, December 1, 1904.

No. 2843—1904.

JOSEPH REYNOLDSON, Primghar,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Delay in shipments.*

Complaint filed March 19, 1904.

This complaint concerned the delay in shipment of freight. The matter was investigated by the Board and car went forward with very little further delay.

Des Moines, Iowa, December 1, 1904.

No. 2844—1904.

FLEMMING BROTHERS, Armstrong,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY. } *Proportional rates on grain.*

Inquiry filed March 22, 1904.

Messrs. Flemming Brothers of Armstrong wrote the Board as follows:

The rate we ask about is from Bonair to the east bank of the Mississippi river. The rate from Armstrong, Iowa, on all coarse grain is 9 cents per 100 pounds to the river and from Bonair, Iowa, 11 cents per 100 pounds, which is some thing we cannot understand.

We should certainly think the rates would be the same or should be less from Bonair as it is a great deal closer to the Mississippi river than were are here at Armstrong. another thing we cannot understand, we received a car of corn from Omaha, Neb., at Bonair and the rate of freight on this was 8 cents per 100 pounds.

There is something radically wrong somewhere and we would like very much to know why this rate from Omaha, way out in Nebraska, is less by big odds than points a great deal closer in our own state. We would like very much to know why this is and why the river rate is two cents more at Bonair on coarse grain than it is from Armstrong.

Now you understand what I mean, do you.

Grain shipped from our elevator at Bonair is so mostly on basis of river rates, Chicago, the same as from here. Now we want to know why it is we have to pay 11 cents on the C.M.& St. P. and 9 cents on the C., R. I. & P.

Please let us hear from you.

Respectfully,

FLEMING BROS

The Board wrote to Flemming Brothers on March 28th as follows:

Your letter of March 21st received and contents noted. You understand, of course, that this Board cannot fix any part of an interstate rate, even though proportional rates may be based upon hauls within state lines. This point has been decided by the United States supreme court. However, your complaint will be laid before the railway company and it is hoped this action will result in having adjustment made that will be satisfactory to you.

In answering the inquiry Mr. H. E. Pierpont, assistant general freight agent of the C., M. & St. P. Ry. Co., stated:

I wish to advise that the proportional rates on grain from Armstrong, Iowa, to the Mississippi River when destined east, as compared with rates from Bonair, Iowa, are in fact out of line and such adjustment would not be maintained as a permanency. You understand that freight rates on grain from the Missouri river to the east as in effect at the present time are abnormal, brought about by a misunderstanding between two or three of the lines directly interested and it is likely that the rates from all points will soon be readjusted. In the meantime we have not considered it necessary to change our proportional rates from all points not directly affected by the Missouri river conditions.

A copy of this letter was sent Messrs. Fleming Brothers to which they have made no response. The Board assumes that the readjustment mentioned by Mr. Pierpont was satisfactory.

Des Moines, Iowa, December 1, 1904.

No. 2845—1904.

J. R. McKEE, East Peru,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.

Overflow.

Complaint filed March 30, 1904.

Complaint in this case was as follows:

The water line between the pump house and tank has been leaking for about 9 months and bothering me at the present time. There are 3 or 4 acres partly under water. I have spoken to the agent here and the section boss and Mr. Buckley, the bridge boss, and then paid my fare over their road to Des Moines and back to see

L. P. Desilets, and can't get them to do anything. Two men could dig a ditch and let the water out in the creek in a day. Now I want you to see that they drain it at once and also settle the damage that it has already done for me.

The matter was taken up with the railway company and such work was done by them as remedied cause for complaint.

Des Moines, Iowa, December 1, 1904.

No. 2846—1904.

E. T. JACKSON, Latty,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL- } Train service.
WAY COMPANY. }

Complaint filed March 30, 1904.

The complaint stated that the people of Sperry and Latty were desirous of having train No. 20 stop at those points on flag. Mr. Jackson was advised that this was a through train, but that the matter would be taken up with the company. On July 2, 1904, Mr. H. I. Miller, general manager, wrote the Board as follows:

Referring to your letter of April 16th and previous correspondence, relative to request to stop trains at Sperry and Latty for passengers destined to Burlington:

I give you below a memorandum showing the arriving and departing time of our trains at these points under our present schedule.

SOUTH BOUND.

Train No.

82 Lv Sperry 10:45 a. m.	Lv Latty 10:55 a. m.	Ar Burlington 11:30 a. m.
46 Lv Sperry 1:13 p. m.	Lv Latty 1:18 p. m.	Ar Burlington 1:35 p. m.
78 Lv Sperry 4:42 p. m.	Lv Latty 4:50 p. m.	Ar Burlington 5:20 p. m.
16 Lv Sperry 6:13 p. m.	Lv Latty 6:24 p. m.	Ar Burlington 6:40 p. m.

NORTH BOUND.

47 Lv Burlington 9:30 a. m.	Ar Latty 9:45 a. m.	Ar Sperry 9:55 a. m.
77 Lv Burlington 6:53 p. m.	Ar Latty 7:23 p. m.	Ar Sperry 7:33 p. m.
45 Lv Burlington 7:20 p. m.	Ar Latty 7:45 p. m.	Ar Sperry 7:54 p. m.

After further consideration of the matter I am unable to change my former decision to grant the request for the reasons that Latty and Sperry are very small towns, and the train service with which they are favored is better than most towns of their size throughout the country receive. Train 20 is a through train, and the delays which would be caused by making stops at Sperry and Latty would seriously interfere with its terminal arrival.

A copy of Mr. Miller's statements were sent to Mr. Jackson, the Board saying that:

If this schedule is correct it would seem to the Commissioners that the towns of Sperry and Latty are very well provided with train service.

Des Moines, Iowa, December 1, 1904.

No. 2847—1904.

A. T. HOUGH, Newton,

vs.

NEWTON & NORTHWESTERN RAILWAY
COMPANY.

Drainage and overcrossing.

Complaint filed April 1, 1904.

The complainant stated that:

I am having a little trouble with the authorities of the Newton & Northwestern railroad. In the first place, they have failed to fix my private crossing and have failed to extend the ditch out of a large cut, and the water spreads out over my field and the grade at the creek drains the water up on my farm land. Would like to know whether they have a right to do this or if the company can be forced to extend the ditch to the creek. The Rock Island railroad had a good ditch which let the water out, but they have cut me off from that ditch. My land lays in township 79, range 19, east half, northeast quarter of section 7.

The Board called the attention of the company to the complaint and they remedied the difficulty complained of.

Des Moines, Iowa, December 1, 1904.

No. 2848—1904.

CITIZENS OF PLESSIS

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Station facilities.

Complaint filed April 12, 1904.

This was a protest on the part of the citizens of Plessis against the abandonment of that station as a telegraph office. The Commissioners placed the matter before the officials of the railway company and the company rescinded its order and continued the telegraph station at that point as requested by the petitioners.

Des Moines, Iowa, December 1, 1904.

No. 2849—1904.

In the matter of proper conduct of train men on the Waterloo, Cedar Falls Rapid Transit company.

On April 13th a member of the Commission called the attention of Mr. L. S. Cass, president and general manager, to the neglect of train men to properly light a caboose so that passengers might see their way to enter the same. In

response to the letter Mr. Cass assured the Board that he had taken such measures as would warrant him in saying that there would be no repetition of the conditions complained of.

Des Moines, Iowa, December 1, 1904

No. 2850—1904.

WADHAMS & LADD, Tabor,

vs.

CHICAGO, BURLINGTON & QUINCY RAIL-
ROAD COMPANY.

Loss in transit.

Complaint filed April 13, 1904.

This complaint stated that a car of sand had been appropriated by the company in transit as the company needed it to ballast during a period of flood. The complaint was taken up with the railway company, which company made settlement for the sand.

Des Moines, Iowa, December 1, 1904.

No. 2851—1904.

C. P. WHITNEY, Keosauqua,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Rates on grain to Chicago.

Complaint filed April 29, 1904.

Complaint in this case was as follows:

The Rock Island railway is discriminating against this point in rates on corn. They are hauling corn from Nebraska points to Chicago for 10 cents per cwt. and charging us 15 to 17 cents. I doubt if you have jurisdiction over anything outside of the state. If not, please give me the address of the Interstate Commerce Commission.

I am trying to get some corn from Union, Nebraska, 40 miles from Omaha on the Missouri Pacific, and I want it billed via Omaha and the R. I. here, but I doubt if they will furnish cars and add the two local rates. They give me a through rate of 17½ cents based on routing via Kansas City. I am sure it will not cost over 5 cents to Omaha and 10 cents from there here.

While the Commissioners did not assume jurisdiction in this case, the matter was laid before the officials of the railway company, and on May 3, 1904, Mr. Caswell, division freight agent, wrote the Board that:

The condition that Mr. Whitney speaks of no longer exists, that is, so far as reduced rates from Omaha to Chicago. These rates are now being reinstated to the old basis. As far as Keosauqua is concerned, the rates that were published from Omaha to Chicago were proportional rates on business destined to points east of the Indiana-Illinois state line, and had no effect whatever on intermediate points.

Mr. Whitney was advised of the answer made by the railway company and on May 25th he replied, saying, among other things, that:

I thank you very much for the effort you have made in my behalf. I want to show you that the railroad companies are simply fooling you. There is a rate war on and the C., R. I. & P. is carrying grain to Chicago for 4 cents per cwt. from Omaha, and other lines carry it to St. Louis for 6 cents per cwt. or less. The Interstate Commerce Commission tells me "my rates have not been disturbed and that there is a rate war on to Chicago and St. Louis but seem to think there is no violation of the law but said they would write the C., R. I. & P. about it. I admit my rates remain the same, but if I ask the price of corn at Omaha it is quoted to me at 48 cents per bushel and the same corn goes to Chicago and sells at 50 cents on account of the 4-cent rate, while I have to pay 8½ from Council Bluffs and bridge toll from Omaha. I bought a car at Marion, Nebraska, and paid 15 cents per cwt. to Keosauqua and I tried to buy another there, but the price jumped up to 46 00-100 per bushel because there was a 6-cent rate to St. Louis and the corn would be worth 50 cents in St. Louis and it would cost me 55 cents. I am nearly 300 miles this side of Chicago but not on a direct line. However, I believe this is a violation of law and if it is not it should be. It has hurt me out of a lot of business because it has raised the price of corn for me and the Chicago and St. Louis people get it cheaper than I can, if this is not discrimination I don't know what you call it. I wish you could co-operate with the Interstate Commission.

Again the matter was taken up with the railway company, whose former statement was repeated. The Commissioners upon May 31, 1904, wrote Mr. Whitney as follows, to which no reply has been received:

In reference to matter of your corn rates, the C., R. I. & P. insist that their previous explanation was correct as per the enclosed copy and state they do not care to go farther into the subject. Under the circumstances the Board hardly knows what it can do. It is a matter that should properly be acted upon by the Interstate Commerce Commission, and if you will present the complaint to that body in the form required the Board would be pleased to do what it may in your behalf.

Des Moines, Iowa, December 1, 1904.

No. 2852—1904.

JAMES KENEFICK, Belmond,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.

Right of way fence.

Complaint filed May 3, 1904.

This was complaint that the right of way fence needed repairs. The railway company was notified and repairs were made.

Des Moines, Iowa, December 1, 1904.

No. 2853—1904.

F. G. STEWART, Waterloo,

vs.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Train connections and station platform.

Complaint filed May 4, 1904.

The Board called the attention of the railway company to the conditions existing at Gladbrook, by sending copy of letter received by a member of the Board from Mr. F. G. Stewart:

You will no doubt remember speaking to me on the C. G. W. train going north a few weeks ago in regard to the inconvenience people (traveling public) are subjected to at Gladbrook, Iowa. As you are aware, it is the junction of the C. & N.-W. and C. G. W. railways. I leave Waterloo every Thursday morning 8 a. m., when C. G. W. is on time. Their train is due at Gladbrook about 9 a. m. C. & N.-W. is due there at 9:19 a. m. If C. G. W. is a few minutes late into Gladbrook people cannot make the connections going west on C. & N.-W., as it is nearly half a mile up town to C. & N.-W. depot. I have run this distance several times along with others. Sometimes there is as high as ten people get off there to go west on C. & N.-W. 9:17 a. m. Traveling men, with their grips, ladies and children. Now I have been working the route for three years and know something about the conditions. All this could be overcome by C. & N.-W. stopping their trains at the junction. There is no use of my going into this any farther. Everyone is familiar with the accommodations. I understand the C. G. W. Ry. moved their depot up nearly half a mile and put in a block system at a great expense, and are anxious to make a junction depot of this one they moved up. C. & N.-W. do not seem disposed to comply.

Mr. R. H. Aishton, assistant general manager, replying to this complaint, advised that a platform would be constructed to accommodate passengers desiring to transfer and that "when the Chicago Great Western train is late and we are notified by their agent at Gladbrook that they have passengers for our line," train No. 3 on the Chicago & North-Western would stop at the platform. This closed the case.

Des Moines, Iowa, December 1, 1904.

No. 2854—1904.

B. E. SHIRK, Marshalltown,

vs.

IOWA CENTRAL RAILWAY COMPANY and
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Farm crossing.

Complaint filed May 9, 1902.

Petition in this case was as follows:

Your petitioner respectfully shows that the Chicago and North-Western Railway company operating its line of road over and through Marshall county, Iowa, during the year 1900, in consequence of lowering its roadbed on its right of way through

the farm of your petitioner, about one mile east of Marshalltown, Iowa, did take away and destroy his private farm crossing, and has failed, neglected and refused to restore said crossing, though frequently requested to do so.

Second. Your petitioner further states that the Iowa Central Railway company operating its line of road over and through Marshall county, Iowa, during the year 1901, in consequence of lowering its roadbed on its right of way through the farm of your petitioner, about one mile east of Marshalltown, Iowa, did take away and destroy his private farm crossing, and has failed, neglected and refused to restore said crossing, though frequently requested to do so.

That said Chicago & North-Western railway and Iowa Central railway parallel each other on their right of way through the farm of your petitioner.

Wherefore your petitioner respectfully prays that your Honorable Body may take such action in the premises as may seem proper and equitable between all the parties hereto.

(Sworn to.)

BENJ. E. SHIRK.

The matter was at once taken up with the railway companies interested. Mr. W. A. Gardner, general manager of the C. & N.-W., stated on May 14th that an adjustment direct with Mr. Shirk would be attempted and the Commissioners advised later of the results. The Iowa Central Railway company, through Mr. L. F. Day, vice-president, replied as follows:

I attach hereto letter from our chief engineer, under date of the 15th inst., fully explaining the situation. It would appear from information we have acquired that Mr. Shirk does not require a crossing and it would further seem that he does not desire one, but that he does believe he can manage the matter so as to get some money out of the railroad companies on account of the crossing which was discontinued some years ago. While we do not believe that there is either necessity or desire for the crossing, we have shown our willingness to put one in at a point that would be most convenient and free of expense to him. We believe that the Commission will agree with us that we should not be required to do more. We want to do what is right in the matter and to satisfy the Commission, and on the other hand we believe the Commission will not make any unreasonable demands upon the company.

Mr. Day also enclosed a letter to the Board written by Mr. H. G. Kelley, the chief engineer of the Iowa Central. Mr. Kelley's letter was also dated May 15, 1902:

Replying to your letter of the 13th inst., enclosing communication from the Railroad Commission of the State of Iowa, with copy of the petition filed with the Board by Dr. Benjamin E. Shirk of Marshalltown, Iowa. Dr. Shirk's land is just east of Marshalltown and upon both sides of the tracks of the C. & N.-W. and the Iowa Central railways, the railways at this point running side by side, with their rights of way adjoining.

When the C. & N.-W. Ry. Co. lowered its grade at this point some three or four years ago they destroyed the private crossing connecting the two pieces of land, since which time no crossing has existed over the railway tracks, and last year the property upon the south side and adjoining the Iowa Central right of way was leased to a tenant. Last year, when the Iowa Central grade line was lowered, Dr. Shirk asked for a crossing at a certain point upon his land, which was in a deep cut for both railways. He was offered by both the Iowa Central and the C. & N.-W. Ry. a grade crossing within 500 feet of the location selected by him. This he declined to accept and demanded an overhead crossing, or in lieu of the crossing a money consideration of \$1,500, and agreed to waive his right to any private crossing. Both of these demands were declined, by me on behalf of the Iowa Central and by Mr. Sifer, division superintendent of the C. & N.-W. Ry. Co., and both companies have been ready to give the doctor a grade crossing within 500 feet of the point demanded

by him without any expense to himself. These tenders he still declines to accept. On April 22 I instructed Division Engineer Wight of the Iowa Central to communicate with Dr. Shirk and see whether a satisfactory settlement of this question could be made, and under date of May 7, 1902, he reports as follows:

"I have seen Dr. Shirk relative to the private crossing desired east of this city, but was unable to come to any terms with him. He refuses to consider the question of a private crossing at or near the east end of the cut on his property, saying he wishes an overhead crossing, which I informed him we would not put in. He then wishes to know what money consideration we would allow him if he relinquished all right to a private crossing on his land."

The above is the precise situation to date.

A copy of the foregoing was sent to the complainant, to which he made reply as follows:

TO THE HONORABLE BOARD OF RAILWAY COMMISSIONERS, DES MOINES, IOWA.

Gentlemen.—Referring to the report made by the chief engineer, Mr. Kelly of the Iowa Central Railway company is in the main correct. My farm consists of one hundred and seventy (170) acres and is divided by the several railways in about the middle, and the reason for declining the offer made by the several roads is:

First. I want it where it had been ever since the several roads have been built, and the most convenient for me, on account of my farm buildings which have been erected to meet the requirements, saving me the trouble and expense of carrying the farm products from the west end of the south eighty (80) to east end and return back again to the buildings.

Second. The cut is deep on the west, making a dangerous crossing near it, and on the east is the grove with bend in the road making it equally so.

Now, Mr. Day is doing me injustice, either wilfully or ignorantly, by stating that I require no crossing, and further that I desire none, but trying to get money because he says the crossing has been discontinued several years. The reason for that was because the North-Western Railway company lowered their grade or roadbed, and about the time they finished the work report came the Iowa Central was about to lower its roadbed, so I delayed a while and found the report correct and soon after the Central finished I made my demand. I could not expect the several roads to give me a good crossing before, while one track was up and the other down. I will now state the reason why I offer to accept a money consideration. One of the agents said it would cost too much money to build overhead and keep it up, it would cost \$1,500 to \$2,000 whereupon I concluded to accept a money consideration and erect cheap buildings on the south eighty (80) acres, relinquishing all claims. The great number of trains, continually coming and going on the three tracks, making it very troublesome and dangerous to life and property. I think if the Commissioners would view the situation they would find my statement correct, and would agree with me. I would appreciate further instructions from you to the end that this matter may be brought to an early close.

Yours truly,

BENJ. E. SHIRK.

A copy of Mr. Shirk's statement was sent to the Iowa Central Railway company and Mr. L. F. Day wrote the Board again on June 17th. A copy of Mr. Day's letter is herewith included in this statement:

Again referring to your favor of the 2d instant, enclosing copy of a letter from Mr. Benj. E. Shirk of Marshalltown, Iowa.

I have again referred the matter to our chief engineer, who replies that he can scarcely add anything to his original communication of May 15th, which expresses the situation clearly and which was sent to you on May 24th. Our chief engineer, however, says: "I might add that when Mr. Shirk made his first demand for a crossing, it was for a grade crossing at a point where the crossing originally existed, and that owing to the fact that this was in a deep cut both the C. & N.-W. Ry.

and this company objected to this location, but did offer to give him a grade crossing at another point where the danger would be removed. It was at that time that the doctor demanded an overhead crossing, and not until then."

