

THIRTIETH ANNUAL REPORT

OF THE

Board of Railroad Commissioners

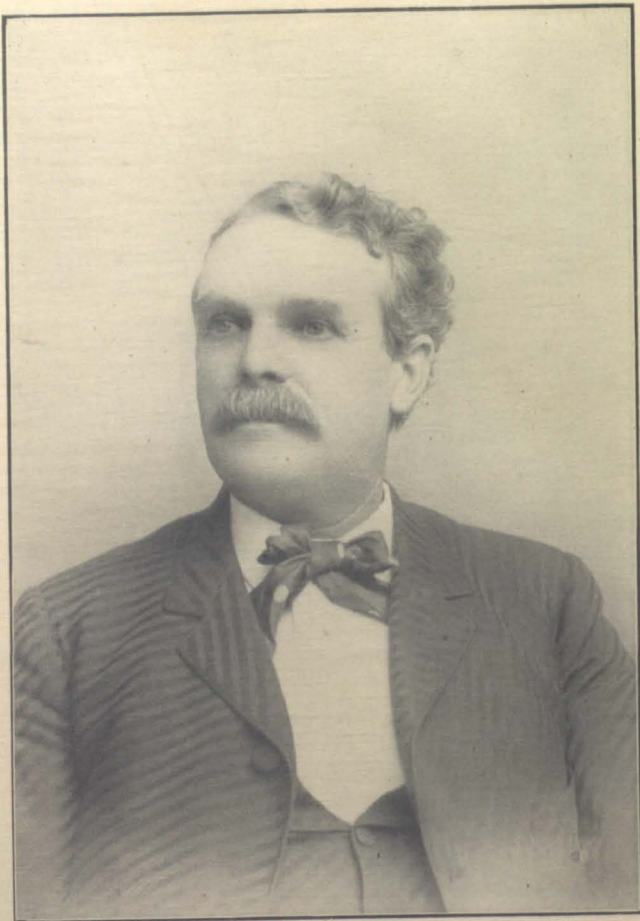
FOR THE

YEAR ENDING JUNE 30, 1907

STATE OF IOWA

PRINTED BY ORDER OF THE GENERAL ASSEMBLY

DES MOINES
EMORY H. ENGLISH, STATE PRINTER
E. D. CHASELL, STATE BINDER
1908



FRANK T. CAMPBELL

In Memoriam.

FRANK T. CAMPBELL, Railroad Commissioner, 1888-1891 inclusive, was born in Ohio, May 8, 1836, and died in Lima, Ohio, March 6, 1907.

Mr. Campbell came to Iowa in 1856 and for a time was associated with his brother in the publication of the "Newton Journal." During the Civil War he was captain of Company "B," Fortieth Iowa Infantry. Was elected in 1873 to the State Senate. During his term as senator he took an active part in railroad legislation, being particularly interested in and the author of the so-called "Granger Law." In 1877 he was elected Lieutenant Governor and two years later was re-elected. In 1888 Governor Wm. Larrabee appointed him Railroad Commissioner for a term of three years. In 1888 the legislature provided for the election of railroad commissioners by the people. The same year, Mr. Campbell was elected to serve three years from January, 1889. At the expiration of this term Mr. Campbell engaged in business in Des Moines, where he remained until about two years before his death, when he removed to Lima, Ohio, and associated with his son in the publication of a newspaper at that place.

Mr. Campbell was a member of the Board of Railroad Commissioners that fixed the original maximum rate schedule under the law passed by the legislature of 1888. In politics the subject of this sketch was always a republican and always ready to be of service in any way he could to his party. He was fearless in his advocacy of what he believed to be right and never shirked a duty.

(Dates given in the above were kindly furnished by the Historical Department of Iowa.)

The Board on March 7, 1907, passed the following as a matter of record:

With deep regret the Commissioners learn of the death of Frank T. Campbell, a former member of this Board. He was able and fearless as a soldier, citizen and public official; his work while a member of the Railroad Commission in formulating rate schedules under the law of 1888, attest his painstaking efforts to do his full duty. It is proper we should honor his memory, and it is therefore ordered that the foregoing be made a matter of record, and that the same be included in the forthcoming report of this Board to the Governor.

WELCOME MOWRY, born in Putnam County, Illinois, April 3, 1842; died at Excelsior Springs, Missouri, April 15, 1907.

In 1861 he enlisted in Company D, Seventh Kansas Cavalry, and participated in the battles of Corinth, Coffeyville, Tupelo, Iuka, Coldwater, Holly Springs, Oxford and Jackson. Mr. Mowry with four companions

was sent to reconnoiter the position of the army of General Price at Abbyville and running into the camp guard, fell back in the darkness. The enemy alarmed at the encounter and ignorant of the size of the forces near at hand, hastily evacuated the town. This is probably the only instance on record where five men stampeded an army. One of Mr. Mowry's commanders has said of him:

"He was frequently on duty as scout in hazardous expeditions where his unflinching bravery, quick intelligence and sound judgment were signally displayed. He was an ideal soldier."

Mr. Mowry was mustered out in September, 1864, but soon re-enlisted in the One Hundred Fifty-first Illinois Infantry, serving until February, 1866, and as sergeant was in command of General Judea's headquarters guards. In 1867 he removed to Iowa, locating on a farm in Tama county, which became his permanent home where he has held many official positions. In 1883 he was elected representative in the house of the Twentieth General Assembly, taking an active part in the business of the session. In 1896 he was one of the republican presidential electors, and in 1898 he was elected railroad commissioner, serving in that capacity for three years, 1899-1902. (Quoted in part from History of Iowa by B. F. Gue.)