I believe it is the desire of both companies to do what is right in the matter, but neither company considers the demand of Mr. Shirk as being a reasonable one. We are willing to put in the crossing at a proper point without expense to him, or we are willing to make a fair allowance, if the C. & N.-W. Ry. Co. will join in our action, with the understanding that the crossing should be altogether abandoned.

Again on June 19th Mr. Day wrote the Board, a copy of which letter is also quoted herewith:

Supplementing my advice of the 17th inst. relative to demands of Dr. B. E. Shirk of Marshalltown, I beg to quote the following:

Mr. L. F. DAY.

V. P. & G. M.

"With reference to the demand of Dr. B. E. Shirk of Marshalltown upon the Iowa Central railway and the C. & N.-W. railway for a crossing and a settlement of the same, would advise that one of the Doctor's tenants brought suit against the railway companies for damages on account of destroying the crossing and the jury in the justice's court returned a verdict June 13th in favor of the railway companies.

"For your information.

MINNEAPOLIS, June 19, 1902.

(Signed) 'H. G. KELLEY.'

At the time I wrote you I did not know of the suit, from which it would appear that Dr. Shirk appealed to the courts about the same time that he brought the matter to the attention of the Commission.

The Commissioners, after notifying all parties, visited the premises in question on July 8th, looked over the situation and heard such statements as parties present desired to make. Subsequent to this hearing the Board received the following letters from C. & N.-W. Ry. Co., one dated July 18th from Attorneys Hubbard, Dawley & Wheeler, one on July 16th from General Manager W. A. Gardner and another of July 22d from Attorneys Hubbard, Dawley & Wheeler. These letters are also made a part of this statement in order to make the files of the case complete:

RAILWAY COMMISSIONERS' OFFICE,

Des Moines, Iowa.

Gentlemen.—Find enclosed blue print pertaining to private crossing across the C. & N.-W. and the Iowa Central for Dr. Shirk, about a mile and a half east of Marshalltown. It will be noted that the proposed new crossing is at or near the east end of the deep cut, and that is about as near to the Doctor's barn as the old crossing was. We presume the principal use made of this private crossing would be to go from the Doctor's barn onto his land across the railway tracks and return to the barn, with the products of the farm; thus the proposed new crossing, if the Doctor would open a driveway from his barn south to the highway, would be about as handy as the old one was.

It would seem from what the Doctor said at the hearing in Marshalltown in your presence, that he would rather get pay for having no crossing at all than to have one, and he admits that a grade crossing at the old location would be "a toboggan slide" and neither safe for the company nor for him. Ordinarily, the company desires to have as few crossings as possible, but it will be noted that to eliminate this private crossing would not lessen travel across the company's tracks, but only divert it to

the crossing on the public highway just east. Thus the companies, while they might eliminate the private crossing, would gain but little. What the companies owe the Doctor is an adequate crossing. They have been ready and willing and are ready and willing to put this in. We presume that it would cost less than \$100; yet the two companies are willing to pay him \$200 to eliminate it, or will put him in a good crossing at the place indicated on the blue print, which, as you will remember, is the only practical and safe place there is for the purpose, on account of the deep cut just west of that.

Respectfully,
HUBBARD, DAWLEY & WHEELER.

CHICAGO, ILL., July 16, 1902.

Dear Sir.—Since the receipt of Mr. Slifer's letter, informing us of the result of his conference held on the ground on the 8th, this subject has been given further consideration, and we have been unable to reach any conclusion that would warrant us in changing our position in the premises from that outlined in ours of the 14th of May.

The payment of a sum of money to Dr. Shirk by way of settlement with him cannot be entertained, as we believe he has no legal claim for any such compensation. The railway company will therefore arrange for a crossing at the location decided upon, and it is believed that such point is within the meaning of the statutes as being a reasonable place.

Yours truly,
W. A. GARDNER.

CEDAR RAPIDS, IOWA, July 21, 1902.

DWIGHT N. LEWIS, Esq., Secretary, Board of Railroad Commissioners, Des Moines, Iowa.

Dear Sir.—Referring to the subject of the farm crossing for Dr. Shirk, a mile and a half east of Marshalltown, we are this morning in receipt of a communication from Hiram J. Slifer, superintendent C. & N.-W., Boone, Iowa, in which he says in substance that he has a communication from the general manager with reference to the matter, that he understands that the general manager has written you as secretary stating that the company is not willing to entertain the payment of any money to Dr. Shirk in the way of a settlement, and that it prefers putting in the crossing at the place indicated on the blue print and thinks that that is reasonable and comes within the meaning of the statute.

Under these circumstances, the C. & N.-W. wishes to withdraw its offer to pay its part of \$200 for the purpose of eliminating the crossing.

Yours respectfully,
HUBBARD, DAWLEY & WHEELER.

The Commissioners made several ineffectual attempts to get the parties together in this case, but under the circumstances were unable to do so. The companies agreed to locate a crossing for the complainant, but the crossing and the location were not agreeable to him. Before the Board announced its decision in the case the complaint was withdrawn by the complainant on June 15, 1904.

Des Moines, Iowa, December 1, 1904.

No. 2855—1904.

Mrs. L. M. NORTON, Oxford,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

} *Lost goods in transit.*

Complaint filed May 18, 1904.

Complainant in this case stated that a box of household goods which had been shipped to her had not arrived although it had been nearly a year since the shipment was made. The attention of the railway company was called to the matter and the claim was settled by the company.

Des Moines, Iowa, December 1, 1904.

No. 2856—1904.

CITIZENS OF SAND PRAIRIE
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

} *Abandonment of station.*

Complaint filed May 20, 1904.

Petition was filed with the Board asking that the station at Sand Prairie be reopened for business. The Commissioners wrote the petitioners for more information and the following letter from Messrs. Ganley & Sargent was received in reply:

In reply to your inquiry to the amount of business done at Sand Prairie station will say that we have from good authority that Sand Prairie station ships out annually approximately 100 cars, consisting of grain, live stock and watermelons mostly. There are several cars of coal shipped in and sweet potato season there are large quantities of these loaded every day as way freight melons. This is a noted point for this commodity and they have to be handled promptly and carefully or there is a great loss on them. There is way freight unloaded nearly every day from both directions, sometimes as high as four or five thousand pounds a day, consisting mostly of groceries, dry goods and other articles of merchandise. Besides the railroad business, there is considerable express. The charges on express business amounts to about \$600 per year. The railroad business, we understand, has amounted to about \$5,000 per year for the last two years. It is very inconvenient to get cars to ship anything from this station now, and there are several shippers here, and when cars are sidled here no one knows who gets the cars and the railroad only gives 48 hours to load in. The railroad will lose more than it will cost to keep an agent here, besides the inconvenience to the public.

The Commissioners placed this matter before the railway company and the following answer was filed by the company:

Comes now the Chicago, Rock Island and Pacific Railway company and in answer to the complaint herein states:

That it has abandoned the station at Sand Prairie referred to in the papers on file because of the fact that it did not seem necessary to continue the same as a passenger and freight station, the business at that station, in view of the proximity of other stations, did not seem to justify its continuance. The total business of the station in July, 1903, amounted to \$507.83, this probably being due to the shipment of vegetables and melons at that season of the year. The business in December amounted to only \$109.95 and in November to \$152.97; in June of this year to only \$106.00. The operating and traffic department of the railway company have examined into the business of the station and the needs of the people in that vicinity, and are satisfied that the people are sufficiently accommodated by the service at the stations of the road in that vicinity.

The Commissioners had some further correspondence with the company and on November 15th were advised that the station had been reopened, with an agent.

Des Moines, Iowa, December 1, 1904.

No. 2857—1904.

A. L. MOSER ET AL, Laurel,
vs.
IOWA CENTRAL RAILWAY COMPANY.

} *Condition of right of way fences.*

Complaint filed May 23, 1904.

Mr. Moser wrote the Board that a number of the farmers in that locality had requested him to call the attention of the Commissioners to the fact that the right of way fences on the Iowa Central were in need of repairs. The attention of the company was called to these complaints and the fences were put in proper condition.

Des Moines, Iowa, December 1, 1904.

No. 2858—1904.

Tabor & Northern Railway company, by R. McClelland, president:

Inquiry with reference to the right of the Wabash Railroad to cancel without notice joint tariff arrangements with the Tabor & Northern.

On May 24, 1904, Mr. R. McClelland, president of the Tabor & Northern Railway company, wrote the Board as follows:

I respectfully call the attention of the Board to the enclosed notice we have just received from the Wabash railroad.

"The tariffs referred to have been in effect for years and the greater part of all freight from Omaha and Council Bluffs to Tabor is at present coming via the Wabash under these tariffs.

"The abrogation of the existing arrangement will cause great inconvenience to our merchants and to shippers to compelling them to change the routing of their business."

"This notice of cancellation is issued without our knowledge or consent and without assigning any reasons for the change.

"Please let me know if it is the opinion of the Board that under the circumstances this action on the part of the Wabash railroad is legal or justifiable.

The Commissioners directed that the following answer be sent Mr. McClelland:

Replying to your letter of May 24th with cancellation notice enclosed. This is not a matter over which this Board would have jurisdiction and any action the Commissioners might take could only affect shipments from or to Council Bluffs. If you or any other interested person will take the steps necessary as provided by sections 2152 to 2156, inclusive, the Commissioners will be pleased to take the matter up, appoint a hearing and take such further action as may be found just and proper.

As nothing further was heard from Mr. McClelland the commission took no action.

Des Moines, Iowa, December 1, 1904.

No. 2859—1904.

H. E. BUTTON, Alden,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Excess passenger fare.*
COMPANY.

Complaint filed May 24, 1904.

This was a complaint that upon the line from Eldora Junction to Alden, formerly the Chicago, Iowa & Dakota Railway, the respondent railway was charging 4 cents per mile passenger fare. Attention of the company was called to this and the rate was changed to 3 cents.

Des Moines, Iowa, December 1, 1904.

No. 2860—1904.

BOARD OF HEALTH, Rockwell City,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Nuisance.*

Complaint filed May 31, 1904.

This complaint stated that the company was maintaining a nuisance by permitting certain borrow pits to remain full of water. The Commissioners advised the Board of Health that it had brought this case before the wrong tribunal, referring to chapter 14, title XXIV, sections 5078 to 5085, inclusive, of the Code of Iowa. However, the Board laid the matter before the railway company and the company on September 7th stated:

The facts in the matter are that this borrow pit is located in a swamp, which was full of water at the time original survey was made for our line through there; that it is in a natural depression for which there is no outlet, and the fact that the

pits were excavated on our waylands does not make it any more objectionable than if there had not been any borrow pits; furthermore, the pits could not be drained without draining the entire swamp.

Copy of the foregoing was sent the Board of Health.

Des Moines, Iowa, December 1, 1904.

No. 2861—1904.

CITIZENS OF SABULA
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAIL- } *Train service.*
WAY COMPANY.

Complaint filed June 2, 1904.

This was a petition requesting that Sabula be made a flag station for train No. 11. The Board sent the petition to the company and the request was complied with.

Des Moines, Iowa, December 1, 1904.

No. 2862—1904.

H. & C. DAMMEIER, Newton,
vs.
NEWTON & NORTHWESTERN RAILWAY } *Drainage.*
COMPANY.

Complaint filed June 2, 1904.

The complainants stated that a ditch built by the railway company on their right of way was not sufficient to provide proper drainage. The Commissioners called the attention of the company to this condition and a little later the cause for complaint was removed.

Des Moines, Iowa, December 1, 1904.

No. 2863—1904.

E. H. MARSTON, Fairbury, Nebraska,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL- } *Overcharge. interstate.*
WAY COMPANY.

Complaint filed June 8, 1904.

This was a claim for overcharge on shipment of household goods from Dexter, Iowa, to Fairbury, Nebraska. Upon investigation it was found that overcharge had been made and the amount was refunded to the complainant.

Des Moines, Iowa, December 1, 1904.

No. 2864—1904.

CITIZENS OF BASSETT

vs.

CHICAGO, MILWAUKEE & ST. PAUL RAIL-
WAY COMPANY.} *Train service.*

Complaint filed June 8, 1904.

Petition in this case was as follows:

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

Gentlemen.—We, the undersigned residents of and adjacent to the incorporated town of Bassett, Iowa, would respectfully submit to you the following statement:

Bassett is located in Chickasaw county, Iowa, and is situated on the C., M. & St. P. Ry. Said system of railway runs its passenger trains through our village as follows: Going west at 5:40 a. m. and at 12:29 p. m.; going east at 11:10 a. m. and at 8:45 p. m. Freight trains which are allowed to carry passengers are scheduled to run as follows: Going east at 1:15 and west at 1:50 p. m. These are the regular trains allowed to carry passengers and running through the village of Bassett.

There is a freight scheduled to go west at 2:25 a. m. and one going east at 5:50 a. m. Both of these trains will stop on signal to receive passengers but they are frequently abandoned and so irregular that renders them useless for passenger service.

Previous to January 4, 1903, Bassett was a flag station for passenger going west at 4:50 a. m. and passenger going east at 8:45 p. m. On or about January 4, 1903, an order was made effective by which Bassett ceased to be a flag station for said morning passenger going west and said evening passenger going east. Said order has deprived us of the use of said trains and greatly to the inconvenience of the public in and adjacent to the village of Bassett, Iowa. Bassett is located eight miles east of Charles City and twelve miles west of New Hampton, the county seat of Chickasaw county. Both of these cities are business centers for this community. Under the present passenger service given us by the above railway it is impossible to go to Charles City and back the same day. Nor is it possible to go to New Hampton and back the same day and have time to transact any business.

We, the undersigned petitioners, declare that the passenger service given us by the said railway is insufficient to meet the wants of said petitioners and the general travelling public. We therefore respectfully ask the Board of Railway Commissioners to use their good offices to the end that Bassett, Iowa, be made a flag station for said passenger trains going west at 4:50 a. m. and going east at 8:43 p. m.

We would further state that up to and during a part of January, 1903, we had a mixed train that carried passengers, which was due to go east at 8:10 a. m. and west at 8:43 p. m. and that the taking off of said train makes it more imperative that our petition herein made should be granted.

We would further state that during the winter of 1894-'95 an order was issued cutting off Bassett as a flag station from the use of said morning and evening passenger; that in response to a petition sent in by the residents of and adjacent to the vicinity of Bassett and presented to the Board of Railroad Commissioners then in office (said petition being presented by the Hon. John Frazee, who was then state representative for Chickasaw county) said relief was granted as prayed and was in force until about the 4th day of January, 1903. In view of these acts herein set forth we ask that our petition be granted.

Dated at Bassett, Iowa, 4-27-03.

JOHN A. RAWLING, M. D.
Rev. J. HOLBURN,E. A. CHESTEK, Stock Buyer.
J. G. SCHAARF, Lumber and Coal.
JOHN FRAZEE, State Representative,
26th and 25th G. A., and 55 other
names.

The company in answering this petition through Mr. H. R. Williams, general manager, on June 15th said:

Replying to your letter of June 8th inclosing copy of petition from the citizens of Bassett, Iowa, asking that we make that station a flag stop for our trains No. 1 and 8, beg to advise that June 7th we put on two mixed trains, one in each direction, which makes the stop at Bassett, making in all three trains daily each way, which I think you will agree is quite sufficient to meet the demands at that point. Trains now leave Bassett as follows:

East.	West.
No. 62, at 8:10 a. m.	No. 3, at 12:29 p. m.
No. 4, at 11:10 a. m.	No. 91, at 1:50 p. m.
No. 92, at 1:15 p. m.	No. 71, at 9:57 p. m.

This schedule gives the people of Bassett plenty of time to go to New Hampton to do their shopping and return to Bassett in the evening.

Trains No. 1 and 8 have numerous stops and under present conditions have difficulty in making schedule time, and I think you will agree with me that we would not be warranted in stopping these trains at Bassett when you consider they have three trains each way now.

Subsequent to the foregoing much correspondence was had, and on May 3, 1904, two other petitions were filed, one from the business men and others of New Hampton, Iowa, and the other coming from Bassett, Iowa, signed by C. C. Casper and many others. Upon the same day, however, that these petitions were received the railway company notified the Board that:

We have now arranged to stop trains 1 and 8 on signal at that point, that is, whenever there is any one to get on or off there we will stop these trains.

On May 9th the Board received the following letter from Mr. Casper:

In behalf of the people who signed those petitions which you received from here, I wish to thank you for granting the favor which we asked. We appreciate your kindness and the promptness with which you took up the matter.

Des Moines, Iowa, December 1, 1904.

No. 2865—1904.

THOMAS KIRBY, Emmetsburg,

vs.

C., R. I. & P. Ry. Co. and
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.} *Passenger transfer charge.*

Complaint filed June 9, 1904.

Complaint in this case was as follows:

On April 25th I bought a ticket from the North-Western railroad depot ticket office in Des Moines to Emmetsburg, by way of the Rock Island from Goldfield to Emmetsburg. The North-Western agent in Des Moines refused to sell me a ticket without it contained the Goldfield transfer for which a charge of 25 cents was made. I told him I did not want this transfer. I had to take it and pay the transfer charges. I

told him I knew they did not arrange for the transfer of people there but it made no difference. When I arrived at Goldfield there was no bus or any conveyance of any kind to transfer people with and I was compelled to walk it in a storm. I enclose this transfer slip to you.

Now, this is a small amount to me, but I have heard a great deal of complaint from people in this part of the state about this very thing. The railroad company charges for this transfer, the people pay for it and no provision is made to give passengers what they are charged for. I am told the same condition obtains at Livermore but I know nothing personally about this. I do know that people up here either want this transfer charge cut off or arrangements made for the transfer. I am told you have been informed of this before. Something should be done about it. We cannot be writing to you all the time about such small yet important matters. The very smallness of it on the part of the roads constitutes the greater part of the outrage and it should be attended to.

The matter was taken up with the railway companies at once and the Chicago, Rock Island & Pacific Railway company stated that this matter was taken up with the Chicago & North-Western. The C. & N.-W. Co. in answer to the complaint stated, through its Mr. C. A. Cairns, that:

Upon investigation the matter was taken up with us in your favor of the 24th ult., submitting copies of letters from Thomas Kirby to Iowa Railroad Commissioners, dated Emmetsburg, June 8th, and from Dwight N. Lewis, secretary of the Commission, of June 9th, we find that Mr. A. M. Moseley meets all trains except the ones passing Goldfield at 12:35 a. m. and 2:38 a. m., and that he meets those trains whenever advised that there are passengers to be transferred; but as it is very seldom that there are passengers to be transferred, he naturally feels that he cannot afford to arrange to meet those trains regularly.

This case of Mr. Kirby is the first that we have had for a long time under existing arrangement. Would it not, therefore, seem to be working pretty well as it is?

As the delivering line pays the transfer, we will be very glad to refund to Mr. Kirby the 25 cents charged in the rate if he will send us the transfer coupon which he states was unused. He states that he did not care for the transfer originally, and if so, it would seem that refund by us of the transfer charge would satisfactorily dispose of the matter.

We note that he states ticket was purchased on April 25th and regret very much that he did not take the matter up with us promptly at the time and thereby have enabled us to settle it immediately to his satisfaction.

Mr. Kirby was furnished a copy of Mr. Cairns' letter and the case was closed.

Des Moines, Iowa, December 1, 1904.

No. 2866—1904.

CITIZENS OF ROCK RAPIDS
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Petition for "Y".*

Complaint filed June 11, 1904.

This was a request filed by the business men of Rock Rapids asking the construction of a "Y" at that place. The Board, after giving notice to all parties, had a hearing at Rock Rapids on July 13, 1904. At this hearing the

representatives of the railway companies and the business men reached a satisfactory adjustment of the matter and the case was closed without prejudice.

Des Moines, Iowa, December 1, 1904.

No. 2867—1904.

L. S. HELPHREY, NEWTON,
vs.
NEWTON & NORTHWESTERN RAILROAD } *Condition of right of way fence.*
COMPANY.

Complaint filed June 16, 1904.

This was a complaint that the railroad company's right of way fence was insufficient to turn stock. The matter was laid before the railroad company and the complaint was satisfied.

Des Moines, Iowa, December 1, 1904.

No. 2868—1904.

M. RILEY, Bancroft,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Damage on account of delay.*
COMPANY.

Complaint filed June 22, 1904.

Mr. Riley claimed damages from the railway company of \$40.25 on account of delay in handling a car of hay. The Commissioners advised the complainant that this was not a matter within their jurisdiction but effort would be made to have the claim settled. The company was advised of the claim and in answer stated that the hay was in bad condition when loaded and that the company was in nowise responsible and must decline the claim. The complainant was advised of the answer of the company and he thanked the Commission for the efforts made in his behalf.

Des Moines, Iowa, December 1, 1904.

No. 2869—1904.

O. S. MAGUNS, Ridgway,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAIL- } *Right of way fence.*
WAY COMPANY.

Complaint filed June 22, 1904.

This was a complaint of condition of right of way fence. The matter was presented to the railway company and the fence was repaired.

Des Moines, Iowa, December 1, 1904.

No. 2870—1904.

GEORGE CARR, Carrville, } *Drainage.*
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

Complaint filed June 24, 1904.

The complaint in this case was as follows:

I have a case where the I. C. R. R. crosses the public highway where there is a large amount of water and the township trustees have notified the company to put in a waterway which they refuse to do, and I am told that you have the right to decide the matter, if so, please call and look it up.

The crossing referred to is located on section No. 26 and section No. 35, township 95, range 15, at the northeast corner of section No. 35.

The answer of the railway company, by Mr. J. T. Harahan, second vice president, was as follows:

Replying to your favor of June 24th enclosing copy of complaint received from Mr. Geo. Carr, of Carrville, Iowa, with reference to waterway at that point.

I have had the matter looked up, and find that on the west side of our track there is a hill, and the water from a ridge drains toward our track into a depression which has no natural outlet. As the track is located on a natural ridge east of this basin, and we have in no way obstructed the natural drainage, we are not responsible for the condition there, and do not feel that we should be called upon to remedy them.

The Commissioners called the attention of Mr. Carr and the railroad company to sections 1883 and 1884 of the Code, providing for adjudication of such matters.

Des Moines, Iowa, December 1, 1904.

No. 2871—1904.

J. RABB, Mt. Ayr, } *Overcharge.*
vs.
CHICAGO, BURLINGTON & QUINCY RAIL- }
ROAD COMPANY.

Complaint filed July 7, 1904.

This was a complaint that overcharge had been made on shipment of coal. The matter was taken up with the railway company and claims adjusted.

No. 2872—1904.

In the matter of crossing railway rights of way by private telephone lines.

Mr. Hannes Thiessen, of Low Moor, Iowa, inquired of the Board the steps necessary to take to cross a railway right of way with telephone line. The Commissioners in reply thereto on July 23, 1904, wrote Mr. Thiessen as follows:

Replying to yours of July 8th and returning to you herewith your copy of deed, beg to advise that by chapter 8, title X of the Code of Iowa (Section 2158):

"Any person or firm, and any corporation organized for such purpose within or without the state, may construct a telegraph or telephone line along the public roads of the state, or across the river or over any lands belonging to the state or any private person, and may erect necessary fixtures therefor. When the road along which said line has been constructed shall be changed, the person, firm or corporation shall, upon 90 days' notice in writing, remove said line to said road as established. The notice may be served upon the agent or operator in the employ of such person, firm or corporation."

Section 2159 provides that fixtures shall be so constructed as not to incommode the public, etc.

Section 2160 provides:

"If the person over whose land such telegraph or telephone line passes claims more damages therefor than the proprietor of such line is willing to pay, the amount thereof may be determined in the same manner as provided for, taking of private property for works of internal improvement."

Under the above sections you will observe that this Board has nothing to do with the matter. If you cannot agree with the railway company as to the damages for crossing the right of way with your line, then, under the law, you may proceed as provided under sections 1905, 1909 and following, all in chapter 4, title X of the Code of Iowa.

Trusting this will answer your inquiry, I am, etc.

Des Moines, Iowa, December 1, 1904.

No. 2873—1904.

W. J. WILLIAMSON, Primrose, } *Station at Warren.*
vs.
CHICAGO, BURLINGTON & QUINCY RAIL- }
WAY COMPANY.

Petition filed July 13, 1904.

This was a protest on behalf of the people living in the vicinity of Warren station who opposed the abandonment of the station by the railway company.

The company objected to reinstating the station at Warren, stating that the business was so light there that the employment of an agent was not warranted. The case was the subject of considerable correspondence and later the matter was taken up personally with the general manager of the Missouri lines of the respondent company. This conference finally resulted in the building being erected at Warren and satisfactory arrangements made with parties at that point to look after the freight, etc.

Des Moines, Iowa, December 1, 1904.

No. 2874—1904.

JOHN MEISSNER, Reinbeck,
vs.
CHICAGO GREAT WESTERN RAILWAY } *Farm crossing.*
COMPANY.

Complaint filed July 21, 1903.

The complainant in this case stated that his farm crossings had been destroyed by a washout and he could not get the company to replace them. The attention of the company was called to the matter and the case was satisfactorily adjusted.

Des Moines, Iowa, December 1, 1904.

No. 2875—1904.

E. R. HUTCHINS, Okoboji,
vs.
UNITED STATES EXPRESS COMPANY. } *Petition for express station.*

Complaint filed July 25, 1904.

This was request that Okoboji be made an express station for the benefit of the people who spend their summers at this resort. Request of petitioners was granted.

Des Moines, Iowa, December 1, 1904.

No. 2876—1904.

DES MOINES TENT AND AWNING COM-
PANY
vs.
ADAMS EXPRESS COMPANY. } *Overcharge.*

Complaint filed August 1, 1904.

Complainants in this case claimed an overcharge on a shipment from Albert Lea to Chariton. The Commissioners laid the matter before the officials

of the express company and upon investigation it was found an overcharge had been made, which the company refunded.

Des Moines, Iowa, December 1, 1904.

No. 2877—1904.

F. E. THOMSON, DELHI,
vs.
CHICAGO, MILWAUKEE & ST. PAUL RAIL- } *Telegraph facilities.*
WAY COMPANY.

Complaint filed August 4, 1904.

Complaint in this case was as follows:

The C. M. & St. P. R. R. Co. have discontinued the telegraph service at their depot here, substituting in place thereof a telephone connection with some station south of here. Their operator refuses to receive for transmission any message from here and refuses to deliver any directed here. Now in the business transactions it is often very necessary to send and receive messages as also in times of sickness or death.

It seems to me that this station must pay as well as the average of stations of this size as the receipts for last year were \$8,000 to \$10,000. Please let me know if anything can be done as it does not seem to me that a company could create a public necessity and discontinue it at their pleasure.

The company in replying to this complaint said that:

We cannot see our way clear to handle Western Union Telegraph business over the company telephones at such stations, but when necessary we are perfectly willing that the public should have the free use of our instruments to communicate with the nearest Western Union office.

The complainant was advised of the telephone arrangements made and the case was closed.

Des Moines, Iowa, December 1, 1904.

No. 2878—1904.

T. G. WICKERSHAM, Melbourne,
vs.
CHICAGO GREAT WESTERN RAILWAY } *Condition of right of way fence.*
COMPANY.

Complaint filed August 10, 1904.

Complainant stated that the condition of the fence was such that his stock broke through on to the right of way and he had had some killed. Attention of the company was called to this and the fence was repaired.

Des Moines, Iowa, December 1, 1904.

No. 2879—1904.

CHAS. F. CALVERT, Rock Falls,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

} Restoration of telegraph service.

Complaint filed August 15, 1904.

The complaint was as follows:

ROCK FALLS, IOWA, August 12, 1904.

STATE RAILROAD COMMISSION, DES MOINES, IOWA.

Dear Sir,—I wish to call your attention to the service that we are receiving at the hands of the C., R. I. & P. Ry. at this station in regard to the replacing of the telegraph wires and ask if it is in your power to assist us, in regaining them. The condition of affairs here is more than any business can stand. I myself am engaged in the grain, lumber and coal business and I am completely handicapped so that I am unable to deal with the outside market and I am unable to accept track bids or receive their confirmation if they are sent by mail and that takes at least four days and that means four days behind the market, which has about ruined the grain market at this station. This station has an average output per year of 200 cars of grain and at least 75 cars of stock besides other shipments that occur at any station. I enclose a card bid of the market which must be confirmed by wire which I am unable to do. I answer this card which will take three days at least and run chances of it being accepted. If I should make the sale I must then order a car which also must be sent by mail, that takes two days at least and if cars are scarce I must wait much longer. Now this makes from five to six days to get the grain started to the market when all this work could be done in 30 minutes or would know what I could do in that time. We have exhausted all means to get the wires here and I ask you in the name of business to give this your immediate attention as every day means dollars to my business.

Hoping to receive your favor, I am, Yours very truly,

CHARLES L. CALVERT.

The railway company filed the following answer in the matter of the complaint of Chas. L. Calvert, regarding telegraph facilities at Rock Falls:

In answer to the communication of Chas. L. Calvert regarding telegraph services at Rock Falls I have to suggest:

That if the telegraph service at Rock Falls is inadequate complaint should be made against the Western Union Telegraph Company, as that company, as I understand it, owns the wire in that locality. We are certainly not required to look after the question of telegraph facilities to enable parties to receive market quotations or transact business dealings by telegraph.

In reference to the complaint as to delay in furnishing cars I have to say that we have a private telephone line extending from Rock Falls to Nora Springs Junction, which latter is a day and night telegraph office to enable the agent at Rock Falls to quickly communicate with the superintendent or dispatcher in ordering cars or for any other purpose. The dispatcher at Cedar Rapids commences taking car reports, which includes car orders, about 1 o'clock P. M. The agent at Rock Falls is in the habit of sending his car reports by mail on train No. 7 at 11:30 A. M. to the agent at Plymouth, only three miles distant, and the latter transmits such order by telegraph to Cedar Rapids which would ordinarily reach the dispatcher by the time he commences to arrange for cars. If any orders are left with the agent after the order above named, they may be telephoned from Rock Falls to Nora Springs Junction and then telephoned to Cedar Rapids by the agent at Nora Springs. I am advised that the telephone line from Rock Falls to Nora Springs Junction is in good order and am sure that all orders for cars will be immediately transmitted by telephone to Nora Springs office.

It is probable that the Western Union Telegraph Company would accept messages over its line if telephoned from Rock Falls to Nora Springs Junction. For the present at least we would be glad to permit complainant to have the free use of our telephone line for such purpose.

Under the above circumstances I do not believe that Mr. Calvert has any just cause of complaint against this company.

CARROLL WRIGHT,
Attorney C., R. I. & P. Ry. Co.

A copy of this answer was sent the complainant who was asked to file such further statements as he might desire to lay before the Board. Nothing further was heard from him, however, and it is presumed that the telegraph arrangements suggested by Mr. Wright were satisfactory.

Des Moines, Iowa, December 1, 1904.

No. 2880—1904.

CITIZENS OF LISBON

vs.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

} Train service.

Petition filed August 16, 1904.

Petition in this case was as follows:

TO THE HONORABLE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA:

We, whose names are undersigned, would respectfully call your attention to the condition of railroad transportation on the Chicago & North-Western Railway out of Lisbon, Iowa, and we would respectfully ask that you investigate the said conditions, and make such orders as seem to you just in the premises.

First—Lisbon, Iowa, is a town of 1,000 inhabitants, situated on the main line of the Chicago & North-Western Railway. It is 18 miles east of Cedar Rapids, Linn county, Iowa, of which county Marion is the county seat. The only means of transportation from and to the county seat is by going west to Cedar Rapids on the North-Western and thence to Marion.

Second—There is a considerable passenger traffic out and in, including eight traveling men who make their homes here, although the records of the depot at this place will not show as large a traffic out as there really is, because of the fact, that on account of the refusal of the North-Western company to stop trains here, many passengers are compelled to drive across the country to Mount Vernon, in order to be able to take passage on the North-Western trains west.

Third—There is no train west bound which stops at Lisbon and carries passengers from 7:30 p. m. until 1:56 p. m. of the following day, although several passenger trains, some of which stop at other towns no larger than Lisbon, pass through during the interval. No train west bound which carries passengers, stops at Lisbon from 7:36 Saturday afternoon, until 1:36 Monday afternoon. On account of the refusal of the North-Western Railway company to stop its west bound trains, great inconvenience is caused to the traveling men who make their homes at Lisbon, and to those who have business either at Cedar Rapids or at the county seat, Marion, and to the traveling public in general.

MAC J. RANDALL, Lisbon, Lawyer.
G. A. BETTERTSON, Lisbon, Traveler.
W. H. KURTZ, Lisbon, Traveler.
W. C. STUCKSLAGER, Lisbon, Banker,
and thirty-five others.

A copy of the foregoing was sent to the railway company to which Mr. Gardner made reply as follows:

I beg to acknowledge receipt of your favor of the 16th inst. enclosing petition from Lisbon, to which we have given thorough consideration. By reference to our schedule you will see that west bound trains stop at Lisbon at 1:38 P. M., 5:46 P. M. and 7:36 P. M. and east bound at 7:12 A. M., 12:45 P. M., 6:37 P. M. and 11:25 P. M. In addition there is a way freight west bound at 12:10 P. M. and east bound at 11:45 P. M., which carries passengers.

As compared with other towns who have identically the same service the patronage at Lisbon is small, and if left to an impartial judge, I am confident that the verdict would be that the service is very much in excess of the actual necessities. As you know, however, our company desires to treat every community in a liberal spirit, and with this end in view we run a local Tipton train to Stanwood and Cedar Rapids every day, not because it is really needed or because business justifies it, but in order to add to the comfort and convenience of the people living along our line.

It is true that Mt. Vernon has one or two more trains than Lisbon, but the distance from Mt. Vernon to Lisbon by rail is only 1.4 miles, and between the centers of the business districts of the two towns I think even less. On account of the college at Mt. Vernon there is a much larger passenger traffic than at any of the neighboring towns, and for this reason they have a better station, and as I said before, one or two more trains, but it certainly cannot be any great inconvenience for our good friends at Lisbon to avail themselves of the facilities offered at Mt. Vernon.

In the matter of through trains. If we do not meet competition then our service is of no value, and it is hardly necessary to point out to you that if we make these local stops with through trains we cannot maintain our connections at Missouri River or at Chicago. I think a comparison of our general service in the state of Iowa with that given by other railways will demonstrate the fact that people along our lines have very much the best service.

Upon being advised of the answer of Mr. Gardner, the petitioners stated that while the company had made some changes in its time-table the conditions were now worse than they were before. Again the Commissioners placed the matter before the company, and on October 24th, Mr. Gardner wrote the Board, saying that a conference had been had with the petitioners which resulted in arrangements mutually agreeable.

On October 29th, Mr. Randall, for the petitioners, wrote the Board that the railway company was now giving Lisbon satisfactory service and thanked the Board for its prompt and effective action.

Des Moines, Iowa, December 1, 1904.

No. 2881—1904.

GEO. P. THOMPSON, Manchester,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.

Overcharge, interstate.

Complaint filed August 20, 1904.

The complainant in this case claimed an overcharge on shipment of emigrant movables from Brunning, Nebraska, to Thorpe, Iowa. Complainant was advised that this was interstate but the Board would do what it could to adjust the case for him. Efforts of the Board failed, however, and Mr. Thompson's papers were returned to him with proper explanation.

Des Moines, Iowa, December 1, 1904.

No. 2882—1904.

SAMUEL AVERY, Council Bluffs,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Drainage.

Complaint filed August 22, 1904.

The complainant recited that a wooden culvert had worn out and that in order to properly drain his land a new culvert was needed. The company replaced the culvert with an iron pipe.

Des Moines, Iowa, December 1, 1904.

No. 2883—1904.

S. C. HUBER, County Attorney, Tama,

vs.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Highway crossing.

Complaint filed August 23, 1904.

Complaint in this case was sent by the county attorney and is as follows:

Dear Sir,—I have the following matter to report to you at the instance of our board of supervisors and the trustees of Richland township, and while I am not certain as to its being within your jurisdiction I am rather of the opinion that it is, as I know you have interceded in similar matters heretofore.

About seven or eight years ago a road was laid out through section 3, Richland township, about one and one-half miles east of Long Point, on the Chicago & North-Western Railway. At the time the road was located it simply followed an old fence which was supposed to run on the half section line. A survey made some few years later showed that the crossing and highway at that point were some three or four rods west of the true line. The fence was thereafter moved and the road changed to the correct line. The railroad company has not, however, moved its crossing and thus far, although requested by the landowners interested, by our township trustees and by our county board of supervisors, have refused to do so. The crossing in its present condition is dangerous. If this matter is within your jurisdiction kindly give it your attention and I can assure you you can earn the gratitude not only of our county and township officials but of the property owners and the citizens who are obliged to use this crossing and highway.

Answering this complaint the C. & N.-W. Ry. Co. said:

TO THE HONORABLE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA:

In reply to the communication of S. C. Huber, of date August 22, 1904, asking that your Board investigate the matter of the change of highway laid out through section 3, Richland township, about one and one-half miles east of Long Point, across the Chicago & North-Western Railway, the Chicago & North-Western Railway company respectfully represents to your Honorable Board that the present crossing was made by it under the direction, at the request, and at the point indicated as the proper place of crossing by the proper authorities of Tama county and Richland township, in said county, that, if said crossing is not located in the proper place same

occurred by reason of mistake and oversight on the part of such county authorities; that this company has no objection to a change in the place of crossing, but submits such change at its own expense, and, if the county authorities are willing to bear the reasonable expense connected with such change, made necessary by reason of the acts of the officials of Tama county and Richland township, this company will be glad to acquiesce in such change.

The Chicago & North-Western Railway company further respectfully suggests that this, in effect, is the re-location of a highway, concerning which there are special statutory provisions, and that this Honorable Commission has no jurisdiction to act in the matter.

Respectfully submitted,

CHICAGO & NORTH-WESTERN RAILWAY COMPANY,
By JAMES C. DAVIS, it's Attorney

The reply of Mr. Huber follows:

TO THE HONORABLE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA:

In answer to a statement filed by James C. Davis, attorney for the Chicago & North-Western Railway company, in the matter of the location of the crossing through section three (3), Richland township, Tama county, Iowa, I beg to say, that an investigation shows conclusively that this crossing was located by the railway company on its own motion and not by the direction of anyone having authority either from Tama county or from Richland township. At the time of the location of the crossing notice was served upon the company to locate the crossing on the half section line. A similar notice was served on the property owners of the half section. Both the property owners and the company then located the adjoining land, respectively and after this was done the road supervisors of that district worked the roads as so laid out. This being the case, it seems to me that the company is responsible for its own error, as are also the landowners, and an investigation bearing three (3) at this time and built the fence, and Otto Deter was the road superintendent who afterward worked the road, and both of these gentlemen resided within three miles of Long Point and can easily be consulted on this point. Should their written statement or affidavit be desired it can likewise be obtained.