The Board on April 16, 1907, passed the following as a matter of record:

In the death of Colonel Welcome Mowry, a former member of the board of railroad commissioners, Iowa has lost one of its ablest and most valuable citizens. He was a splendid soldier in the War of the Rebellion and a man of ripe judgment and wise counsels in time of peace. His name is closely identified with the progress and development of the state. His efficient and valuable services to the people of the state of Iowa while a member of this board are written in the permanent records of the railroad commission. It is fitting that a tribute be paid to his memory and it is therefore

Resolved, First, That his comrade, Colonel D. J. Palmer, who served with Colonel Mowry as a member of this board, and Dwight N. Lewis, the secretary of the board, be delegated to attend his funeral as representatives of the board;

Second, That a copy of this resolution be spread upon the records of this board.



WELCOME MOWRY

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

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

In accordance with the provisions of law we beg to submit herewith the Thirtieth Annual Report of the Board of Railroad Commissioners. This report contains statistics covering the operation of railroads operated by steam and of electric interurban railways for the year ending June 30, 1907; decisions of the Board; a record of all inspections and hearings together with a brief statement of each case closed by the Board during the year.

MILEAGE.

This report shows a decrease in the mileage in Iowa of 10.05 miles. The greater part of this decrease, 6.15 miles, is due to the abandonment by the Chicago, Rock Island & Pacific Railway Company of the line from Wilton to Lime Kiln; the same company by change in line near Brighton eliminated 1.8 miles. Other minor changes occur in the reports of the Chicago Great Western Railway Company, the Albia & Centerville Railroad Company, the Minneapolis & Saint Louis Railroad Company and the Tabor & Northern Railway Company, making the total of 10.05 miles decrease.

ELECTRIC INTERURBAN RAILWAYS.

For the year ending June 30, 1906, there are reported 185.06 miles of electric interurban railway, representing a total capitalization of \$4,669,200.00 and bonded for \$2,898,500.00.

INTERLOCKING DEVICES.

The Board has examined and approved during the year interlocking devices located as follows:

Ankeny crossing of the Chicago & North-Western Railway and the Fort Dodge, Des Moines & Southern Railway;

Carnforth, crossing of the Chicago, Rock Island & Pacific Railway and the Chicago & North-Western Railway;

Culver, Chicago, Rock Island & Pacific Railway and the Chicago, Milwaukee & Saint Paul Railway;

Iowa Falls, crossing of the Illinois Central Railroad, the Chicago, Rock Island & Pacific Railway and the Des Moines, Iowa Falls & Northern Railway;

Oneida, crossing of the Chicago, Great Western Railway, the Chicago, Milwaukee & St. Paul Railway and the Manchester & Oneida Railway;

Boone, Chicago & North-Western Railway with its own tracks;

Clarion, crossing of the Chicago Great Western Railway and the Chicago, Rock Island & Pacific Railway;

Tama, crossing of the Chicago & North-Western Railway and the Chicago, Milwaukee & Saint Paul Railway;

Harcourt, crossing of the Fort Dodge, Des Moines & Southern Railway and the Chicago & North-Western Railway;

Centerville, crossing of the Chicago, Rock Island & Pacific Railway and the Chicago, Burlington & Quincy Railroad.

WRECKS AND ACCIDENTS.

The Thirty-second General Assembly passed a law requiring railroads to report accidents to this Board. This law is as follows:

CHAPTER 110, ACTS THIRTY-SECOND GENERAL ASSEMBLY. REPORTS AND INVESTIGATIONS OF ACCIDENTS ON RAILWAYS.

AN ACT Providing for Reports and Investigations of Accidents on Railways. [Additional to Chapter Six (6) of Title Ten (X) of the Code.]

Be It Enacted by the General Assembly of the State of Iowa:

SECTION 1. Railroad Commissioners to investigate accidents—report. That upon the occurrence of any serious accident upon any railroad within this state, which shall result in personal injury, or loss of life, the corporation operating the road upon which the accident occurred shall give immediate notice thereof to the board of railroad commissioners whose duty it shall be, if they deem it necessary, to investigate the same, and promptly report to the governor the extent of the personal injuries, or loss of life, and whether the same was the result of mismanagement or neglect of the corporation on whose line the injury or loss of life occurred. Provided, that such report shall not be evidence or referred to in any case in any court

SEC. 2. In effect. This act, being deemed of immediate importance, shall be in force and take effect from and after its publication in the Register and Leader and the Des Moines Capital, newspapers published in Des Moines, Iowa. (32 G. A.)

Approved March 27, A. D. 1907.

Under this statute the Board has prescribed forms for the reporting of all accidents and is now receiving such reports, it is believed, promptly upon the occurrence of accidents involving serious injury or loss of life. The forms prescribed are as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

ACCIDENT REPORT.—WRITTEN.

Form of 1907.

.....19.. A.. Hour Mailed to Board.....

(Name of Road)

REPORT OF A COLLISION OR DERAILMENT at or near.....

(Station)

....., on..... division of above named railroad, on

(State)

Time,..... Train or trains involved in wreck or accident with names of conductors, brakemen, engineers and firemen:.....

Estimated damage to cars, engines, track, bridges and signals.....
\$.

Casualties	Killed	In-jured	*Names and Occupation of Employees Killed or Injured
(a) Passengers.....			
(b) Passengers on freight trains			
(bb) Persons carried under agreement or contract.....			
(c) Trainmen.....			
(cc) Trainmen in yards.....			
(d) Yard trainmen (Switching crews).....			
(e) Switch tenders, crossing tenders and watchmen...			Names of Other Persons Killed or Injured
(f) Other employees.....			
(g) Other persons.....			
Total.....			