Would further state that this is not a question of re-location of a highway but simply the correction of an error made by the landowners whose land the highway crosses in order to make the road conform to the line upon which it is rightfully established.

S. C. HUBER, County Attorney.

On September 16th Mr. Wm. Peterson, of Lyons, wrote the Commission stating that he was interested in this matter and asking that the Board give the same early attention. Mr. Peterson was advised that the case had already been taken up by the Commission with the railway company and he was furnished a copy of the company's answer. On December 12, 1904, Mr. Peterson again wrote the Board saying, "I am glad to inform you that the railroad crossing one mile east of Long Point on the C. & N.-W. has been fixed. Mr. Davis, attorney for the C. & N.-W., has requested me to inform you of this fact." Mr. Peterson then criticized the Railroad Commission stating that he did not believe it had been of any assistance in getting the crossing fixed up, etc. Replying to this on December 15th, Mr. Peterson was written as follows:

Replying to your letter of the 12th inst. This case was presented in due form to the Board in August 22d by the county attorney, acting for the county board of supervisors. On September 15th the company answered the complaint, a copy of which was sent County Attorney Huber, in which the company stated that it had built the crossing where the highway was actually located and if any mistake had been made in its location the company was not responsible for it and should not be required to expend money on account of a mistake or oversight on the part of the county author-

ities. Later Mr. Davis called at this office and was informed that if the railway company declined to adjust this matter with the county authorities and the Commissioners therefore compelled to make an order, then the order might be that the crossing must be located where the highway was in reality located and not where it had been mistakenly located. It is possible that this had some influence with the company.

Of course, all this is not written you that you may change your opinion of the Commission for it is the privilege of the citizen at all times to criticize the action of public officials.

Des Moines, Iowa, December 1, 1904.

No. 2884-1904.

D. W. TOWNSEND, Cherokee,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

Conduct of train men.

Complaint filed September 1, 1904.

The complaint in this case and the answer thereto are as follows:

As much as I dislike to find fault, yet I am called upon sometimes to protect my rights. I understand the law to be no discrimination among passengers.

Today I bought a ticket paying full fare to send my daughter to Des Moines—went with her in the car and found all the unoccupied seats turned the wrong way and filled with baggage. Some with men's feet therein. Being no seat for my daughter I called for brakeman or conductor to correct the evil—my daughter went on back platform to wait for seat—and I waited for men to get their dinner. When they were through I called the brakeman's attention to condition of car and he politely informed me that was his business and he would attend to it when train left station. I could not take the girl off for she was obliged to be in Des Moines, and so saw her standing in the aisle while train was leaving and how much longer I do not know.

Now, this is certainly discrimination, with one passenger standing up and others enjoying two seats and caused by having a set of men running train that would not be fit to run hog trains and take proper care of them. This trouble came up once in Mr. Dixon's time. The reply he gave me was that the American people was too much like hogs and put their feet in the seats, and help he had only good to get up a strike. But that he would cure the evil on his division and I believe done so. But it is fast drifting to poor help and people must put up with what railroad employes see fit to dish up. This trouble on train 106 running east August 31, 1904. Please see if people in our country cannot be treated equal as I am traveling some. You will hear from me again and what I write will be straight.

Referring further to your letter of September 1st, enclosing copy of one from Mr. D. W. Townsend of Cherokee, Iowa:

I have investigated the matter complained of and find that the conductor, in passing through the train after leaving Cherokee, found Miss Townsend, who is personally known to him, occupying a seat. He states, also that other passengers in the train had ample seat room. The brakeman referred to states Mr. Townsend approached him just before the train left requesting that he enter the car and turn a seat for his daughter, which he agreed to do as soon as the train started; that when the train left Cherokee he went through the car but found no one standing, and passed through the second time expecting request to be made for a seat to be turned, but that none was made. The train men in question are considered first-class men, and from their statements which I believe are correct, the young lady was not long without a seat.

Des Moines, Iowa, December 1, 1904.

No. 2885—1904.

G. BEURER, Ackley,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY.

Farm crossing.

Complaint filed September 2, 1904.

This was request for re-establishment of adequate farm crossing. The complaint was taken up with the railway company and the crossing was restored.

Des Moines, Iowa, December 1, 1904.

No. 2886—1904.

F. M. TERRY, Little Sioux,

vs.

CHICAGO NORTH-WESTERN RAILWAY COMPANY.

Loss in transit.

Complaint filed September 14, 1904.

The complainant in this case stated that he had a claim against respondent company for \$36.49 on account of loss of wheat in transit on account of leakage, which the company has declined to pay.

While the Commissioners advised Mr. Terry that this was not a case properly within the jurisdiction of the Board, it being claim for money damages, yet the case would be taken up with the railway company. This was done and the following letter from Mr. R. C. Richards, claim agent, will explain the attitude of the company:

Your letter of September 15th, addressed to Mr. F. P. Eyman, together with enclosures in relation to claim of F. M. Terry, of Little Sioux, Iowa, for loss of wheat, has been referred to me. In this connection I desire to state that the Belt Railway, to whom we delivered both cars for delivery to the consignees claim that when they turned the cars over to the consignees they appeared to be in good condition, no evidence of leakage being apparent, or complaint of loss entered by the consignee, that the certificate of weighmaster, which is attached in support of Mr. Terry's claim, was made out four days after the cars were delivered by the Belt Railway, that the defects noted on said weighmaster's tickets should not be held to controvert their record at the time of delivery. Inasmuch as our connections decline to participate in settlement we have no alternative left us than to submit their decision to the claimant, which we did. I will again submit the papers to Superintendent Warner, of the Belt, and see if he is willing to change his decision and prorate the loss. As soon as I hear from him will advise further.

The action taken by Mr. Richards resulted in settlement of the claim as indicated by letter received from Mr. Terry on October 15, 1904, in which he said:

My claim against the Chicago & North-Western Railway company for \$36.49 has been satisfactorily settled and I wish to thank you for your efforts in the case.

Des Moines, Iowa, December 1, 1904.

No. 2887—1904.

JOHN CONWAY, Sibley,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY and CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

Discrimination in furnishing cars.

Complaint filed September 23, 1904.

This complaint was made to the Commissioners in behalf of Mr. John Conway by Mr. O. J. Clark, who stated that Mr. Conway, an "independent buyer" was being discriminated against by the respondent companies in the matter of furnishing cars. The Commissioners, in sending the complaint to the railway companies, said:

Complaint is made to this Board by John Conway, of Sibley, Iowa, to the effect that your company is discriminating against him, an independent grain buyer, in that you will not furnish him cars for shipment of grain, neither will your company furnish cars to the farmers for this purpose. It is stated that the elevator men held a meeting at Sibley on the evening of September 21st, since which time the railroad company refuses flatly to let Mr. Conway or the farmers have any cars. He states that your company does not claim that it has no cars, but simply will not furnish any and the elevator men are boasting that the independent buyer or farmer cannot get cars and must patronize them.

The Commissioners are loath to believe that your company has made any such ruling or that your agents have authority to discriminate in this way. This Commission has repeatedly held that the track buyer or the farmer was entitled to the same consideration in furnishing cars as is accorded elevator men in the ratio of their demands, the only proviso being that the track buyers and farmers should load cars promptly.

If such practices as are complained of by Mr. Conway actually exist at Sibley or anywhere else upon your line in Iowa, the Commissioners trust that steps will be taken at once to abolish such discriminations and the Board would like to be advised by you with reference to this matter by return mail if possible.

The answers forwarded by the railway companies were as follows:

C. ST. P., M. & O. RAILWAY CO.

ST. PAUL, MINN., September 30, 1904.

MR. DWIGHT N. LEWIS, Secy., Board of Railroad Commissioners, Des Moines, Iowa:

Dear Sir,—I beg to acknowledge receipt of your communication of September 27th, transmitting complaint made to your Honorable Board by Mr. John Conway, of Sibley, Iowa, to the effect that this company was discriminating against him, an independent grain buyer, and that we refused to furnish him cars for shipments of grain, further charging that this company will not furnish cars to the farmers for the purpose of shipping grain, etc., etc.

I wish to state to your Honorable Board that no such action has been taken by this company. Our instructions to our agents are that they shall not discriminate between elevator and track loading, and in case of shortage of equipment, they shall fill all car orders in the order in which they are received.

I have not taken time to fully investigate the motive of this complaint but am today in receipt of wire from Mr. Slaker, our superintendent, who states that matter of track loading of grain at Sibley had not been brought to the attention of his office.

Agent at Sibley advises that he has not declined to furnish cars for track loading, but when application for cars for that purpose had been made to him, he has explained the car shortage and advised applicant that cars would be furnished in regular order.

This is our usual custom at all points.

Very respectfully yours,
A. W. TRENHOLM,
General Manager.

C. R. I. & P. RAILWAY CO.
DES MOINES, IOWA, October 5, 1904.

In the matter of the complaint of John Conway before the Board of Railroad Commissioners of the State of Iowa.

TO THE BOARD OF RAILROAD COMMISSIONERS, DES MOINES, IOWA:

Gentlemen.— Since the receipt of yours of the 27th ult. I have investigated the circumstances in connection with the above complaint.

In reply thereto I have to say that this company is in no manner discriminating against the complainant nor against any "independent grain buyer." This company is in no manner responsible for the meeting said to have been held at Sibley, Iowa, on September 21st. We have not refused to furnish the complainant or farmers cars. We have endeavored so far as possible, to furnish all shippers of grain reasonable opportunities to ship the same.

It seems from the papers in my hands that Mr. Conway made an application for a car of 50,000 capacity to be loaded at Little Rock. An effort was made to furnish him a car of that capacity but none could be obtained. On the same day he ordered another car but the capacity of that was not satisfactory to him.

Recently we have had a very large demand for cars for the shipment of grain, growing out of the conditions in northwestern Iowa. To meet those conditions we have furnished cars to all parties without any discrimination. It is doubtless true that because of the unexpected demand we have not been able to furnish cars as promptly as might be desired by any shipper. So far as this company is concerned, it is perfectly willing to enter into any investigation of any alleged discrimination in favor of any dealer in grain, and it would be glad to furnish the Board and Mr. Conway ample evidence that it has not attempted at any time to discriminate against him. The whole difficulty arises from the demand for cars which could not have been anticipated.

Very respectfully,
CARROLL WRIGHT.

Des Moines, Iowa, December 1, 1904.

No. 2888—1904.

BUENA VISTA COUNTY,
vs.
ILLINOIS CENTRAL RAILROAD COM-
PANY.

Drainage ditch across right of way.

Complaint filed September 27, 1904.

This was an action brought before the Board under Section 18, Chapter 68, laws of the Thirtieth General Assembly. Before date for hearing was fixed by the Commission the complaint was withdrawn, it having been sent to the Commission on account of a misunderstanding.

Des Moines, Iowa, December 1, 1904.

No. 2889—1904.

AMERICAN LINSEED COMPANY, Des Moines,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY.

Minimum weights.

Complaint filed September 27, 1904.

This complaint was to the effect that the Illinois Central instead of applying the Commissioners' minimum weights on flax seed were applying the marked capacity of the car. The matter was taken up with the railway company and adjusted.

Des Moines, Iowa, December 1, 1904.

No. 2890—1904.

FRANK LAPE, Brighton,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Refund for ticket.

Complaint filed October 3, 1904.

This was claim for refund on unused portion of a ticket. Commissioners sent the claim to the railway company and the refund was made.

Des Moines, Iowa, December 1, 1904.

No. 2891—1904.

BAIRD & BAIRD, Maize,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

Overcharge, interstate.

Complaint filed October 5, 1904.

The Commissioners presented this claim to the railway company and the same was adjusted.

Des Moines, Iowa, December 1, 1904.

No. 2892—1904.

S. E. LEWIS, Earllham,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

} Highway crossing.

Complaint filed October 7, 1904.

The complainant in this case stated his case so completely that it is here printed in full:

EARLHAM, IOWA, October 5, 1903.

SECRETARY OF THE STATE RAILROAD COMMISSIONERS, Des Moines, Iowa.

Dear Sir,— I live just west of Earllham, Iowa, two miles, and as you see by the above roughly drawn figures, quite close to the railroad.

The house was built ere the railroad came through. The company had until early last fall always allowed me a private crossing for foot passengers, a gate on one side of the track and a stile on the other, just in front of my house. The crossing of the public highway is about 10 rods east of my house.

My postoffice box for R. F. D. is just across the track in front of my house, my neighbor and I use it together as he has taken nearly all of his meals at my house for the last three years, also the schoolhouse is about 40 rods west of my house where my little girl goes to school. So a private crossing was very desirable. I remonstrated against taking the crossing out but all to no avail. I also tried to get them to give another crossing but they say they cannot do this.

I am now trying to get them to move the public crossing near my house. This would not take the crossing out of the original right of way of the public highway as you see the two roads run so nearly parallel. This would make a safer crossing as it would give teams a chance to dodge up my little lane east of my house in case they were caught near the track. I have the consent of the township trustees to the moving of the crossing.

Also one of the county supervisors says he would consider it a better crossing and Mr. Farguherson, railroad boss, at Des Moines, told me he thought it would be the proper thing to do and he referred my petitions up to higher authorities but from these I get no word. I believe I am entitled to a hearing and will you please consider my case. If I could get the public crossing changed I would say nothing more about a private crossing as it would be so little way around. The school children do now and have for the last 20 years and better got water from my well and it is very disagreeable to them as well as to the rest of us to creep through a barb wire fence. I have the written consent of the township trustees. Please let me hear what you think of the case and what you think can be done.

Respectfully,

S. E. LEWIS.

Mr. H. E. Byram, assistant to fourth vice president, in answering this complaint, said:

Upon investigation of the matter I find that the present crossing is located as near on the section line as it is possible to make it and it is not far out of the way for Mr. Lewis to use, as the attached blue print indicates.

I think you will concede the desirability of restricting the passage of the public across our right of way to the public thoroughfares and will appreciate the correctness of our position in desiring to have this private pathway across our property discontinued. Mr. Lewis, in his letter of October 5th to the Commissioners, strengthens our argument by the statement that the path is used by little school children, making it doubly dangerous.

However, we are not opposed to having the public highway moved to the new location requested by Mr. Lewis, providing the proper authorities of the county vacate the present crossing and establish the new one and that the cost of making the change, which is entirely for Mr. Lewis' benefit, be repaid to the company.

I think you will agree with me that this is fair, inasmuch as we are merely endeavoring to keep trespassers off our property and at the same time avoid opening another public highway so close to the present one.

The Commissioners believed that the parties in this case could reach an adjustment of the matter and they made some suggestions to both the complainant and the railway company. There were some conferences held which finally resulted in the highway crossing being changed to the point where it was desired by Mr. Lewis, the matter of expenses being adjusted to the reasonable satisfaction of both parties.

Des Moines, Iowa, December 1, 1904.

No. 2893—1904.

DEETS & HARPER, Mediapolis,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAIL-
WAY COMPANY.

} Overcharge on interstate shipment.

Complaint filed October 17, 1904.

This was claim of \$30.50 on account of alleged overcharge on shipment of apples from Dayton, Ohio, to Mediapolis, Iowa. While the Commission has no authority in this class of cases, the company was notified of the claim and asked to advise the Board respecting the same. The latter part of November the claim was settled by the railway company.

Des Moines, Iowa, December 1, 1904.

No. 2894—1904.

DWIGHT C. WATERMAN, Township Clerk,

Clay Township,

vs.

IOWA CENTRAL RAILWAY COMPANY.

} Drainage.

Complaint filed October 29, 1904.

Complaint in this case was as follows:

The Iowa Central has an overhead crossing about one mile west of Clay station in Clay township, Washington county, Iowa. This crossing is on a steep grade in the highway. The railroad company had to cut out underneath to make room for passage and only made it about 16 feet wide and drove the piling inside of that. To carry

drainage, boxes were placed between the piling and the wheel track on each side. They only extend about as far as the piling and filled up, throwing the drainage from the side hill all into the center of the highway. We tried to have them place the boxes back of the piling when they were put in. It very much needs boxes or tilling on each side back of the piling across the entire right of way. This needs attention before the ground freezes or the road will be impassable.

The Commissioners laid the case before the railway company and the necessary repairs were made.

Des Moines, Iowa, December 1, 1904.

Reports of Accidents.

REPORTS OF ACCIDENTS.

ACCIDENT AT DYERSVILLE.

March 2, 1904.

Mr. G. A. GOODELL, General Superintendent, Chicago Great Western Railway. Co.

St. Paul, Minnesota.

Dear Sir,—It has come to the knowledge of the Board of Railroad Commissioners that a serious accident occurred recently on your line at or near Dyersville. As a result of this accident one person or more lost their lives and others were seriously and permanently injured. From the messenger account of this accident which has reached the Board it would seem that it was a rear end collision. The Board would be pleased to have a report from your company with reference to the cause of such accident, who was in charge of the respective trains as engineers, firemen, conductors and brakemen, at what time of day it occurred and whether or not there was anything obstructing the view at or near the place of said accident; whether it occurred on a curve or grade and if so give the extent of such grade or curve. That in case one of the trains was standing at the time of the collision or accident, whether or not a flagman was stationed at the rear of such train and if so, what distance, and any other facts or circumstances that would in anywise tend to explain or suggest a reason for such collision or accident. And the Board would be pleased to have you inform it whether or not flagmen are provided for all trains.

Very respectfully yours,

DWIGHT N. LEWIS,
Secretary.

ST. PAUL, MINNESOTA, April 27, 1904.

Mr. D. N. LEWIS, Secretary Iowa Board of Railway Commissioners,

Des Moines, Iowa.

Dear Sir,—Answering your letter of March 21: The accident referred to was a rear end collision and was caused by train 2d No. 60, east-bound, running into rear of train 1st No. 60, which had stopped at Dyersville to pick up cars, at 8:20 P. M.

Train 2d No. 60 was in charge of the following crew:

Conductor.....	E. N. JOY,
Rear Brakeman.....	J. P. BAKER,
Head Brakeman.....	N. W. SULLIVAN,
Engineer.....	J. W. AYERS,
Fireman.....	G. W. GRISWOLD.

Train, 1st No. 60 was in charge of,—

Conductor.....	P. M. MAHONEY,
Rear Brakeman.....	E. LEWIS,
Head Brakeman.....	W. C. APFLEGATE,
Engineer.....	O. L. CLARK,
Fireman.....	W. L. COTTER,
Engineer.....	L. C. WAGNER (on helper engine).
Fireman.....	M. W. MORAN (on helper engine).

The helper engine is used to push heavy trains up the grade from Dyersville east to Farley. The track is level at and west of Dyersville. The flagman was back to protect rear of train, but view of signals was obstructed by weather conditions. The view was further obstructed by

a three degree curve west of the rear end of Train 1st, No. 80 and smoke and steam from helper engine and engine of west-bound trains standing on passing track.

Yours truly,
G. A. GOODELL,
General Superintendent.

ACCIDENT AT WILKE.

March 10, 1904.

MR. J. T. HARAHAN, Second Vice President Illinois Central Railway Company.
Chicago, Ill.

Dear Sir,—It has come to the knowledge of the Board of Railroad Commissioners that an accident has recently occurred on your line at or near the station of Wilke. The Board is desirous of ascertaining as nearly as may be the cause of this accident, whether it was a head end or rear collision and the physical condition of the track and roadbed at that point, whether it was upon a grade; and if so, to what extent, and what was the length of the grade; whether there was a curve at this point; whether or not a flagman was on duty, and such other circumstances and conditions as will be necessary in order to get a full and complete account of this case. State whether or not any persons were killed or injured, and if so, whether they were passengers or employees.

Very respectfully yours,
DWIGHT N. LEWIS,
Secretary.

CHICAGO, April 9, 1904.

MR. DWIGHT N. LEWIS, Secretary Iowa Railroad Commission,
Des Moines, Iowa.

Dear Sir,—Referring to your favor of 10th ult. in regard to rear end collision between train No. 53 and extra, engines 804 and 818, both west bound freight trains, at Wilke, Iowa, about midnight of March 8th.

This accident occurred on the bridge just east of Wilke station, which is on straight track. There is a grade descending from the east to the point of accident of about 26 feet to the mile, and a descending grade from the west to the point of accident of about 21 feet to the mile. The track and roadbed were in first class condition. Both crews had had sufficient rest before starting on this trip.

No. 53 was to pass extra west, engines 448 and 808, at Wilke. At about the time this extra got into the siding at that point, No. 53 arrived, and the information I have at present is to the effect that it was about stopped. It was a very foggy night, and the flagman started back to protect against the following train, extra, engines 804 818. Although he was still running when he met the extra, he did not get back a sufficient distance to warn that train in time to prevent it from colliding with his train, which at the time was moving ahead at a slow speed.

There was no one killed; those injured are as follows.

Conductor W. Hammit, of No. 53.
Engineer Geo. McNeil, of engine 818.
Engineer S. A. Creiglow, of engine 804.
Fireman T. J. Carroll, of engine 804.
Fireman A. Douglass, of engine 818.
Brakeman J. O'Connor, of Extra, engines 804 and 818.
Banana Messenger, J. Guarnieri.

The last mentioned was not an employe.

Yours truly,
J. T. HARAHAN,
Second Vice President.
Per Smith.

ACCIDENT AT ALLERTON.

HONORABLE BOARD OF RAILWAY COMMISSIONERS,
Des Moines, Iowa.

Gentlemen.—On April 8th last our train, known as the Golden State Limited running as 3-11 was derailed near Allerton, Iowa. It appears for some reason not satisfactorily explained, the engine tank jumped the track and the cars composing the train following turned over upon their sides. There was considerable damage to equipment and slight injuries were received by five Pullman employes, three dining car employes and three passengers. One passenger, a Mrs. Hemingway, claims to be seriously injured. No one was killed and the engine and trainmen escaped injury. All passengers proceeded on their journey on a special train.

Yours truly,
G. E. McCATGHAM,
Claim Agent, C., R. I. & P. Ry. Co.

DIGEST OF DECISIONS OF THE
SUPREME COURT OF IOWA
REFERRING TO MATTERS AFFECTING RAILROADS

DIGEST OF DECISIONS.

RAILROADS—PERSONAL INJURIES—STANDING ON OR NEAR TRACK IN CITY STREET—CONTRIBUTORY NEGLIGENCE.

Where one *sui juris*, and in possession of all his faculties, with the exception of a slight deafness, is injured by being struck by a car while standing on or near the tracks of a railroad, where he had stood for about two minutes, he is not, in an action against the railroad for damages, relieved from the effect of his contributory negligence, though the place where he is standing is one of the principal thoroughfares of a city. *Oliver v. Iowa Central Railway Company*, 97 N. W. Rep., 1072.

EASEMENT—RAILROADS—RIGHT OF WAY—RIGHT TO DISCHARGE WATER.

A grant of a right of way to a railroad for its track does not carry, as incident thereto, any right on the part of the railroad to discharge onto the land surface waters collected by it from drainage. *Earhart v. Cowles*, 97 N. W. Rep., 1085.

RAILROADS—FRIGHTENING TEAM—INJURY TO DRIVER—CONTRIBUTORY NEGLIGENCE—FAILURE TO LOOK AND LISTEN—FAILURE TO HITCH TEAM—VIOLATION OF CITY ORDINANCE—EFFORT TO STOP RUNAWAY—INSTRUCTIONS—DUTY TO SOUND BELL—RIGHT TO RELY ON PERFORMANCE.

Where the driver of a wagon, injured by the frightening of the team by an approaching train while he was loading the wagon at the curb, looked for trains on stopping at the curb, he was not guilty of contributory negligence, as a matter of law, in failing to keep a constant lookout; he having a right to rely on the trainmen sounding a warning signal on approaching the street crossing near which he was.

Nor was he guilty of contributory negligence, as a matter of law, because for a brief moment, after descending from the wagon, he laid down the reins without taking the precaution to tie the horses.

Nor was he guilty of contributory negligence, as a matter of law, in seizing the horses and trying to prevent their escape.

The driver of a wagon, who, having descended therefrom in order to load it at the curb, lays down the reins for a brief moment without tying the horses, does not violate a city ordinance providing that no person shall "leave" a team on a street without being fastened, etc.; and hence failure to instruct, in the driver's action for negligent injury due to an approaching train, on the effect of such violation, is not error.

Code, § 2072, provides that persons in charge of a moving locomotive shall begin to ring a bell at least 60 rods before reaching a public crossing, and continue such warning until the crossing is passed. *Held*, in an action by the driver of a wagon injured by the team's becoming frightened in a city street by an approaching train, that, in view of the fact that the blocks at that point had a frontage of about 300 feet, it was not error to instruct that when a train is operated along a city street, which other streets cross at short intervals, it is the duty of the trainmen to ring the bell continuously while the train is in motion, the omission to do which would constitute negligence.

Where the driver of a wagon, injured by the team's becoming frightened, near a street crossing, at an approaching train, alleges that the trainmen were negligent in failing to give any warning on approaching the crossing, and the court instructs that, in order to recover, plaintiff must prove the very act or omission charged as negligence, and that defendant's negli-

gence in any other respect, though proved, would not sustain a recovery, an instruction that it is the duty of trainmen operating locomotives in a city street to ring the bell continuously is not objectionable as misleading.

The fact that the driver of a wagon, injured by the team's becoming frightened near a street crossing by an approaching train, was neither on the track, nor about to cross it, does not prevent the failure to ring the bell as required by law from constituting negligence as to him. *Mitchell v. Union Terminal Railway Company*, 97 N. W. Rep., 112.

EMINENT DOMAIN—CONDEMNATION PROCEEDINGS—PROPERTY INVOLVED—SEPARATE TRACTS—RECOVERY FOR WHOLE.

The fact that a railroad in condemnation proceedings described only that portion of a farm which was north of another railroad previously constructed across it from east to west could not deprive the owner of the farm, on her appeal from the award of the sheriff's jury, of her right to establish and recover damages to her entire farm, when in fact such northern portion was a part of the whole.

The fact that a railroad built from east to west across a farm made the part of the farm north of such railroad of less convenient use to the rest of the farm than it otherwise would be, should be considered in subsequent proceedings by another road to condemn right of way across such northern portion of the farm, to arrive at the value of the farm immediately before the latter road appropriated its right of way, but does not constitute a severance of the northern part from the rest of the farm, when it is all occupied and used as one holding, so as to prevent a recovery for damages done to the farm as an entirety. *Cook v. Boone Suburban Electric Railway Company*, 97 N. W. Rep., 299.

RAILROADS—PERSONS ON TRACKS—IMPLIED LICENSE—EXTENT—REVOCACTION—ACTUAL USE—INJURIES TO CHILDREN.

Although the general public, with the knowledge of a railroad, used the space between its tracks as driveways and footways, a person is not authorized to be at any other place than those so used, or to be under the railroad's cars or between its rails; and a child so under the cars or between the rails, who was not observed by the railroad's employes, was a trespasser, for whose injuries there could be no recovery.

The actual use and occupancy of a track by a railroad is, so long as it lasts, a suspension and revocation of any right which the public may have to cross the track, and for injuries to one attempting to cross the track, or crawling under the cars thereon, during such occupancy, there can be no recovery.

In order that a license to the public to use a space between tracks for the purpose of travel may be inferred, there must be not only a use of the tracks by the public, but also a consent, either expressed or implied, by the railroad to that use.

The fact that a railroad provides walks, which it invites the public to take, rebuts any notion that it assented to the use of space between its tracks for the purpose of public travel.

Railway tracks are known places of danger, and the railroad may assume that no children are playing about or under its cars; and, unless it knows or has reasonable grounds to anticipate their presence, it is not bound to look out for them. *Wagner v. Chicago & North-Western Railway Company*, 98 N. W. Rep., 141.

RAILROADS—INJURY TO PROPERTY—NEGLIGENCE—EVIDENCE—FINDING—JURY.

In an action against a railroad for damages caused by striking plaintiff's team, which had run away and become entangled in their harness on the track, it appeared that it was a clear, moonlight night; that the train could have been stopped within 600 feet by the exercise of due care; that there was nothing to obstruct the engineer's view for 1,500 feet, aside from its being night; and that the horses were standing. The plaintiff testified that he could see over a half mile and distinguish buildings and telephone posts on the night in question. The engineer testified that he could see that night as far as the ordinary man; that he was constantly on the lookout, but did not see the team until within four or six rods of them. *Held*, that a finding by the

jury that the engineer saw the team when the engine was 900 feet from them was controlling on the question of defendant's negligence. *Johnson v. Chicago, Milwaukee & St. Paul Railway Company*, 98 N. W. Rep., 312.

MASTER AND SERVANT—FELLOW SERVANTS—NEGLIGENCE—ASSUMPTION OF RISK—CONTRIBUTORY NEGLIGENCE—INSTRUCTION AS TO SELF-PRESERVATION—PROXIMATE CAUSE—TRAIN DISPATCHER—NEGLIGENCE—SUBMISSION TO JURY.

Under Code, section 2071, making a railway company liable for damages sustained by an employee in consequence of a co-employee's negligence, a brakeman does not assume the risk of a train dispatcher's negligence, which results in a threatened collision, to avoid which an emergency stop is restored to, throwing the brakeman from the train.

The fact that a brakeman was thrown from a car by the sudden stopping of a train, while the conductor, who stood beside him, was able, without difficulty, to save himself from falling, is not conclusive evidence of the brakeman's contributory negligence.

In an action by the administrator of a brakeman who was thrown from a car by the sudden stopping of a train in response to an emergency signal, made necessary to avoid a collision, the conductor, who stood by his side, testified that when the train was checked he was thrown two or three steps forward, but, by bracing himself in anticipation of the checking of speed, he had no difficulty in avoiding being thrown off. He also testified that decedent was thrown forward over the end of the car. The accident occurred at night. *Held*, that there was no direct evidence as to the immediate cause of the decedent's fall from the car, and hence the jury were properly instructed that they might take into account the instinct of self-preservation, in determining whether the decedent exercised due care.

The negligence of a train dispatcher, which results in a threatened collision, to avoid which an emergency stop of one train is made at the signal of the trainmen, whereby a brakeman is thrown off and killed, is the proximate cause of such injury.

Evidence in an action by the administrator of a brakeman thrown from a train by an emergency stop, made to avoid a threatened collision with the train of another company running over defendant's tracks, and under the orders of its train dispatcher, examined, and *held* to show no negligence in the train dispatcher, so that submitting the issue to the jury was error. *Pinney v. Illinois Central Railway Company et al.*, 98 N. W. Rep., 358.

RAILROADS—CONSTRUCTION AND MAINTENANCE OF FENCES—NEGLIGENCE—QUESTION FOR JURY—PERSONAL INJURIES—PROXIMATE CAUSE—EVIDENCE—ADMISSIBILITY.

Whether a railroad company which builds a snow fence on the premises of a resident along its right of way, with his permission, was negligent, either in the matter of construction or maintenance of the fence, is a question for the jury.

Defendant railroad company built a snow fence on the premises of a resident along its right of way, a panel of which was blown or fell down through the negligent construction or maintenance of the fence, and was by plaintiff, a minor son of the owner of the premises, and another, raised up and placed against the remainder of the fence, and thereafter was blown down, or from some cause fell, and struck plaintiff, causing injury to him. *Held*, that the act of plaintiff in raising the panel, and, without fastening, placing it in such a position that by the action of the wind, or some other cause, a second fall was made possible, was the proximate cause of the injury. *Fishburn v. Burlington & Northwestern Railway Company et al.*, 98 N. W. Rep., 880.

RAILROADS—PRIVATE CROSSINGS—MANDAMUS—COMPELLING CONSTRUCTION—RAILROAD COMMISSIONERS—DUTY OF SUBMITTING QUESTION TO COMMISSIONERS.

Code, § 2022, declares that a railroad, on request of one owning land on both sides of a track, shall construct one causeway, or other adequate means of crossing the track; section 2112 provides that the Board of Railroad Commissioners shall investigate any violation of the laws of the state by any railroad; section 2113 provides that, when any railway fails to comply with the law, the Board shall serve it with a notice in the manner provided for notices in civil actions; section 2115 provides that the district courts shall have jurisdiction to enforce the orders and rulings of the railway commissioners; and section 2118 provides that the statutory provisions shall not

estop any person from bringing an action against any railroad for any violation of law. *Held*, that one owning land on both sides of a railway track may maintain mandamus to compel the railroad to construct an undercrossing without first presenting the matter to the Railroad Commissioners. *Swinney v. Chicago, Rock Island & Pacific Railway Company*, 98 N. W. Rep., 685

CARRIERS—LIABILITY TO TRESPASSERS—NEGLIGENT EJECTION—ACTIONS—EVIDENCE—QUESTIONS FOR JURY—APPEAL—LAW OF CASE.

Whether the ejection of a trespasser from a moving train was made under such circumstances as to endanger life or limb was a question of fact, where the evidence as to the speed of the train was conflicting, but there was some evidence that it was moving faster than a man could run.

In an action for injuries to a trespasser on a train, caused by his ejection therefrom, evidence that tramps were accustomed to ride on defendant's trains, and were in the habit, when required, to jump off trains running more rapidly than that on which plaintiff was riding, and that plaintiff's general appearance and conduct led the brakeman who ejected him to believe that he was a tramp, and that he did not intend to injure plaintiff, was properly excluded.

One who was pushed or kicked by a brakeman from a moving train, although he was a trespasser, was not guilty of contributory negligence which proximately caused his injury because he was hanging to a round of the car ladder.

While a railroad does not owe a trespasser on its trains the same duty that it does a passenger, and, in general, owes him no duty until his presence is discovered, yet, after discovering his presence, it is its duty not to expose him to unreasonable or unnecessary dangers, or to negligence which has special reference to a trespasser. *i. e.*, to an intentional negligent act. *Johnson v. Chicago, St. Paul, Minneapolis & Omaha Railway Company*, 98 N. W. Rep., 642.

RAILROADS—ANIMAL ON TRACK—DOUBLE DAMAGES FOR KILLING—SUFFICIENCY OF NOTICE—MARE WITH FOAL—ELEMENT OF DAMAGE—OPINION EVIDENCE.

Code, § 2055, provides that railway corporations failing to fence against live stock and maintain cattle guards shall be liable for stock killed or injured. The owner of a mare served notice on a railroad company that the animal had been struck and killed at a certain point, "where your company has the right and it is its duty to fence its track, but has neglected and failed so to do, and was caused by want of fence." In his petition the owner alleged that the mare entered on the right of way by passing over a defective and insufficient cattle guard. *Held*, that the variance between the notice and the petition did not prevent the recovery of double damages, no actual prejudice to the company resulting therefrom. *Boyer v. Chicago, Rock Island & Pacific Railway Company*, 98 N. W. Rep., 764.

DEMUURER—PLEADING OVER—WAIVER OF ERROR—MOTION TO STRIKE—PAPERS IN ABSTRACT—DEED TO RAILROAD COMPANY—REVERSION—RETROPEL—OBJECTION NOT MADE BELOW.

M., the owner of land, gave a deed of a strip through it to the C. Railroad Company, on its face conveying a fee, and not showing that it was for a right of way, or was to be used for railroad purposes. M. conveyed land to plaintiff, bounded by such strip. C. did work on the strip for railroad purposes, but did not establish a road thereon. *Held*, that C., having a fee, did not lose its title by nonuser, even if it would have reverted to plaintiff, had it been so lost. *Wason v. Iowa Central Railway Company (Mock, Intervener)*, 98 N. W. Rep., 910.

RAILROADS—WHAT CONSTITUTES CROSSING.

An approach to a crossing situated on a railroad company's right of way is a part thereof, so as to be within the statutory duty imposed on the company of erecting and maintaining a good and sufficient crossing. See *v. Wabash Railroad Company*, 99 N. W. Rep., 106.

CARRIERS—PASSENGERS—WRONGFUL EXPULSION—EVIDENCE—HARMLESS ERROR—CURE BY INSTRUCTIONS—DAMAGES—ELEMENTS—MENTAL ANGUISH.

In an action by a passenger for wrongful ejection, where the answer denied all the allegations of the petition, as it was incumbent on plaintiff to show that he had a right to be transported on defendant's train, it was proper for him to introduce in evidence a receipt given by defendant's agent to plaintiff when he purchased his ticket.

An ordinary passenger ticket is not necessarily a contract, within the rule excluding oral evidence of the contents of a written instrument.

In an action for ejection of a passenger, admission of testimony that plaintiff stayed in the depot at the place where he was ejected all night, because he could not get a place to stay elsewhere, was, if error, cured by a charge excluding all evidence relative to the matter, and instructing the jury that they should not allow plaintiff damages for staying in the depot, where it was shown that plaintiff staid at the depot because he could not secure accommodations at the hotel, and there was nothing to indicate that he suffered any physical injury or mental distress on account thereof.

In an action for ejection of a passenger, testimony that plaintiff was without money when he was ejected, and that he had to wait at the town where he was ejected until banking hours before he could secure money to continue his journey, was not prejudicial, when plaintiff did in fact reach his destination with less than a day's delay, and defendant did not contend that plaintiff should not have been allowed compensation for one day's loss of time.

In an action for the ejection of a passenger, testimony that plaintiff's expulsion was talked about at his home was not prejudicial, where the court did not include injury to reputation as an element of damage, and excluded from the jury's consideration some of the evidence relating to the rumors, and the verdict was for merely \$100, and some substantial damage in the way of loss of time and injury to feelings was shown.

In an action for the ejection of a passenger, testimony as to whether the receipt for a ticket introduced in evidence was issued by defendant's agent was not prejudicial, where no question was raised as to the genuineness of the receipt.

A passenger may recover damages for indignity, humiliation, wounded pride, and mental suffering involved in and resulting from his wrongful expulsion from the train, even though the conductor was not actuated by malice or willfulness. *Cohne v. Chicago & North-Western Railway Company*, 99 N. W. Rep., 134.

RAILROADS—CROSSING OTHER RAILROADS—INTERLOCKING CROSSING—EXPENSE OF MAINTENANCE—CONSTITUTIONAL LAW.

Code, § 2068, provides that a railway company desiring to cross another at grade may be compelled by the other to interlock the crossing, and that the court in the proceedings may prescribe the terms on which the crossing shall be maintained; section 2065 provides for the modification of any decree relating to the expense of maintaining interlocking crossings; and section 2064 provides that on proceedings under section 2063 not less than one-third of the cost shall be apportioned to either road. *Held*, that where such interlock is so compelled the company whose tracks are crossed may be compelled to contribute to the expense of maintaining and operating the interlock.

Code, § 2078, provides that all trains on any railroad intersecting another railroad at grades shall be brought to a full stop at a specified distance from the intersection, save as otherwise provided in the chapter. Section 2060 provides that where there is an interlocking crossing the trains may pass the crossing without stopping. *Held*, that, inasmuch as a railroad which is about to be crossed by another may take its choice of obeying section 2078 or requiring the interlock, it cannot complain, after having compelled the interlock, that the statute, in requiring it to pay a portion of the expense of maintaining the interlock, is unconstitutional. *Minneapolis & St. Louis Railroad Company v. Gowrie & Northwestern Railway Company*, 99 N. W. Rep., 181.