Nature and Causes of and Circumstances Attending This Accident:

(If more room is required, attach a plain sheet to the underside hereof)

(Name and title of officer sending this report)

*Enter occupation of each employe killed or injured in this accident, using a line for each person. Enter first the killed, then the injured. In each item give the person's age, if known or readily ascertainable, or approximate age. State, in one sentence, the extent of his injury. Where, in case of a personal injury to an employe, the injury was or may have been due to inexperience or ignorance of the employe himself or to excessive fatigue, state how many years he has worked for this company in this occupation; how many years, including service elsewhere, he has done such work, and how many hours he had been on duty. If he had had less than 8 hours' rest before going on duty, state the facts.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

ACCIDENT REPORT.—WRITTEN.

Form of 1907.

.....19.. B.. Hour Mailed to Board.....

(Name of Road)

REPORT OF AN ACCIDENT (not a collision or a derailment) at or near.....

(Station)

....., on..... division of above named railroad, on.....
Time,..... Train or trains involved in accident with

(Date)

names of conductors, brakemen, engineers and firemen:.....

Casualties	Killed	In-jured	*Names of Employees Killed or Injured
(a) Passengers.....			
(b) Passengers on freight trains			
(bb) Persons carried under agreement or contract.....			
(c) Trainmen.....			
(cc) Trainmen in yards.....			
(d) Yard trainmen (Switching crews).....			
(e) Switch tenders, crossing tenders and watchmen...			Names of Other Persons Killed or Injured
(f) Other employees.....			
(g) Other persons.....			
Total.....			

Nature and Causes of and Circumstances Attending This Accident:

(If more room is required, attach a plain sheet to the underside hereof)

(Name and title of officer sending this report)

*Enter name of each employe killed or injured in this accident, using a line for each person. Enter first the killed, then the injured. In each item give the person's age, if known or readily ascertainable, or approximate age. State, in one sentence, the extent of his injury. Where, in case of a personal injury to an employe, the injury was or may have been due to the inexperience or ignorance of the employe himself, or to excessive fatigue, state how many years he has worked for this company in this occupation; how many years, including service elsewhere, he has done such work, and how many hours he had been on duty. If he had had less than 8 hours' rest before going on duty, state the facts.

BOARD OF RAILROAD COMMISSIONERS

State of Iowa

Form for

Accident Report by Wire.

Form C.

Board of Railroad Commissioners, Station

Des Moines, Iowa

(Place of wreck or accident).....

(Date and hour)..... (Number killed and injured).....

(Nature and cause of wreck so far as known).....

(Train or trains involved in accident).....

.....

(Name of officer or agent making report)

N. B. This report must be made to board immediately upon the occurrence of any accident involving serious injury or loss of life, and followed later by written report made by proper officer on Form A or B.

NEW LAWS.

A number of new laws and amendments to laws were passed by the Thirty-second General Assembly, affecting the powers and duties of this Board. The Commissioners have faithfully tried to perform the duties devolving upon them under these new and enlarged powers and duties, and in the subsequent pages of this report will be found reference to the action they have taken.

AMENDMENTS TO CLASSIFICATION.

Submitted as a part of this report are all the amendments made by the Board to the Iowa Classification, No. 13.

LIVE STOCK RATES.

The Commissioners in March upon complaint of live stock shippers, went very carefully into the subject of live stock rates in Iowa, and as a result of such hearing promulgated a new schedule of live stock rates, making a material reduction in the same. Owing to the great importance of this subject to all Iowa people, the Board has set out a complete statement in detail of the investigation made and the result of the same.

JOINT RATES.

The Commissioners submit as a part of this report, detailed statement of its action taken under the provisions of the Joint Rate Law passed by the Thirty-second General Assembly.

COMPARATIVE STATISTICS

The following tables will be found of interest, as they cover the subjects embraced from 1878 to 1907 inclusive.

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

Year	Mileage, excluding freight rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$ 20,714,436.07	\$ 12,565,950.23	\$ 8,148,545.84	\$1,900.13
1879	4,896.04	21,340,709.44	12,904,430.52	8,436,288.92	1,925.33
1880	4,977.01	24,837,545.55	12,982,032.77	10,855,512.78	2,181.08
1881	5,435.98	28,459,181.91	16,788,404.39	11,670,777.52	2,149.63
1882	6,827.43	32,025,906.03	20,512,304.05	11,513,601.98	1,816.44
1883	7,014.05	34,453,354.77	22,827,430.50	11,625,924.27	1,654.45
1884	7,819.25	35,755,371.85	23,550,016.03	12,205,355.82	1,554.45
1885	7,478.42	35,129,587.45	23,006,581.04	12,123,006.41	1,712.34
1886	7,964.07	36,093,106.54	22,961,555.10	13,131,551.44	1,739.87
1887	7,997.50	37,589,730.62	24,152,090.71	13,437,639.91	1,678.59
1888	8,346.31	37,205,586.08	23,877,162.93	13,328,423.15	1,577.75
1889	8,346.00	37,128,299.75	23,286,300.30	13,841,999.45	1,620.19
1890	8,412.72	41,315,133.09	27,286,388.83	14,028,744.26	1,599.75
1891	8,412.16	43,102,259.35	28,639,292.77	14,462,966.58	1,719.15
1892	8,407.34	43,741,630.58	29,629,036.54	14,112,594.04	1,675.02
1893	8,401.70	45,008,680.51	30,623,504.43	14,385,176.08	1,714.81
1894	8,480.38	46,009,670.92	30,000,361.03	16,009,309.89	1,898.56
1895	8,486.36	35,335,910.47	24,736,072.45	10,600,838.02	1,250.25
1896	8,495.07	41,811,292.55	28,725,652.50	13,085,640.05	1,540.35
1897	8,478.63	38,309,508.04	25,325,714.39	12,983,793.65	1,513.54
1898	8,484.16	45,944,936.00	30,815,061.67	15,129,874.33	1,801.34
1899	8,514.51	48,400,158.44	31,476,771.68	16,923,386.76	1,994.04
1900	9,171.49	50,074,571.77	35,406,424.99	14,668,146.78	1,615.04
1901	9,250.00	54,794,835.36	37,449,971.10	17,344,864.26	1,851.06
1902	9,485.22	59,170,530.24	39,876,480.47	19,294,049.77	2,024.19
1903	9,496.00	57,136,081.09	40,752,847.60	16,383,233.49	1,730.55
1904	9,963.52	57,692,095.10	42,694,000.85	14,998,094.25	1,529.99
1905	9,986.77	58,474,377.63	41,994,530.74	16,479,846.89	1,651.11
1906	9,927.26	65,856,745.49	46,710,000.54	19,146,744.95	1,918.24
1907	9,817.33	73,826,361.94	51,112,377.05	22,713,984.89	2,311.92

COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year	Number	Yearly compensation	Average daily compensation
1878	13,518	..	..
1879	15,341	..	..
1880	18,985	..	..
1881	21,974	..	..
1882	17,273	\$ 8,329,810.31	\$ 1.73
1883	27,112	13,194,288.07	1.55
1884	30,731	13,970,561.55	1.64
1885	25,666	13,628,067.96	1.69
1886	25,761	13,677,780.53	1.69
1887	25,088	15,146,324.84	1.95
1888	30,794	16,325,348.31	1.68
1889	24,642	14,212,500.27	1.67
1890	24,351	16,218,183.69	2.11
1891	27,589	16,384,538.45	1.83
1892	30,192	17,870,915.89	1.89
1893	31,127	16,389,873.88	1.68
1894	29,308	16,373,740.31	1.73
1895	24,107	14,168,806.33	1.87
1896	28,165	16,058,796.79	1.89
1897	30,600	15,157,519.49	1.81
1898	30,009	17,380,215.01	1.83
1899	32,385	18,400,388.76	1.82
1900	37,696	21,363,319.55	1.80
1901	37,805	22,353,322.79	1.83
1902	40,636	22,115,066.42	1.83
1903	43,484	24,988,563.17	1.86
1904	38,508	25,328,102.20	2.10
1905	39,586	25,134,453.49	2.06
1906	49,554	26,940,587.52	2.09
1907	43,402	29,007,722.85	2.13

AUTOMATIC COUPLERS AND TRAIN BRAKES.

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

Year	Number of all cars	Equipped with automatic couplers	Equipped with power or train brake	Number of employees	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	85,990	1,581	..	17,273	16	182	31	57
1883	98,108	1,814	..	27,112	16	98	33	43
1884	103,237	1,917	..	26,721	8	100	10	57
1885	108,835	2,300	..	25,666	13	174	15	34
1886	106,178	3,194	..	25,761	10	126	25	38
1887	91,097	..	..	25,088	9	134	23	39
1888	113,975	1,864	..	30,794	19	240	52	59
1889	120,757	4,210	..	24,642	8	149	5	44
1890	137,464	9,194	..	24,351	14	203	17	53
1891	130,163	18,178	..	27,589	13	242	23	82
1892	149,731	34,315	..	30,192	14	196	28	68
1893	142,720	49,871	..	31,127	10	195	22	67
1894	137,171	46,558	..	30,308	7	91	17	32
1895	158,721	58,823	..	34,107	5	80	20	37
1896	182,529	79,718	..	28,165	6	97	19	35
1897	171,900	101,851	..	30,600	7	80	14	65
1898	176,035	142,638	..	30,009	4	75	18	50
1899	190,720	180,565	..	32,385	12	73	12	64
1900	200,314	189,656	..	37,696	8	59	20	52
1901	211,883	250,464	..	37,805	6	52	21	100
1902	227,589	326,276	..	40,636	4	49	6	98
1903	297,127	394,589	..	43,484	11	83	27	87
1904	284,748	380,550	..	38,508	10	75	20	147
1905	288,133	392,717	..	39,586	5	45	11	102
1906	327,285	394,344	..	49,554	5	57	21	178
1907	327,715	318,614	..	43,402	8	80	13	150

Year	Killed				Injured			
	Passengers	Employees	Others	Total	Passengers	Employees	Others	Total
1878	30	26	31	87	51	137	35	223
1879	2	42	40	84	12	103	39	154
1880	5	37	38	80	9	140	34	183
1881	7	67	34	108	17	145	31	194
1882	7	89	69	165	69	302	72	643
1883	4	82	65	151	25	235	59	339
1884	6	72	51	129	47	343	59	449
1885	9	73	75	156	89	730	66	875
1886	8	61	62	131	35	335	74	445
1887	8	59	65	132	28	354	58	440
1888	10	101	69	180	77	554	86	727
1889	4	55	33	73	25	442	46	513
1890	6	73	69	151	67	579	101	747
1891	5	82	91	178	80	601	92	773
1892	23	80	76	179	64	258	77	399
1893	17	81	79	177	78	682	64	824
1894	7	48	90	145	62	377	62	491
1895	4	47	82	133	39	339	74	443
1896	6	36	94	136	62	411	84	557
1897	27	40	90	157	81	291	85	457
1898	5	44	114	163	39	301	70	410
1899	14	62	95	171	101	318	128	547
1900	9	70	143	222	82	449	136	667
1901	7	65	151	223	104	630	142	876
1902	9	64	130	193	104	853	129	1,086
1903	7	100	143	250	169	1,001	147	1,317
1904	12	99	115	215	201	1,419	128	1,749
1905	7	74	109	190	146	1,376	190	1,712
1906	12	80	107	200	195	1,592	188	1,975
1907	13	64	134	211	178	1,584	173	1,935

On January 7, 1907, Willard L. Eaton of Mitchell county having been elected railroad commissioner assumed the duties of the office, succeeding Edward A. Dawson of Bremer county, whose term of office had expired, and the Board organized by the election of N. S. Ketchum, chairman, and Dwight N. Lewis, secretary. Thos. H. Boylan was appointed clerk and Clarence E. Ladd stenographer.