RAILROADS—CROSSING ACCIDENT—EVIDENCE—TESTIMONY OF ENGINEER—SPECIAL FINDING—CONFLICT—EFFECT OF FINDING—DEATH—DAMAGES—PRESUMPTIONS—INSTRUCTIONS—EXCESSIVE DAMAGES.

In an action against a railroad company for the death of a child, it appeared that, while her foot was caught in a cattle-guard at a crossing, defendant's train came into view, over half a mile away; that it was a clear day, and the track between the girl and the train was straight;

that, during the entire time of the approach of the train, deceased made efforts to release herself, and other children ran along the track and tried to stop the train by waving their hands and shouting; and there was evidence that the danger whistle was sounded soon after the train reached the straight track, and that it continued until the train was within a short distance of deceased. The engineer testified that he did not discover the peril of the child until his engine was within 30 feet of her, but the jury found, in answer to a special question, that her peril was discovered when the locomotive was 1,200 feet away. *Held*, that the special finding was justified, as the jury was not bound to treat the evidence of the engineer as conclusive. *Farrell v. Chicago, Rock Island & Pacific Railway Company*, 99 N. W. Rep., 578.

RAILROADS—INJURIES TO LIVE STOCK—DUTY TO FENCE—GATES—REPAIR—NOTICE OF DEFECTS—ACTIONS—PLEADINGS—VARIANCE—INSTRUCTIONS.

In an action against a railroad to recover for the death of stock, where the petition alleged generally the negligent construction and maintenance of a gate at a private crossing on plaintiff's land, and specified particulars in which the gate was insufficient, but did not allege any negligence in so constructing the gate that it opened toward the right of way instead of toward the field, while testimony was admissible to show the general construction of the gate, and the manner in which it opened, whether the defendant was negligent in such construction, and whether such negligence was the proximate cause of the injury, yet the court should have limited the jury's inquiry to the exact charges of negligence, and should not have submitted the manner of the opening of the gate to the jury as a basis for a finding of negligence.

In an action against a railroad for the death of stock owing to the negligent construction of a gate at a private crossing it was error to charge that defendant was required to construct and maintain a sufficient gate, without any qualification as to the standard of care required of defendant.

A railroad must exercise ordinary care and prudence in the construction of gates at private crossings, and provide such as are reasonably sufficient to prevent live stock from going on the tracks.

A railroad is not liable for the death of live stock owing to the fact that gates at a private crossing have become defective by decay, unless it has had actual notice of the defects, or ought in the exercise of reasonable care, to have had such notice, and a sufficient time has elapsed to repair.

Notice to a railroad of the defective condition of gates at a private crossing may be inferred from lapse of time.

The question whether a railroad had notice of decay in gates at a private crossing, and has had a reasonable time to repair or reconstruct such gates, is for the jury. *Wirstlin v. Chicago, Milwaukee & St. Paul Railway Company*, 99 N. W. Rep., 697.

MASTER AND SERVANT—RAILROADS—INJURIES TO SERVANT—WARNING—CONTRIBUTORY NEGLIGENCE—ASSUMPTION OF RISK.

Plaintiff's decedent had charge of a steam shovel in a gravel pit while the cars were being loaded, except when they were moved by an engine. While the engine was otherwise engaged, the cars would be moved by pinch bars, but during a large part of the time were moved by the engine. Deceased being perfectly familiar with the work and having been just previously talking to the conductor, who was on the further end of a car then being loaded, but, without notice to the conductor, attempted to go between such car and another, when the engine struck the car, throwing it back, crushing deceased. The conductor, from his position, could not have seen deceased, and, if deceased had been moving the car with a pinch bar, he would not have been in a position where he could have been injured. *Held*, that the conductor owed deceased no duty to warn him of the approach of the engine, and was therefore not guilty of negligence in failing to give the same.

The act of deceased in going between the cars under such circumstances constituted such contributory negligence as precluded a recovery for his death.

Where a gravel pit foreman had full knowledge that cars were usually moved past a steam shovel as they were being loaded by an engine when the engine was not otherwise engaged, and with such knowledge went between two cars, and was caught between the bumpers by the engine striking the further car, he assumed the risk of such injury. *Campbell v. Illinois Central Railroad Company, et al.*, 100 N. W. Rep., 80.

CARRIERS—INJURIES TO PASSENGERS—DEFECTIVE PLATFORMS—OBSTRUCTIONS—INSTRUCTIONS.

An instruction in an action for injuries to a passenger by falling over certain iron on a station platform, that, if there was a reasonable amount of room left for passengers to walk in boarding the cars, and such passengers were reasonably safe in so walking if they looked where they were stepping, defendant could not be charged with negligence because of the presence of iron on the platform, the accident having occurred during full daylight, was properly refused.

An instruction that it was the duty of the passenger to exercise reasonable care, while walking on a station platform, to look where she was stepping, and, if she did not do so, and by reason thereof fell over iron lying on the platform, which produced her injuries, and if she had looked she could have seen it, and have avoided the fall, she could not recover, was properly refused, as limiting her contributory negligence to the question of her failure to look where she was stepping. *Mathieson v. Burlington, Cedar Rapids & Northern Railway Company*, 100 N. W. Rep., 51.

RAILROADS—TRESPASSERS—INJURIES—LIABILITY.

Where a boy, running after his hat, went from the street onto the tracks and under the cars of a railroad, he was a trespasser in the railroad's yards, or at least the railroad's servants were under no obligations to keep a lookout for him, and for his injuries and death by the moving of the cars there could be no recovery. In the absence of evidence that the railroad's employes saw him. *Wagner v. Chicago & North-Western Railway Company*, 100 N. W. Rep., 332.

CARRIERS—INJURIES TO PASSENGERS—ASSAULT—PLEADING—PROOF—TRIAL—PHYSICAL EXAMINATION—INDECENT EXPOSURE—INSTRUCTIONS.

Where, in an action against a carrier for an assault upon a passenger by one of its servants, the case was submitted to the jury on the theory that defendant was liable for an assault so made, error in overruling plaintiff's motion to strike out that part of defendant's answer pleading irresponsibility for such assault was harmless.

Where, in an action against a carrier for an assault on a female passenger by one of the carrier's employes, the petition, in addition to charging rape, alleged an assault and battery, plaintiff was entitled to recover for the assault, though she failed to establish the alleged rape, under Code, § 888, declaring that a party shall not be compelled to prove more than is necessary to entitle him to the relief asked, or any lower degree included therein.

In an action for alleged rape on a female passenger, an instruction that the jury should not consider as evidence anything which they discovered during an examination of the private parts of the servant alleged to have committed the rape, but that they should only "consider the same what is disclosed in evidence as to the condition and ability of the accused at the time to commit the act at the time alleged," was ambiguous and erroneous.

Where, in an action for assault and rape alleged to have been committed by defendant's brakeman on plaintiff, defendant pleaded that by reason of an injury the brakeman's private parts had become paralyzed to such an extent that he was incapable of having sexual intercourse, it was error for the court to permit the jury during the trial to privately examine the private parts of such brakeman. *Garvik v. Burlington, Cedar Rapids & Northern Railway Company*, 100 N. W. Rep., 498.

RAILROADS—KILLING ANIMALS—PRIVATE CROSSINGS—SIGNALS—ACTIONS—PLEADINGS.

Code, section 2072, provides that the engine whistle shall be sounded at least 60 rods before any road crossing is reached; and Code, section 48, ch. 5, provides that the term "road" means any public highway, unless otherwise specified. *Held*, that section 2072 was limited to public highways, and did not require signals at private crossings.

Failure of a railroad company to give signal on approaching a private crossing is not negligence per se at common law.

Where, in an action against a railroad company for killing plaintiff's horse at a private crossing, the petition charged negligence only in failing to give signals on the approach to such crossing, the failure of the defendant to give signals at a public crossing, which was a short distance from the private crossing at which the horse was killed, was immaterial. *Nichols v. Chicago, Milwaukee & St. Paul Railway Company*, 100 N. W. Rep., 1115.

RAILROADS—PRIVATE CROSSING—GATES—KILLING STOCK.

Where three parallel lines of railroad run through a farm, and a private crossing passed over all three, and gates had been erected between each track, and the two inner gates were removed by the owner of the land, leaving a gate on each side of the right of way, and a cow of a third person wandered on the track at such crossing, the railroad on whose track the cow was thereafter killed was not liable for failure to maintain a gate between its track and the middle track. *Fowbel v. Wabash Railroad Co.*, 100 N. W. Rep. 1121.

WRONGFUL DEATH OF WIFE—ACTION BY HUSBAND—STATUTE—RAILROAD COMPANIES.

A husband is not entitled to recover from a railroad company for the instant killing of his wife in the absence of statute permitting such recovery.

Code, § 2071, providing that every railway corporation shall be liable for all damages sustained by any person, including employes, in consequence of the neglect of its agents or by the management of the engineer or other employes thereof, and in consequence of the willful wrongs of such agents, etc., in the operation of any railway on or about which they are employed, does not render the railroad company liable for injuries to persons, not employes, for which defendant would not be liable in the absence of such provisions. *Seney v. Chicago, Milwaukee & St. Paul Railway Company*. 101 N. W. Rep., 76.

RAILROADS—CROSSING ACCIDENT—CONTRIBUTORY NEGLIGENCE—MASTER—INJURY TO SERVANT—STREET RAILROADS—FELLOW-SERVANT RULE—STATUTES—CONSTRUCTION—NEGLIGENCE OF FELLOW-SERVANT—INCOMPETENCY—VICE PRINCIPALSHIP—EVIDENCE—SUFFICIENCY.

In an action against a railroad by the motomeer of a street railroad for injuries resulting from defendant's engine colliding with the motor which plaintiff was operating, through the alleged negligence of defendant, where plaintiff testified that he was watching the conductor of his car which he was operating, who had gone across the railroad tracks to signal plaintiff to bring his car forward, so that plaintiff did not see the approaching engine until it was too late to avoid the collision; that he was not required to rely solely on the conductor's signal, but was expected to assure himself of the safety of the crossing before venturing on it; that if he had looked, he could have discovered his danger, and avoided the accident; that he did not look, and that the only reason for failure to look was the attention he was giving to the signal of his conductor—he was chargeable with contributory negligence as matter of law.

Code, § 2071, abrogating the fellow-servant rule as to certain employes of "every corporation operating a railway," does not apply to corporations operating street railroads and owning lines extending to other towns and cities, notwithstanding Acts Twenty-ninth General Assembly, page 50, chapter 81 (Code Supplement, page 212) § 2, providing that the words "railway" and "railway corporation," "railroad" and "railroad corporation," wherever used in the statutes, shall include all interurban railroads and all companies and corporations "constructing, owning, or operating interurban street railways," in view of section 3, providing that any interurban railway shall, within the corporate limits of any city or town, on such streets as it shall use, be deemed a street railway, and subject to the laws governing street railways.

In an action against a street railroad by a motomeer in its employ for injuries resulting from a collision of the motor which plaintiff was operating with a railroad train, through the alleged negligence of the conductor of the car plaintiff was operating in signaling the plaintiff across the track, based on the incompetency of the conductor, evidence examined and held insufficient to show that the conductor was incompetent.

In an action against a street railroad by a motomeer in its employ for injuries resulting from a collision of the motor which plaintiff was operating with a railroad train through the alleged negligence of the conductor of the car which plaintiff was operating in signaling the plaintiff across the tracks, evidence examined, and held insufficient to show that the conductor was defendant's vice principal, so as to charge defendant with his negligence. *McLeod v. Chicago & North-Western Railway Company et al.*, 101 N. W. Rep., 77.

EMINENT DOMAIN—RAILROAD RIGHT OF WAY—ASSESSMENT OF DAMAGES—IMPROPER CONSTRUCTION OF ROAD—EVIDENCE—INSTRUCTIONS—FARM CROSSINGS—PARTIES—INTERVENTION—DISMISSAL—COSTS—APPEAL.

A party who voluntarily intervenes, without being substituted as defendant or notified to defend the action, may voluntarily dismiss his petition of intervention, and withdrawing it is equivalent to a dismissal.

A party who has voluntarily intervened, and afterward dismissed his petition of intervention, is not thereafter within the jurisdiction of the court, and no costs can be taxed against him.

A motion for the relaxation of costs in the trial court is not a necessary prerequisite to the consideration of the question of costs on appeal, where the objection is to the taxation of any costs, and not to the amount of costs taxed.

In a proceeding to assess damages for the appropriation of land for a railroad right of way, there was evidence that an embankment which confined the waters of a lake had been cut, so as to allow the water to overflow the land, to its damage. Held, that evidence that it was not proper to cut the banks in this manner was admissible, inasmuch as only the damage caused by the construction of the road was recoverable in this proceeding, another action being necessary for the recovery of damages arising from the negligent construction of the road.

In a proceeding to determine the damage from the appropriation of land for a railroad right of way, the question whether or not the cutting of certain ditches was necessary for the construction of the road was a proper subject for expert testimony.

In a proceeding to determine the damage from the condemnation of a railroad right of way, in which it appeared that the land was damaged by water, escaping from a cut which the railroad company had made in an embankment, there was evidence that the making of this cut was unnecessary and improper, and the court charged that if the company intended to restore the embankment, and this would obviate damages from the overflow, no damages occasioned by cutting the embankment could be considered, otherwise such damage should be allowed. Held, that this instruction was erroneous, inasmuch as the railroad company was not liable to damages caused by the improper cutting of the embankment without regard to its intention.

This instruction did not cure, but rather aggravated, the error in rejecting evidence that the cutting of the embankment was unnecessary and improper.

In a proceeding to assess damages for the appropriation of a railroad right of way, it was shown in the construction of the road that an embankment inclosing a lake had been cut so as to allow the water to escape on plaintiff's land and damage it. Held, that evidence as to the ease with which material for the restoration of the bank could be obtained was not admissible.

Under Code 1878, § 1298, providing that, when any person owns land on both sides of a railway, the railway company shall, when requested, make and keep in good repair one cattle guard and one causeway; or other adequate means of crossing, etc., the duty of determining the kind of crossing is imposed on the railroad company, the only requirement being that it shall be adequate, and there is no rule requiring the construction of a grade crossing if it can be reasonably provided. *Guinn v. Iowa & St. Louis Railroad Company*, 101 N. W. Rep., 94.

RAILROADS—LICENSEES—TRESPASSERS—CROSSING TRACK—DEATH—CONTRIBUTORY NEGLIGENCE.

Where railroad tracks were laid in an alley between packing house buildings, and defendant had knowledge that for many years employes in the packing house had been in the habit of crossing the tracks at all points along the alley between the buildings, and that such practice was more common than the use of the crossing at one end of the platforms, and no objection was ever made thereto, an employe killed by a train while crossing such tracks was a licensee, and not a trespasser.

Defendant maintained tracks in an alley between packing house buildings, with knowledge that the employes of the packing house uniformly crossed the tracks between the buildings. Deceased and two other packing house employes started to cross the tracks, and stopped and looked north for approaching trains, and, though their view was somewhat obstructed, they could see moving cars at least 500 feet away. No cars were seen by any of the three, whereupon they walked south on a platform about 35 feet, when they started to cross without again looking before going on the track. Deceased's companions got across, but deceased was struck and killed by a train from the north. Held, that deceased was not guilty of contributory negligence as a matter of law. *Booth v. Terminal Railway Company*, 101 N. W. Rep., 147.

TAXATION—ASSESSMENT—EXECUTIVE COUNCIL—STREET RAILROADS—INTERURBAN RAILROADS—CERTIORARI—MOTION TO DISMISS—STATUTES—IMPLIED REPEAL.

Under Code Supp. § 2033a, declaring that any street railway operated by other power than steam, which extends beyond the corporate limits to another city or village, shall be known as an interurban railway, a corporation operating a line connecting three different municipal corporations and organized under Code, § 2025, authorizing street railway corporations to extend their lines beyond the limits of a city along public roads, is an interurban railway.

Code Supp. § 2033a, defines an interurban railway as any railway operated upon the streets of a city or town by other power than steam, and extending beyond the corporate limits to another city or town; and section 2033b provides that such roads and companies operating them shall be governed by the same laws that govern railroads and railroad companies. Section 2033c provides that any interurban railway shall, within the limits of any city or town, upon such streets as it shall use for transporting passengers, etc., be deemed a street railway, and be subject to the laws governing street railways. *Held*, that this latter section operates merely to render an interurban company liable to the obligations and entitled to the rights of a street railway as to those portions of its line within city or town limits, but does not give those parts of its line the character of a street railway so as to require them to be assessed in the manner prescribed by law for street railroads, instead of the manner prescribed for railroads.

Code Supp. § 2033a-c, provide that street railroads portions of whose lines extend beyond the limits of a city or town into another city or town shall be known as interurban railroads, and all the statutory provisions applicable to steam railroads shall be also applicable to interurban railroads. Code, § 1343, provides that the property of street railroad companies either within or without the limits of a municipal corporation should be assessed by local assessors, while Code, § 1334, provides that all railroads shall be assessed by the executive council. *Held*, that section 1334 impliedly repeals section 1343 as to the method of assessing the property of interurban railway companies. *Cedar Rapids & Marion City Railway Company v. Cummins, Governor, et al.*, 101 N. W. Rep., 178.

RAILROADS—INJURIES AT CROSSING—NEGLECTANCE—FAILURE TO RING BELL—CONTRIBUTORY NEGLECTANCE—DUTY TO LISTEN—PRESUMPTIONS—INSTINCT OF SELF-PRESERVATION.

Code, § 2072, requiring railroads to sound a whistle at least 60 rods before reaching a road crossing, and to ring the bell until the crossing is passed, but authorizing the omission of the whistle at street crossings within the limits of cities or towns, unless required by ordinance or resolution of the council, does not require the blowing of the whistle at crossings within the city limits, in the absence of ordinance or resolution, but the ringing of the bell should be commenced 60 rods before the crossing is reached, and, if the crossings of the various streets are less than 60 rods apart, the bell should be rung continuously until all are passed.

The running of a train at a rate of from 60 to 65 miles an hour in the suburbs of a city is not of itself negligence, but is an item to be considered with other circumstances in determining the question of negligence.

In an action against a railroad for injuries at a crossing in the suburbs of a city, the absence of a flagman from the crossing, the failure of the railroad to ring the bell as required by Code, § 2072, together with the speed of the train, which was from 60 to 65 miles an hour, and the fact that the view near the crossing was obstructed, made a case for the jury on the issue of negligence.

It is the duty of one approaching a railroad crossing at a place where the view of approaching trains is obstructed to take precautions to ascertain whether a train is coming.

In an action against a railroad for injuries to a person in a wagon by collision with a train at a street crossing in the suburbs of a city, evidence held to show contributory negligence in failing to listen for approaching trains.

In an action for injuries at a railroad crossing, the presumption of due care on the part of the person injured arising from the instinct of self-preservation is not available where there is direct evidence as to such person's conduct during the entire time that he was within the zone of danger from a passing train. *Gollivaux v. Burlington, Cedar Rapids & Northern Railroad Company*, 101 N. W. Rep., 455.

WATER COURSES—OBSTRUCTION—DAMAGE TO REALTY—RAILROADS—BRIDGES—FLOOD—ACT OF GOD—CONTRIBUTING NEGLIGENCE.