Respectfully submitted,

N. S. KETCHUM,
D. J. PALMER,
W. L. EATON.

Attest:

DWIGHT N. LEWIS, Secretary.

Des Moines, Iowa, December 2, 1907.

WIRES OVER RAILROAD TRACKS.

The Thirty-second General Assembly, State of Iowa, passed a law to protect the safety of railroad employes by regulating the maintaining and stringing of other wires over railroad tracks, which act follows:

CHAPTER 109, ACTS THIRTY-SECOND GENERAL ASSEMBLY. REGULATIONS OF THE STRINGING OF WIRES OVER RAILROAD TRACKS.

AN ACT to Protect the Safety of Railroad Employes by Regulating the Maintaining and Stringing of Other Wires over Railroad Tracks. [Additional to Chapter Six (6) of Title Ten (X) of the Code.]

Be It Enacted by the General Assembly of the State of Iowa:

SECTION 1. Railroad commissioners to have supervision. The railroad commissioners of this state shall have general supervision over any and all wires for transmitting electric current or any other wire whatsoever crossing under or over any track of a railroad in this state.

SEC. 2. Regulations. Within thirty (30) days from the taking effect of this act said railroad commissioners shall make regulations prescribing the manner in which such wires shall cross such railroad tracks in this state.

SEC. 3. Wires must be strung in manner prescribed. It shall hereafter be unlawful for any corporation or person to place or string any such wire for transmitting electric current or any wire whatsoever across any track of a railroad in this state except in such manner as may be prescribed by the railroad commissioners as provided by this act.

SEC. 4. Examination of wires already strung. The board of railroad commissioners shall, as soon as possible after the taking effect of this act, either by personal examination or otherwise, obtain information where the tracks or railroads are crossed by wires strung over said tracks, contrary to or not in compliance with the rules prescribed by the railroad commissioners as contemplated by this act, and shall order such change or changes to be made by the persons or corporations owning or operating such wires as it may deem necessary to make the same comply with said rules and within such reasonable time as it may prescribe.

SEC. 5. Minimum height. In case such wires cross over said track, in no case shall said board of railroad commissioners prescribe a less height than twenty-two (22) feet above the top of the rails of any railroad track for any wire.

Sec. 6. Wires across railroad right of way at highways. The board of railroad commissioners are hereby authorized to provide for and regulate the crossing of wires over and across railroad rights of way at highways and other places within the state.

Sec. 7. Penalty—enforcement. Any person or corporation who string or maintain any wire across any railroad track in this state at a different height or in a different manner from that prescribed by the said board of railroad commissioners shall forfeit and pay to the state of Iowa the sum of one hundred dollars (\$100) for each separate period of ten days during which such wire is so maintained, said forfeiture to be recovered in a civil action brought in any court of competent jurisdiction in the name of the state of Iowa, by the attorney-general, or by the county attorney of the county in which such wire is situated, at the request of the said board of railroad commissioners, and it is hereby made the duty of the said attorney-general and county attorney to bring such action forthwith upon being so requested. (32 G. A.)

Approved April 6, A. D. 1907.

Acting under the direction of this law the Board issued notices to railroad and electric railway companies, and to all telephone and telegraph companies, fixing July 23, 1907, for hearing.

As per notice, on July 23, 1907, the Board met to consider their duties as provided in the act heretofore quoted, having before them representatives of steam railroad companies, electric street railroad companies, electric interurban companies, telephone, telegraph, and electric light companies, who discussed with the Board the provisions of the statute.

After some discussion the Commissioners asked that each interest name a person to represent it upon a committee which should attempt to agree upon the proper regulations for the Board to issue under such law. The representatives present agreed to the proposition and the following committee was named:

G. H. Grose, superintendent telegraph and signals, Illinois Central Railroad Company.

F. J. Hanlon, Mason City Electric Street Railway Company.

H. H. Polk, general manager, Inter-Urban Electric Railway Company.

G. E. McFarland, Bell Telephone Company

P. C. Holdoegel, Local Independent Telephone.

Jno. Fitzpatrick, Chicago, Western Union Telegraph Company.

C. F. Fox, superintendent, Des Moines Postal Telegraph Company.

Geo. S. Carson, Iowa City Electric Light Company.

G. G. Cockerill, Independent Toll Line Telephone Company.

Davis F. Hall, Bell Toll Lines.

Chairman Ketchum requested that this committee meet at once and that it submit its report in writing to the Board not later than 10 o'clock A.M., Wednesday, July 24, 1907.

Pursuant to adjournment, on July 24, 1907, the Commissioners met with representatives of various interests, as heretofore indicated, the committee appointed making the following report:

DES MOINES, IOWA, July 24, 1907.

To the Honorable Board of Railroad Commissioners of Iowa.

City.

GENTLEMEN,—We the undersigned committee appointed by the various interests concerned, do hereby respectfully submit our recommendations for rules regulating the stringing of wires across railroads.

These rules were unanimously adopted by this committee.

John Fitzpatrick, chairman, Western Union Telegraph Company.

Chas. G. Cockerill, secretary, Independent Toll Lines.

G. H. Grose, Steam Railroads.

F. J. Hanlon, Street Railroads.

H. H. Polk, Interurban Railroads.

Geo. E. McFarland, Local Bell Telephone Companies.

P. C. Holdoegel, Local Independent Telephone Companies.

Chas. F. Fox, Postal Telegraph Cable Company of Iowa.

W. N. Keiser, Electric Light Companies.

David F. Hall, Bell Telephone Toll Lines.

The Commissioners thereupon carefully considered the recommendations made and unanimously adopted the same. The Secretary was directed to provide for a sufficient number of these Rules and Regulations printed to supply all interests concerned. Said Rules and Regulations are as follows:

WIRES OVER RAILROAD TRACKS.

THE BOARD OF RAILROAD COMMISSIONERS State of Iowa.

N. S. Ketchum, Chairman

D. J. Palmer

W. L. Eaton

Commissioners

Dwight N. Lewis,

Secretary

Regulations adopted by the Board of Railroad Commissioners of the State of Iowa under authority given by Chapter 109 of the Acts of the Thirty-second General Assembly of Iowa, entitled "An Act to Protect the Safety of Railroad Employees by regulating the maintaining and stringing of other wires over railroad tracks. (Additional to Chapter Six of Title Ten of the Code.)"

ORDER OF THE BOARD.

In all cases where any telegraph, telephone, electric light or other wires shall cross the tracks of any steam or interurban railroad company, the crossing shall be made in accordance with the following rules:

EQUIPMENT.

SECTION 1. All poles sustaining wires which cross railroad tracks shall be of sound timber, cedar or better, with not less than six-inch tops where more than two wires are carried, and not less than five-inch tops in any case, and placed in the ground to a depth of not less than five (5) feet, well tamped, braced and guyed if necessary, of sufficient height so that the wires shall not be less than twenty-four (24) feet above the top of the rails, after allowing for sag.

The cross arms shall be braced with iron braces, and locust hedge or steel pins shall be used.

Pin guards shall be attached to the ends of all cross arms where crossing poles are not in a straight line with the pole on either side. Crossing poles shall be braced or head-guyed, and such poles, braces or guys may be placed on the railroad company's right of way lands, but shall be so placed as not to interfere with the safe operation of the railroad.

LOCATION OF POLES.

SECTION 2. In line construction poles shall not be set further apart than 115 feet at railroad crossings and in no case shall crossing poles be set nearer than ten feet from the nearest rail of the main line track, and shall be provided with double cross arms to be placed upon the poles in a gain of sufficient depth to maintain the cross arms at right angles to the poles.

CROSSING UNDER RAILROAD TRACKS.

SECTION 3. In all cases where any wire-using company shall desire to place its wires under the tracks of any railroad company, it shall, at least five days before so doing, serve a written notice upon the agent of the railroad company at the station nearest to the place where such crossing is to be made. The wires, cables or conduits used in such crossings shall be placed at least three feet below the bottom of the rails of the track. Excavations for such underground crossings shall in no case be left open for a longer period than twelve hours.

TROLLEY LINES.

SECTION 4. The foregoing rules shall not apply to the feed or trolley wires of an electric railway, but such wires shall be placed at least twenty-two (22) feet above the tops of the rails of any railway crossed thereby. They shall be carried on or supported from sound cedar trolley poles with not less than seven-inch tops, or suitable iron trolley poles of sufficient height and strength.

GUARD WIRES.

SECTION 5. Hereafter, whenever the wires of any telephone or telegraph company or other persons, firm or corporation making use of aerial wires shall cross the right of way of any railroad company where the wires of either company carry seven hundred volts or a greater voltage than seven hundred volts, safety appliances shall be installed and maintained at the expense of the company desiring the crossing, which shall furnish adequate protection against the danger to life and property incident to contact between the wires of the companies in question.

The form of the protection may be determined by the companies interested by mutual agreement, and in the event of their disagreement, shall be determined by the board of railroad commissioners. Where the form of protection is fixed by agreement of the companies they shall promptly file with the secretary of the board of railroad commissioners detailed plans and specifications showing the form of the plan for protection adopted, and shall make any changes in this form of protection which the board of railroad commissioners may require as essential for the protection of life and property.

Where crossings of the character above described now exist, protection of the character above contemplated shall be provided on or before January 1, 1908, the cost of installation and maintenance shall be borne by the company or persons last occupying the crossing.

POLES, BRACES AND FASTENINGS TO BE KEPT IN GOOD CONDITION.

SECTION 6. It shall be the duty of the wire-using companies so placing wires above and over the tracks of any railroad company, and of any railroad company crossing the line of any wire-using company, to maintain their crossing poles, wires, cross arms, braces, pins, and other appliances in first-class condition at all times.

CROSS ARMS ON BUILDINGS.

SECTION 7. Where it is impracticable to use poles at railroad crossings on account of buildings, cross arm fixtures must be attached to the building with machine bolts passing through the wall. The use of screws or nails for fastening fixtures to buildings will not be allowed, as they are liable to pull out when subjected to heavy strain.

EXPENSE OF RECONSTRUCTION.

SECTION 8. Where reconstruction of wire carrying lines is made necessary to make them conform to these regulations, the expense of such reconstruction shall be borne by the party last occupying the ground where such reconstruction is made necessary, and each party shall make all reconstruction on its own lines, unless by mutual agreement.

IN SPECIAL CASES APPLICATION MAY BE MADE TO THE BOARD.

SECTION 9. In special cases where compliance with the above and foregoing rules would work a hardship upon any company in extending its wires over or under any railroad, or of any railroad company extending its railroad across the line of any wire-using company, application may be made to the board to make such order for crossing as said board shall deem to be reasonable and just.

TIME TO TAKE EFFECT.

SECTION 10. The above and foregoing rules and regulations shall be in full force and effect from and after this date, as to all new construction, and all persons, firms or corporations, are required to change existing construction at crossings so as to comply with the foregoing rules by January 1, 1908.

Dated at Des Moines, Iowa, this 24th day of July, 1907.

By order of the Board.

DWIGHT N. LEWIS, Secretary.