In an action for damages to land from an overflow alleged to have been caused by negligent construction of defendant's railway bridge across a stream on which it had a right to construct a bridge, the court submitted the question as to whether or not defendant so restored the stream as not to unnecessarily impair the usefulness thereof, and instructed that defendant, in making its bridge permanent and safe, might obstruct the channel of the river, so far as was reasonably necessary, without liability to plaintiff. *Held*, that the instruction was sufficiently favorable to defendant.

In an action against a railroad company for damages to land from an overflow alleged to have been caused by the negligent construction of defendant's bridge, the jury was instructed that the flood was the act of God, and that defendant was not liable unless its negligence combined with the flood in producing the injury. Other instructions stated that it would not be sufficient to render defendant liable if its negligence contributed in any or slight degree, but that it was only liable if such negligence was the producing cause of the injury; and this was explained in other instructions telling the jury, in effect, that if the flood were such as that plaintiff would have suffered damage had the defendant not been negligent, he could not recover. *Held*, that the instructions as a whole were not erroneous.

If the negligence of a railroad company in the manner of constructing its bridge occurred with a flood—the act of God—in producing an overflow of plaintiff's land, the company was responsible, provided the injury would not have happened but for its negligent acts.

Where plaintiff claimed damages to his land by the obstruction of a stream by defendant's railway bridge, and the court submitted the case on the theory that the construction caused the overflow, and told the jury that, unless this caused the water to back up and overflow the plaintiff's dike, he could not recover, there was no error in failing to cover specifically the question as to whether or not the flood which did the injury was surface water. *Yuse v. Chicago, Burlington & Quincy Railway Company*, 101 N. W. Rep., 736.

RAILROADS—LICENSEES—DEATH—OPERATION OF TRAIN—NEGLECTANCE—FAILURE TO WARN—EVIDENCE.

In an action for death of a railroad contractor by being struck by a train, evidence of conversations between such contractor and defendant's train dispatcher and a telegraph operator with reference to requiring all trains to slow down as they approached the bridge where the contractor was working was properly disallowed, in the absence of evidence that such servants had authority to bind the defendant in the premises.

In an action for death of a railroad contractor by being struck by a train at the point where the work was being prosecuted, which was one of such a character as to interrupt the ordinary operation of trains, the railroad company was not guilty of negligence in failing to reduce the speed of trains at that point, in the absence of evidence that any one connected with the operation of the road and in authority had knowledge that the work was being done at the time and place in question.

Where a railroad contractor was killed while attempting to get his team from in front of an approaching train, which he saw nearly as soon as the enginemen could have discovered him, and the evidence tended to show that the injury was caused by his remaining on the track too long in his endeavor to get his horses from the track, the railroad company was not guilty of negligence in failing to give warning of the approach of the train by whistle or bell. *Carpenter v. Chicago, Rock Island & Pacific Railway Company*, 101 N. W. Rep., 758.

RAILROADS—TRESPASSERS—CHILD KILLED ON TRACK—NEGLECTANCE—SPEED OF TRAIN—EVIDENCE—OPINIONS—MISCONDUCT OF COUNSEL—OBJECTIONS NOT MADE BELOW—IMPEACHMENT—VALUE OF LIFE.

Where a child two years old was run over on a railroad track by a train, it may be shown that the engineer, after seeing the child, did not sound the whistle; the question whether in the exercise of a prudent judgment he should have sounded it, and whether the accident would thereby have probably been avoided, being questions for the jury.

Though the only duty of trainmen to a trespasser on the track arises after they discover his danger, their testimony as to when they became aware of his presence is not conclusive; so that

evidence that the engineer's view of the track was unobstructed for a considerable distance as he approached a child on the track, in connection with his testimony that he was keeping a lookout, and the fact that alarm signals, having apparently reference to no other cause than the perceived presence of the child, were given before the time when, according to his testimony, he saw the child, are competent as tending to show he did see the child before the time testified to by him.

To make a railroad company liable for death of a trespasser killed by a train, the action of those in charge of the train in failing to take reasonable precautions to avoid the injury after the trespasser was seen need not have been willful and wanton. *Gregory v. Wabash Railway Company*, 101 N. W. Rep., 781.

RAILROADS—INJURY TO BRAKEMAN—STOPPING TRAIN—NEGLIGENCE—PLEADING AND EVIDENCE.

Negligence, consisting of the improper operating of the train and the sudden stoppage thereof, and not negligence in the act of stopping the train, considered by itself, is charged by the petition, in an action for injury to a brakeman, alleging that the train on which plaintiff was brakeman came suddenly on a work train, whereupon the engineer gave the signal for brakes, to which plaintiff responded, and, while thus acting, his co-employees on the train, in their efforts to stop it and prevent a collision, caused an unusual lurch, throwing him from the train; and that defendant was negligent, causing the injury, in that the engineer, having been ordered to look out for the work train, failed to notify plaintiff thereof, and ran his train without protecting it, and negligently ran it where his view was obstructed so close to the work train that he deemed it necessary to, and did, call for brakes, and plaintiff's co-employees made a violent stoppage of the train, and caused a sudden lurch of it, all in violation of his order, and did thereby cause plaintiff's injury, whereas, had the engineer obeyed the order, the sudden stoppage of the train would not have been necessary. *Allen v. Chicago, Milwaukee & St. Paul Railway Company*, 101 N. W. Rep., 888.

Syllabi of Decisions of Interstate Commerce Commission.

SYLLABI OF DECISIONS.

IN THE MATTER OF THE TRANSPORTATION OF SALT FROM HUTCHINSON, KANSAS.

Decided January 19, 1904.

The Hutchinson & Arkansas River Railroad Company owns between four and five thousand feet of railway siding adjoining one of several plants belonging to the Hutchinson-Kansas Salt Company in Hutchinson, Kan., designated as so-called "trust mills." This railroad company does not own any equipment or rolling stock nor is it in any way engaged as a common carrier. Three railway companies entering Hutchinson made joint tariffs with the H. & A. R. R. Co., which, on salt shipped to Missouri River points, gave the latter 25 per cent of the rate, but not exceeding 50 cents per ton. The H. & A. R. R. Co. is controlled by officers of the Salt Company and the earnings of the railroad company are subject to that control. Since this division was allowed to the H. & A. R. R. Co., the Salt Company has sold salt at Missouri River points at prices with which the independent salt mills in Hutchinson could not compete. The declared purpose of making this joint rate with the H. & A. R. R. Co., was to enable the salt manufacturers to meet competition from other quarters, and the division of the joint rate to the H. & A. R. R. Co. could not have that effect unless it inured to the benefit of the salt producer. *Held*, that granting the division of the rate to this so-called railroad is a mere subterfuge to give a concession in the rate, and is therefore unlawful. 10 I. C. Rep.

THE MAYOR AND CITY COUNCIL OF WICHITA, KANSAS,

v.

THE MISSOURI PACIFIC RAILWAY COMPANY, et al.

Decided January 27, 1904.

It is the province of the Commission to interfere and secure, if possible, a fair adjustment in cases of unreasonable rates or unjust discrimination; but the Commission has no more authority to place competing millers in different states upon precisely the same footing than it has to equalize conditions in all localities and in every industry.

Rates from points in Kansas and Missouri to points in Texas are five cents per hundred pounds higher on flour than on wheat, and such differential is not applied on flour or wheat carried in any other direction. This differential has been the subject of controversy in two previous cases before the Commission, *Kauffman Milling Company v. Missouri Pacific Railway Company* (1890) 4 I. C. C. Rep., 417, 8 Inters. Com. Rep., 40; *Railroad Commissioners v. Atchison, Topeka & Santa Fe Railroad Company* (1899), 8 I. C. C. Rep., 304, and in the decision of those cases the five cent higher rate on flour than on wheat, as applied on the traffic to points in Texas, was not declared unlawful.

Held, upon the record in this case, that since the former decisions were rendered there has been no such change in conditions governing the traffic as to warrant interference by the Commission. 10 I. C. C. Rep.

IN THE MATTER OF TRANSPORTATION OF IMMIGRANTS FROM NEW YORK AND OTHER ATLANTIC PORTS TO WESTERN DESTINATIONS.

Decided January 27, 1904.

Upon investigation by the Commission of practices applied in the west bound transportation of immigrants from New York and other Atlantic ports, it appeared, among other things, that this immigrant traffic is divided between the carriers in agreed proportions based upon the pro-

portion of the domestic passenger traffic done by each line; that, apparently, such a practice cannot be made effective in respect to any other class of passenger business; that the immigrants are carried from the seaboard at domestic published rates; and that the arrangements adopted by the carriers in connection with the immigration authorities of the United States for handling immigrant business have efficiently promoted the protection and greatly improved the treatment and comfort of immigrants. *Held*, that whether section 5 of the act to regulate commerce, prohibiting carriers from entering into any contract, agreement or combination "for the pooling of freights by different and competing railroads or to divide between them the aggregate or net proceeds of the earnings of such railroads or any portion thereof," applies to such a division of passengers as has been shown to exist in this case is, at least doubtful; that no discrimination against individuals, classes or localities results from the handling by the carriers of this immigrant business at domestic published rates, and that there is no justification at this time for the issuance of any order in the premises. 10 I. C. C. Rep.

G. C. PRATT LUMBER COMPANY

v.

CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY COMPANY.

Decided January 27, 1904.

Defendant charges on lumber to Boston and Boston points a higher rate from Sheridan, Ind., a non-competitive point on its road, than from Indianapolis, Ind., although the latter is the longer distance point by its line, which runs north from Indianapolis through Sheridan to Michigan City, Ind., and connects at various points with lines to Boston and other eastern localities. Indianapolis is a competitive point and numerous lines run from that city both east and west. The short lines from Sheridan to the east are through Indianapolis, and by those lines Sheridan is a longer distance point. Indianapolis takes 93 per cent of Chicago rates to the east, and Sheridan, though claimed by complainant to be in 93 per cent territory, is charged 100 per cent, or Chicago rates, by the defendant. The rates to Boston and Boston points at the time of complaint were 27 cents per hundred pounds from Sheridan, and 23 cents from Indianapolis; but they have since been reduced to 26½ and 24½ cents, respectively. The circumstances and conditions governing the traffic from Sheridan are substantially and materially different from those applying on the traffic from Indianapolis.

Held, that no undue discrimination results to Sheridan because by defendant's indirect route the rate is 2 cents less from Indianapolis than it is from Sheridan. 10 I. C. C. Rep.

JOHN H. PARKS

v.

THE CINCINNATI & MUSKINGUM VALLEY RAILROAD COMPANY.

Decided January 30, 1904.

Complainant alleged unjust discrimination by defendant in failing to furnish him with cars for the shipment of grain while supplying more than a fair proportion of cars to a competitor doing business in the same town, and that defendant subjected him to unreasonable disadvantage by providing his competitor in the coal business with a private switch and denying the like facility to him, thereby compelling him to unload coal at an inconvenient point near the outskirts of the town, and demanded reparation. It appeared that complainant desired to ship grain mainly to eastern points, concerning the transportation of which an embargo had been established by eastern lines, while his competitor in that business shipped largely by defendant's line to local points, for which complainant had no shipments, and that as to the coal business complainant really desired to use a passing siding of defendant for the purpose of unloading his coal. Upon these and other circumstances shown in the case, *held*, that there was no such showing of undue preference or unjust discrimination as would warrant an order of relief or for reparation. 10 I. C. C. Rep.

IN THE MATTER OF THE PUBLICATION AND FILING OF TARIFFS ON EXPORT AND IMPORT TRAFFIC.

Decided February 5, 1904.

The act to regulate commerce now requires the publication of import and export tariffs in the same manner as domestic tariffs.

That public policy urgently requires that the inland transportation of import and export commerce should be subject to the act to regulate commerce, and that the publishing and maintaining of tariffs upon such traffic imposes in most instances no hardship upon the carrier. There may be cases in which a modification of this rule would be of service to the carrier without detriment to the public, and perhaps other instances in which such a modification should be granted in the interest of both the carrier and the public. This can only be accomplished by an amendment of the act, since the provisions of that statute are mandatory, and the Commission has no power to modify their requirements.

If carriers are to any extent relieved from giving the notice now required of advances and reductions in rates upon foreign commerce, they should in all cases file with the Commission the rates actually made, and give such further notice to the public as may be possible.

The carriers will be afforded an opportunity to adjust their tariffs and arrangements, and, if so advised, present the subject to Congress, provided, however, that in the meantime all carriers which do not publish and maintain import and export tariffs shall file with the Commission as promptly as possible a statement of the rates actually charged. If the act is not amended within a reasonable time, it will be the duty of the Commission to enforce the publication of import and export rates in the manner now provided by law. 10 I. C. C. Rep.

THE CHAMBER OF COMMERCE OF CHATTANOOGA

v.

THE SOUTHERN RAILWAY COMPANY *et al.*

Decided March 12, 1904.

The Commission having decided in *Board of Trade of Chattanooga v. East Tennessee, V. & G. R. Co.*, 51 I. C. C. Rep. 546, 4 Inters. Com. Rep. 213, that freight rates from New York and other eastern points were unlawfully higher for the shorter distance to Chattanooga than for the longer distance through Chattanooga to Nashville, and the United States Supreme Court having, in proceeding to enforce the order of the Commission, refused to direct enforcement of such order and reversed the decisions of the Circuit Court and Circuit Court of Appeals in that proceeding, but "without prejudice to the right of the Commission" to proceed further and "hear and determine the matter in controversy according to law" (181 U. S. 29, 45 L. ed., 729, 21 Sup. Ct. Rep. 512), and the case having come before the Commission for reinvestigation upon complaint of the Chamber of Commerce of Chattanooga against lines involved in the original proceeding and also lines reaching Chattanooga and lines reaching Nashville via Cincinnati, it is found, applying the law as construed by the United States Supreme Court, that the traffic from New York and other eastern points is carried to Nashville and Chattanooga under substantially different circumstances and conditions, and *held* that the higher rate to Chattanooga is not unlawful under section four of the statute and *held* that the otherwise condemned merely because a lower rate is granted to Nashville, and that the rates to Chattanooga are not shown to be unreasonable within the meaning of section one of the act. 10 I. C. C. Rep.

IN THE MATTER OF THE TRANSPORTATION OF SALT FROM POINTS IN MICHIGAN TO MISSOURI RIVER POINTS AND INTERMEDIATE LOCALITIES.

Decided March 12, 1904.

Manistee and Ludington are salt producing points in Michigan, and salt shipped from those points to places on the Missouri River is carried by a boat line on Lake Michigan to Chicago, and by railroads from Chicago to the Missouri River. The through rate is 53 cents per barrel of which the boat line receives, according to the destination, from 30 to 33½ per cent, amounting to from 16 to 18 cents per barrel. Established vessel lines on the lake formerly carried the salt to Chicago for from 3 to 11 cents per barrel, but additional services are rendered by the boat line, including stowage at points of shipment and unloading, cooorage, docking, storage, insurance, handling

and loading in cars at Chicago, representing a cost of about 85 cents per barrel. The boat line and the salt are owned by distinct corporations, but the same persons own controlling interests in both corporations. Salt interests at Detroit complained that this diversion to the boat line amounted to a rebate from the tariff to the salt shippers from Manistee and Ludington and enabled them to undersell Detroit salt in the Western markets. It further appeared that coal used in producing Detroit salt costs on the average about 75 cents to each ton of salt, while Manistee and Ludington salt producers also operate lumber mills and use the refuse from lumber manufacture for fuel in the salt works. Held, that it is no part of the duty of the Commission to equalize differences in the natural advantages of localities through the adjustment of tariff rates, and that upon the facts shown in this investigation it does not appear that the share of the through rate allowed to the boat line is so grossly disproportionate to the value of the entire through service as to amount to a rebate in favor of the salt interests of Manistee and Ludington, which also control the boat line. 10 I. C. C. Rep.

THE CATTLE RAISERS' ASSOCIATION OF TEXAS, COMPLAINANT, AND THE CHICAGO LIVE STOCK EXCHANGE, INTERVENOR.

v.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY *et al.*

Decided March 4, 1904.

The act to regulate commerce clearly confers authority upon the Commission to award damages in cases brought before it, and as such award is simply a recommendation which can only be enforced by a suit at law affording full opportunity for a jury trial, the act in this respect is, in the opinion of the Commission, constitutional and valid.

By its original decision herein the Commission declared that a terminal charge of \$2.00 per car on live stock for delivery to the Union Stock Yards in the City of Chicago was unlawful, and further that any such charge exceeding \$1.00 per car would be unlawful, and continued the case for proof of damages to injured parties. The decision of the United States Supreme Court upon the petition to enforce the regulating order of the Commission (*Interstate Commerce Commission v. Chicago, Burlington & Quincy Railway Company et al.*, 186 U. S., 320, 46 L. ed., 1182, 22 Sup. Ct. Rep., 824) in general sustained the view of the Commission but dismissed the proceeding on account of a reduction in the through rate which had been made from certain territory not described in the record before it, which reduction amounted to more than the terminal charge, and authorized the Commission to take further proceedings to correct any unreasonableness in the rate resulting from the additional terminal charge as to any territory to which such reduction did not apply. The reduction referred to took place in 1896 and the \$2.00 terminal charge has been imposed by defendants since June 1, 1894. It follows that as to all shipping territory the defendants have, between June 1, 1894, and the date of the through rate reduction in 1896, unlawfully exacted \$1.00 per car on live stock as the terminal charge in Chicago, and that in respect to the territory in which the reduction in through rate did not apply defendants have always since June 1, 1894, collected an excessive charge in Chicago to the amount of \$1.00 per car. That branch of the case relating to reparation was properly held open pending determination of the other branch, and the decision of the supreme court in the case for enforcement of the regulating order of the Commission constitutes no bar to submission of proof before any action by the Commission upon the question of reparation.

The allegations concerning reparation in the original petition to the Commission are plainly sufficient to constitute the basis for an award of damages by the Commission, but before hearing the defendants are entitled to a specification showing in detail the amounts for which recovery is sought.

The Cattle Raisers' Association of Texas asked in its original petition for reparation in behalf of its members, and whatever may be said of the right or status of shippers generally as to reparation for damages resulting from a rate or charge declared by the Commission to be unlawful, in this case the Cattle Raisers' Association of Texas is entitled to show damages to its members and upon such showing it will be the duty of the Commission to order the defendant carriers to make good upon such showing if it be the duty of the law in this respect, and in order that all reparation, but in view of the unsettled state of the law in this respect, and in order that all phases of the question may be presented to the court, the members of the Association seeking damages should file claim in the nature of an intervening petition showing their membership in the Association and payment by them of the charges in question, accompanied by a specification giving as definitely as possible the dates and amounts paid.

Where the statute establishes a method of procedure for the enforcement of a right of action which finally results in bringing that matter by the prescribed course before a court for determination, the principle established by leading cases is that the first step which must be taken in the proceeding to enforce the claim should be treated as the beginning of the suit, which finally results. Therefore when a party elects to proceed before this Commission for the recovery of damages his petition filed with the Commission should be considered the beginning of his action in all subsequent stages. In this case the suit of members of the Cattle Raisers' Association of Texas for the recovery of damages should be treated as having been begun by the filing on their behalf of the original petition of that Association herein, and there is, consequently, no room for application of a statute of limitations.

The procedure in this case with respect to reparation is defined as follows: Upon proof thereof damages will be allowed in favor of members of the Cattle Raisers' Association of Texas on shipments from all territory down to the reduction in through rates of 1896, and from territory to which that reduction did not apply down to the date of hearing to be had in relation thereto, but those damages accruing before and to those dates the original order of the Commission hereon should be shown separately, and as conditions may have changed since the date of such order defendants will be allowed to show such subsequent facts as may now render the entire through rate, including the terminal charge, a reasonable one.

It was conclusively determined by the decision of the United States Supreme Court (*Interstate Commerce Commission v. Chicago, Burlington & Quincy Railroad Company et al.*, 186 U. S., 320, 46 L. ed., 1182, 22 Sup. Ct. Rep., 824) that the addition of the \$2 terminal charge in Chicago on live stock from territory to which the above mentioned reduced through rate applied was not illegal, and it is now thereupon held that any subsequent advance in rates from that territory must be a matter for independent inquiry in a new proceeding.

No estoppel arises out of the decree of the supreme court in this matter with reference to further proceeding and investigation by the Commission as to the legality of the terminal charge for the future. The Commission is not *functus officio*, for the court expressly states that the Commission still has a duty to perform as to that branch of the proceeding, and the mere use by the supreme court in its decree of the word "commencing" with reference to further proceedings is not construed to require the formal institution of an entirely new proceeding. The case will therefore stand reopened for further investigation and order, with leave to complainant and intervenor to show to what territory the through rate reduction of 1896 applied, and if it appears that there was territory to which such reduction did not apply and from which no reduction has been made, defendants will be allowed to show, since conditions have changed subsequent to the making of the original order, that the through rate from that territory is reasonable and just notwithstanding the addition of the terminal charge of \$2.00 per car in Chicago.

While all carriers participating in the through rate will be proper parties, they are not necessary parties, since the present defendants, the carriers entering Chicago, retain the terminal charge entirely to their own use. 10 I. C. C. Rep.

THE CENTRAL YELLOW PINE ASSOCIATION

v.

THE VICKSBURG, SHREVEPORT & PACIFIC RAILROAD COMPANY *et al.*

Decided March 19, 1904.

The third section of the act to regulate commerce, which prohibits undue preference between individuals or localities, is not violated by defendants in the granting of divisions in rates to lumber mills owning or controlling short originating roads called "tap lines," while other carriers fail or refuse to allow like concessions to members of the complaining association located in a different section of the country.

The second section of the act to regulate commerce, which prohibits a rebate or other concession in rate whereby one shipper is preferred to another, refers to a like and contemporaneous service performed under similar circumstances and conditions, and it is not shown in this case that lumber mills served by defendants are so located that differences in divisions allowed by defendants to tap lines used for such mills, or the failure of one of the defendants to allow any division to some mills, violates this section.

Whether divisions or allowances from published tariff rates made by defendants to tap lines owned or controlled by lumber mills constitute departures from such published rates in violation of the act to regulate commerce or of that act as amended February 19, 1903, is the question

herein presented, and while complainant has no direct interest in the determination of that question it has such an indirect interest as entitles it under the statute to maintain this proceeding.

Defendants publish a certain rate on lumber from stations upon their lines which must be strictly observed and charged to all shippers alike, and they are not entitled, under the act to regulate commerce, to grant a division of the rate to the owner of a lumber mill as compensation to him for the cost of bringing his logs to the mill by steam railroad, horse railroad, wagon or any other means of conveyance.

Under the act to regulate commerce a common carrier subject to its provisions can allow a division of rates only to another common carrier which, participating in the particular traffic to which the rate is applied, is also subject to the act to regulate commerce. The two lines may by contract or agreement establish a joint rate from the point of origin on the one road to the point of destination on the other and agree between themselves as to division of the rate.

The transportation of the log to the mill by one line and the transportation of the lumber from the mill by another line may, under the circumstances of this case, be treated as in the nature of a through shipment from the point where the log is received to the point where the lumber is finally delivered, and the carrier of the lumber may by joint arrangement with the log carrier make such allowance towards the cost of moving the log as would be fairly involved in moving the lumber from the point where the log is received for carriage, provided always that the carrier of the log is a common carrier by rail; but this holding extends the application of the principle of milling in transit to the extreme limit.

Treating the transportation first of the log and then of the lumber as a through shipment involves the right to mill in transit, and when that privilege is granted the tariff should show upon its face that the transportation covers carriage of the log to and the lumber from the mill, and the division allowed to the "tap line," or carrier of the log should be named in all cases. 10 I. C. C. Rep.

THE RAILROAD COMMISSION OF KENTUCKY

v.

THE LOUISVILLE & NASHVILLE RAILROAD COMPANY.

Decided March 17, 1904.

Defendant is party to a contract with the Bourbon Stock Yards Company for the exclusive delivery of live stock in the city of Louisville only to the yards of that company, and when live stock coming over its lines is consigned to the Central Stock Yards, a competitor of the Bourbon Yards, at Louisville, defendant refuses to transfer such live stock to the Southern Railway for delivery to the Central Yards. The defendant ought, in fair consideration of all interests, to deliver to the Southern Railway live stock so consigned to the Central Yards, but the question raised for determination is whether the Commission can by its order require this to be done. Decisions of Federal courts cited and applied. *Held*,

1. That defendant in making and carrying out its exclusive contract with the Bourbon Stock Yards Company is not acting in violation of the act to regulate commerce.
2. That the act to regulate commerce does not confer upon the Commission authority to make an order affirmatively requiring a railway carrier to deliver carloads of interstate freight to a connecting carrier.
3. That upon the fact of this case it is not an unlawful discrimination between commodities for the defendant to deliver carloads of dead freight to the Southern Railway for consignees in Louisville and to refuse delivery of live stock to the Southern Railway at Louisville when consigned to the Central Stock Yards.
4. That the Commission has no regulating authority beyond that conferred by the terms of the act to regulate commerce and its jurisdiction does not extend to enforcing provisions in the Constitution of the State of Kentucky. 10 I. C. C. Rep.

CHARLES M. CIST

v.

MICHIGAN CENTRAL RAILROAD COMPANY.

Decided April 1, 1904.

A passenger fare charged by defendant over its branch line from a point in Canada to a point in the United States amounting to about 8 cents per mile for a distance of 85.3 miles, and including a 6-cent bridge charge by an independent company, is not unreasonable upon the facts of this case.

When a railroad company makes a reduction from regular passenger fares which are not found unreasonable, it may lawfully require that a person desiring to avail himself of such reduction shall purchase a ticket, and that all persons not holding such special reduced rate ticket shall pay the reasonable ordinary fare.

While the regulating statute may be applied to the reasonableness of a rate from a point in Canada to a point in the United States, it is clear that no law of the United States can apply to a discrimination between places in a foreign country. 10 I. C. C. Rep.

GLADE COAL COMPANY

v.

BALTIMORE & OHIO RAILROAD COMPANY.

Decided April 28, 1904.

Defendant's refusal to furnish cars to complainants between February 25th and March 26th on the Deal side-track at Meyersdale and the side-track of the Savage Fire Brick Company at Keystone Junction, while furnishing and offering to furnish cars to complainants' competitors at other points, under the circumstances disclosed by the evidence and described in the findings, was undue and unlawful discrimination against complainants, for which they are entitled to reparation.

Making certain charges for the transportation of coal shipped in carloads when the coal is loaded by tipple, and exacting a higher charge when it is loaded in some other way, and for that reason, is not justified for difference in cost to the carrier between different methods of loading, or by other facts appearing in the case, and renders the higher rates thus made unreasonable and unduly discriminatory, first, as against complainants, and, second, as against all other shippers of coal except those who load by tipple, and constitutes a violation of sections 1 and 3 of the act to regulate commerce. 10 I. C. C. Rep.

E. D. HEWINS

v.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

Decided April 11, 1904.

Defendant has numerous through daily trains between New York and Boston on which the through parlor car fare is one dollar, on all trains from intermediate points the parlor car fare is 50 or 75 cents according to distance, and on three trains the parlor car rate is one dollar to any intermediate point. Complaint is made that the charge of one dollar, to intermediate points constitutes unlawful discrimination. *Held*: 1. That it is not a violation of law to charge more in one direction on certain trains than is charged in another direction on all trains between the same points. 2. That defendant furnishes adequate parlor car accommodations at the lower rates for local and short distance passengers, and the discrimination against such passengers by reason of the dollar rate to intermediate points on three of defendant's trains is not undue or unreasonable. 10 I. C. C. Rep.

C. M. BARROW

v.

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY AND THE ILLINOIS CENTRAL RAILROAD COMPANY.

Decided June 25, 1904.

Defendants' rate on horses and mules in less than carloads from Bayou Sara, La., to St. Louis, Mo., is the double first class rate of \$1.80 per 100 lbs. upon an estimated weight of 2,000 lbs. for the first animal, 1,500 lbs. for the second, and 1,000 lbs. for each additional animal. The distance covered is 687 miles. This rate when applied to the transportation of a single animal is not unreasonable, but it is unreasonable for a shipment of four animals, amounting in that case to \$99, while the charge upon a carload of 25 animals is only \$100. Defendants' less than carload

tariff would be rendered more just by reducing the charge to 90 cents per 100 lbs., the first class rate, increasing the estimated weight of the first animal to 4,000 lbs., and leaving the weights for the additional animals as they now are, at 1,500 lbs. for the second and 1,000 lbs. each for all others included in the shipment. No order issued, but complainant may apply to Commission for reparation if compelled to pay rates in excess of those indicated. 10 I. C. C. Rep.

THE GEORGIA PEACH GROWERS' ASSOCIATION

v.

THE ATLANTIC COAST LINE RAILROAD COMPANY *et al.*

Decided June 4, 1904.

If fruit is damaged through negligence of the carrier while in transit there is no reason why the carrier cannot be required to respond in damages to the full amount of the injury sustained without regard to the valuation placed upon it, and defendants' regulation whereby the freight rate on peaches and other fruit from Georgia points is increased in proportion to the carload valuation fixed by the shipper is unreasonable and unjust.

An arbitrary charge of \$80 per car imposed by the defendant, the N. Y., N. H. & H. R. R. Co., for the transportation from New York to Boston of peaches and other fruit shipped from Georgia points to Boston, its haul being part of the through service between the two points of shipment and destination, is unreasonable and unjust and \$50 per car would be a just and reasonable charge for such transportation.

Upon all of the facts and circumstances, including on the one hand the difficulties and liability to lose attending the production and shipment of peaches, and on the other hand the large percentage of cars loaded above the prescribed minimum weights for carloads for which excess no charge is made by the carriers, the exceptional character of the service which involves fast time and prompt delivery at destination, the carriage of a large amount of non-paying freight, return of cars without loads, and many other conditions relating to the highly perishable nature of the traffic, *held*, that neither the minimum carload weight nor the transportation charge established by the defendants engaged in the carriage of peaches in refrigerator cars from Georgia points to New York, based upon a rate of 81 cents from Atlanta to New York, is unreasonable and unjust. 10 I. C. C. Rep.

A. G. SWAFFIELD.

v.

THE ATLANTIC COAST LINE RAILROAD COMPANY AND THE LOUISVILLE & NASHVILLE RAILROAD COMPANY.

Decided June 24, 1904.

Cowpeas, like clover and other grasses, are sown and then turned over by the plow for the purpose of soil improvement, but this is not a reason why cowpease should, in the adjustment of freight rates, be classed as a fertilizer, which is applied directly to the soil; and cowpease are further distinguished from fertilizer in that fertilizer furnishes the carrier much greater tonnage, cowpeas have much greater value, and the vine as well as the pea itself is used as a food product.

The defendant, The Louisville & Nashville Railroad Company, classified cowpeas in class D of its freight classification, which also includes grain, while the defendant, the Atlantic Coast Line Railroad Company, imposes a charge of one cent higher than class D rates on cowpeas shipped from South and North Carolina points to New Orleans. *Held*, that the charge exacted by the Atlantic Coast Line is unreasonable and unjust and that cowpeas should be placed by it in class D and carried at the rate fixed for that class. 10 I. C. C. Rep.

DENISON LIGHT & POWER COMPANY.

v.

MISSOURI, KANSAS & TEXAS RAILWAY COMPANY.

Decided June 25, 1904.

Defendant's rate of \$1.90 per ton on coal, lump and slack, from South McAlister, I. T., to Denison, Texas, a distance of 97 miles, is unreasonable and unjust, and should not exceed \$1.25 per ton. Order withheld for specified period. Matter of reparation to complainant also reserved.

IN THE MATTER OF ALLOWANCES TO ELEVATORS BY THE UNION PACIFIC RAILROAD COMPANY.

Decided June 25, 1904.

The Union Pacific Railroad Company entered into contracts with P. & Co., under which the latter erected grain elevators at Council Bluffs and Kansas City for the transfer of grain at those terminals of the Union Pacific System, and for the service of transferring grain by elevator at said points the Union Pacific agreed to pay P. & Co. 1¼ cents per 100 pounds. Corporations controlled by P. & Co. were formed to conduct the elevators at each point. P. & Co. are large buyers and shippers of grain in the northern and western grain-producing states and control a large number of country elevators. In making this arrangement the Union Pacific acted in good faith, and the facts indicate that 1¼ cents per 100 pounds is not an excessive charge for the service as conducted by the elevator companies. The real complainants in the proceeding are carriers competing with the Union Pacific, who claim that if this arrangement is not declared illegal they will be compelled to make similar allowances at transfer points on their lines, and no shipper nor any dealer in competition with P. & Co. has appeared to complain or protest in any manner against this arrangement. *Held*,

1. That the compensation paid for the elevator or transfer service was not unreasonable.
2. That the Union Pacific is entitled to perform the work itself or hire it done by others and is not legally at fault or guilty of wrong doing because incidentally those employed by the carrier to transfer the grain are aided more or less in another line of business in which they are engaged.
3. That any injury or detriment resulting to rival carriers under the arrangement is something which the law does not seek to prevent. 10 I. C. C. Rep.

GARDNER & CLARK

v.

THE SOUTHERN RAILWAY COMPANY.

Decided June 25, 1904.

Defendant has had in force since April 25, 1903, rates per 100 lbs. on bananas in carloads from Charleston, S. C., which are 43 cents to Danville, Va., and 35½ cents to Lynchburg, Va., the transportation to the latter point by defendant's line being through Danville. The lower rate to Lynchburg is forced upon defendant by the competition of bananas coming from Baltimore. The 43-cent rate to Danville is not found to be unreasonable and upon these facts the higher rate to Danville is not in violation of the act to regulate commerce.

Prior to April 25, 1903, defendant had in effect rates per 100 lbs. on bananas in carloads from Charleston which were 43 cents to Danville and 20 cents to Lynchburg. The rate of 20 cents to Lynchburg was 13 cents below the rate which was justified by competition from Baltimore or elsewhere. Such relation of rates was in violation of sections three and four of the act to regulate commerce, and complainants upon the shipments made at the 43-cent rate to Danville are entitled to recover reparation to the extent of 13 cents per 100 lbs., such excess amounting upon complainants' shipments to \$130.

Upon 17 carloads of bananas defendant allowed complainants to ship between May 1, 1902, and April 25, 1903, from Charleston to Lynchburg and unload half of the carloads at Danville, paying the Lynchburg rate plus the local rate on the half carloads carried from Lynchburg to Danville. This was in disregard of defendant's regulations and resulted in charges below those applicable under defendant's published tariff. Complainants seek reparation upon the basis of the Lynchburg rate and defendant upon the basis of its tariff rate, but neither is entitled to recover. 10 I. C. C. Rep.

THE ABERDEEN GROUP COMMERCIAL ASSOCIATION

v.

THE MOBILE & OHIO RAILROAD COMPANY.

Decided June 25, 1904.

Defendant is justified in making a lower scale of charges on freight articles from St. Louis, Mo., East St. Louis and Cairo, Ill., to Mobile, Ala., Meridian, Miss., than for the shorter distances to Tupelo, Aberdeen, Columbus, West Point and Starkville, Miss., by actual and controlling competition which creates substantial dissimilarity in the circumstances and conditions affecting transportation.

Defendant's rates on freight articles generally from St. Louis, East St. Louis and Cairo to Tupelo, Aberdeen, Columbus, West Point and Starkville are not found as a whole to be reasonable and just, nor on the other hand to be altogether unreasonable, but upon the facts of the case its rates upon grain and grain products are unreasonable, unjust and unlawful and should be reduced. 10 I. C. C. Rep.

JOHN W. BLACKMAN JR.

v.

THE SOUTHERN RAILWAY COMPANY.

No. 639.

JOHN W. BLACKMAN, JR.,

v.

THE COLUMBIA, NEWBERRY & LAURENS RAILROAD COMPANY.

Decided June 29, 1904.

A railroad freight depot and a public storage warehouse are not used for similar purposes, and the charge for storage in the railroad depot may properly be made higher than the public warehouse charge with the object of compelling the expeditious removal of freight.

The So. Ry. Co. in applying to complainant's interstate traffic at Macon, Ga., the storage rates prescribed by the Georgia Railroad Commission, and the C., N. & L. R. Co., in applying to complainant's interstate traffic at Columbia, S. C., the storage rates prescribed by the South Carolina Railroad Commission, although such storage rates were in excess of the usual public warehouse charges in Macon and Columbia, did not violate the act to regulate commerce.

Storage rates and regulations enforced by common carriers subject to the act to regulate commerce must be published at their stations and filed with this Commission. 10 I. C. C. Rep.

NEW ORLEANS LIVE STOCK EXCHANGE

v.

TEXAS & PACIFIC RAILWAY COMPANY.

Decided June 25, 1904.

Defendant's rate on beef cattle in carloads from Ft. Worth, Tex., to New Orleans, La., is 42½ cents per 100 lbs. and \$15 per car additional when shipment is made in lots of less than ten carloads. Upon complaint against the imposition of the additional \$15 per car, *Held*, That the charge of \$15 per car in addition to the rate of 42½ cents per 100 lbs. is unreasonable when applied to single carload shipments. 10 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

It is the duty of the respondent railroad companies engaged as common carriers in transporting fruits from points in Michigan to furnish refrigerator cars for such service, but such duty arises out of their common law liability, not under the act to regulate commerce, and redress for failure to fulfill it must be sought in the courts.

The respondent railroad companies may provide refrigerator cars by purchase or by lease, and if the latter plan is adopted they may make contracts with one company which exclude the use of cars owned by other companies.

Carriers should, in the opinion of the Commission, be legally compellable to furnish ice for the refrigeration of refrigerator cars used upon their lines, but if it is not part of the obligation of a common carrier to provide such refrigeration, when it does furnish it and at the same time prohibits the shipper from obtaining it from any other source, the charge for refrigeration is part of the total charge for transportation furnished by the carrier, and must be reasonable.

When charges for refrigeration are applied in the transportation of perishable freight, such charges should be published and adhered to exactly as all other charges for transportation are published and observed. The same consideration of justice and public policy which require this in case of the freight rate apply to the charge for refrigeration.

The respondent railroad companies entered into contracts with the respondent, the Armour Car Lines, to furnish them with refrigerator cars for use in the transportation of fruit from points in Michigan and to refrigerate the cars when used for such transportation. Under the contracts the use of other cars in that business is prohibited and the service of refrigeration is performed exclusively by the Car Lines Company. The railroad companies formerly furnished refrigeration without any charge in addition to the freight rate, and they subsequently made a charge for refrigeration substantially equal to the cost of the icing. Acting under the contracts the Car Lines Company exacts charges for the refrigeration service which greatly exceed those formerly made to cover the cost of icing by the railroad companies and range from 50 to 150 per cent above those made prior to the contracts by the Car Lines Company itself. The total cost of transportation to the shipper has been thereby very largely increased. *Held*, that the railroad companies by making these exclusive contracts, in effect impose upon shippers exorbitant charges for the transportation of Michigan fruits to markets in other states in violation of section one of the act to regulate commerce. Further action withheld to allow readjustment of charges by the respondent companies. 10 I. C. C. Rep.

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