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.....	500	—	25	—	20,000	—	20,000.00	—	—	—	—	—
Atchison, Topeka & Santa Fe	2,500,000	1,314,890	100	100	250,000,000	131,489,000	102,056,500.00	\$ 114,173,730.00	2½-3	\$ 5,655,032.50	5	\$ 5,708,690.00
Chicago, Anamosa & Northern	1,500	—	100	—	150,000	—	112,000.00	—	—	—	—	—
Chicago, Burlington & Quincy	1,108,321	—	100	—	110,832,100	—	110,832,100.00	—	7	7,753,737.00	—	—
Chicago Great Western	*800,000	300,000	100	100	*80,000,000	30,000,000	\$70,504,684.00	34,497,312.00	4	**1,044,984.00	5	566,845.00
Mason City & Ft. Dodge	200,000	140,000	100	100	20,000,000	14,000,000	19,305,400.00	13,035,752.00	—	—	—	—
Wisconsin, Minnesota & Pac	58,934	—	100	—	5,893,400	—	5,893,400.00	—	—	—	—	—
Chicago, Milwaukee & St. Paul	+	+	100	100	+	+	83,183,000.00	40,808,400.00	7	4,933,283.50	7	3,479,053.00
Chicago & North-Western	12,000,000	—	100	100	1200,000,000	—	†102,022,730.97	22,328,954.56	7	6,118,577.50	8	1,791,000.00
Chicago, St. P., M. & Omaha	300,000	300,000	100	100	30,000,000	30,000,000	31,403,232.32	12,646,833.29	7	1,208,016.50	7	787,976.00
Chicago, Rock Island & Pac	750,000	—	100	—	75,000,000	—	1175,000,000.00	—	5½	4,118,728.00	—	—
Colfax Northern	1,200	—	100	—	120,000	—	60,000.00	—	8½	888,508.00	—	—
Crooked Creek	5,000	—	100	—	500,000	—	225,000.00	—	—	—	—	—
Davenport, R. I. & N. W.	30,000	—	100	—	3,000,000	—	3,000.00	—	—	—	—	—
Des Moines, Iowa Falls & N.	11,270	—	100	—	1,127,000	—	881,400.00	—	—	—	—	—
Des Moines Union	20,000	—	100	—	2,000,000	—	400,000.00	—	—	—	—	—
Des Moines Western	3,000	—	100	—	300,000	—	211,700.00	—	—	20,188.05	—	—
Dubuque & S. C. (Ill. Cent.)	150,000	—	100	—	15,000,000	—	11,750,500.00	—	4	470,380.00	—	—
Iowa Central	110,000	74,000	100	100	11,000,000	7,400,000	8,524,683.48	5,071,771.34	—	—	—	—
Albia & Centerville	4,000	—	100	—	400,000	—	400,000.00	—	—	—	—	—
Manchester & Oneida	7,500	—	10	—	75,000	—	53,500.00	—	—	—	—	—
Minneapolis & St. Louis	60,000	40,000	100	100	6,000,000	4,000,000	6,000,000.00	4,000,000.00	—	—	5	300,000.00
Muscatine, North & South	4,500	—	100	—	450,000	—	—	—	—	—	—	—
Newton & Northwestern	20,000	5,000	100	100	2,000,000	500,000	2,000,000.00	500,000.00	—	—	—	—
Tabor & Northern	2,000	—	50	—	100,000	—	25,000.00	—	—	—	—	—
+Union Pacific	2,961,787	2,000,000	100	100	296,178,700	200,000,000	195,479,000.00	90,569,300.00	10	19,548,840.00	4	3,982,772.00
Wabash	1,505,000	405,000	100	100	150,500,000	40,500,000	51,009,233.33	37,909,233.33	—	—	—	—
Willmar & Sioux Falls (G. N.)	100,000	—	100	—	10,000,000	—	7,000,000.00	—	7	490,000.00	—	—
Totals	12,805,282	4,568,890	—	—	1,279,673,200	456,880,000	\$ 876,364,235.11	\$ 394,814,316.52	—	\$51,477,968.05	—	\$16,516,946.00

*Includes 300,000 shares debenture stock.

†Not fixed.

‡Including preferred.

§Including 20,000 common stock of proprietary companies.

||Including \$36,129,480 debenture stock.

**Debiture stock.

††Including \$145,960.00 B., C. R. & N. and R. I. & P. Ry. Co's. capital stock.

§§Dividends on B., C. R. & N. and R. I. & P. Ry. Co's. capital stock.

+This includes stock issued in the acquisition of stocks and bonds of the Oregon Short Line R.R. Co., the Oregon R.R. & Navigation Co., the Southern Pacific and other companies, the mileage of which companies is not represented in this report.

TABLE No. 2—CAPITAL

Railroads	Amount of Stock Per Mile of Road		Stock representing roads in Iowa	Amount of stock held in Iowa	Number of Stockholders	
	Miles	Amount			Total	In Iowa
Ames & College.....	1.98	\$10,101.00	\$ 20,000.00		7	—
Atchison, Topeka & Santa Fe.....	9,838.82	22,024.00		\$ 220,000.00	17,424	43
Chicago, Anamosa & Northern.....	19.60	5,714.38	112,000.00			
Chicago, Burlington & Quincy.....	8,660.97	12,730.00	117,479,325.07	4,900.00	419	5
Chicago Great Western.....	755.17	139,163.00	55,008,775.75		6,507	213
Mason City & Ft. Dodge.....	878.18	80,831.48	30,467,409.18		6	—
Wisconsin, Minnesota & Pac.....	271.00	31,746.86			6	—
Chicago, Milwaukee & St. Paul.....	7,186.69	18,505.30	134,631,194.92		5,611	—
Chicago & North-Western.....	7,524.64	10,535.23	**26,005,222.48	524,700.00	4,574	27
Chicago, St. P. M. & Omaha.....	1,641.61	29,741.91	**1,546,101.97	11,000.00	1,108	8
Chicago, Rock Island & Pac.....	4,928.46	15,218.00			561	—
Colfax Northern.....	6.00	10,000.00	60,000.00	60,000.00	7	7
Crooked Creek.....	17.61	12,777.45	225,000.00	66,000.00	18	3
Davenport, R. I. & N. W.....	46.70	64,157.40	2,214,071.82		9	—
Des Moines, Iowa Falls & N.....	70.44	12,512.77	821,400.00	41,300.00	43	37
Des Moines Union.....	4.00	100,000.00	400,000.00	250,000.00	11	6
Des Moines Western.....	4.69	45,322.51	211,700.00	211,700.00	10	10
Dubuque & S. C. (Ill. Cent.).....	750.83	15,475.47	10,970,420.00	700.00	29	7
Iowa Central.....	558.43	25,427.45	11,554,966.10	11,800.00	583	2
Albia & Centerville.....	21.40	16,393.44	400,000.00	132,000.00	7	1
Manchester & Oneida.....	8.75	6,114.00	55,500.00		304	—
Minneapolis & St. Louis.....	631.41	15,838.00	3,362.00		436	—
Muscatine, North & South.....	28.67	15,695.85	450,000.00		101	—
Newton & Northwestern.....	102.50	24,240.00	2,500,000.00		43	43
Tabor & Northern.....	8.79	2,878.27	55,300.00		6	—
+Union Pacific.....	3,031.41			113,300.00	13,417	15
Wabash.....	2,015.90	44,556.03	9,003,491.07		2,149	—
Willmar & Sioux Falls (G. N.).....	433.41	16,150.98			6	—
Total.....	48,908.15	\$25,959.29	\$ 205,002,359.42	\$ 1,000,100.00	53,529	422

*Issued for the purchase of the property of the A. T. & S. F. R. R. Co.

+Convertible bonds.

#Road mileage basis.

Issued for properties acquired.

**Proportional.

†Debiture stock.

‡Including \$24,734 debenture stock.

+This includes stock issued in the acquisition of stocks and bonds of the Oregon Short Line Rd. Co., the Oregon Rd. & Navigation Co., the Southern Pacific Company and other companies, the mileage of which companies is not represented in this report.

-The amount is three-tenths more than the figures indicate.

STOCK—CONTINUED.

For Cash		For Construction		For Reorganization		For Other Purposes		Total	Total cash realized
Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred		
300	—	—	—	1,019,535	1,141,737	110,010	—	2,171,322	\$ 20,000.00
30	—	—	—	—	—	1,130	—	1,130	2,000.00
1166,501	26,032	132,954	130,358	11308,458	163,126	230,988	155,815	1,050,920	15,323,788.27
—	—	38,934	—	—	—	—	—	38,934	285,412
531,193	51,980	—	—	—	—	800,646	446,095	1,329,223	57,814,276.37
605,043	30,400	700	—	1385,276	1110,809	19,207	79,621	1,244,216	63,527,889.74
53,451	20,466	—	—	60,330	20,353	91,242	76,669	340,501	4,215,067.73
232,755	—	—	—	419,600	—	47,645	—	750,000	75,000,000.00
—	—	—	—	—	—	600	—	600	60,000.00
117	—	508	—	—	—	1,535	—	2,250	3,000,000.00
30,000	—	—	—	—	—	30,000	—	30,000	881,400.00
11,270	—	—	—	—	—	—	—	—	400,000.00
4,000	—	—	—	—	—	—	—	—	2,117
2,117	—	—	—	—	—	—	—	—	117,505
—	—	—	—	79,996	—	37,599	—	117,595	11,750,500.00
—	—	—	—	85,230	56,734	—	—	141,964	4,000
—	—	—	—	4,000	—	—	—	4,000	—
—	—	—	—	60,000	40,000	—	—	100,000	—
—	—	—	—	—	—	—	—	—	25,000
60,000	5,000	—	—	—	—	—	—	—	25,300.00
237	—	119	—	—	—	150	—	506	2,000.00
20	—	—	—	609,980	750,000	1,344,799	245,606	2,950,492	62,000,000.00
—	—	—	—	280,000	240,000	100,000	—	70,000	7,000,000.00
55,010	—	14,990	—	—	—	—	—	—	—
1,702,544	139,387	247,395	130,358	3,351,405	4,531,820	2,185,541	1,000,963	11,859,022	\$ 301,405,389.11

TABLE No. 3—DEBT.

Railroads	Mortgage Bonds					
	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	\$ 198,840,500.00	\$ 181,250,500.00	\$ 161,018,550.00	\$ 34,563,866.06	\$ 6,538,209.17	\$ 6,540,879.17
Chicago, Anamosa & Northern	350,000.00	350,000.00	350,000.00			
Chicago, Burlington & Quincy	163,077,000.00	163,077,000.00	150,338,000.00		6,422,146.92	6,431,578.56
Chicago Great Western						
Mason City & Ft. Dodge	12,000,000.00	12,000,000.00	12,000,000.00		480,000.00	480,140.00
Wisconsin, Minnesota & Pac.	6,228,000.00	5,811,000.00	5,811,000.00	5,811,000.00	221,960.00	221,960.00
Chicago, Milwaukee & St. Paul			125,817,500.00		5,942,140.00	5,940,000.00
Chicago & North-Western		100,908,000.00	107,757,000.00		5,017,475.00	5,045,773.00
Chicago, St. P. M. & Omaha	42,229,800.00	29,006,800.00	27,337,800.00	12,951,370.08	1,557,291.00	1,549,114.00
Chicago, Rock Island & Pac.		154,437,000.00	154,437,000.00		5,894,694.34	5,892,304.34
Colfax Northern	60,000.00		51,500.00		2,663.75	2,700.00
Crooked Creek				60,000.00		
Davenport, R. I. & N. W.						
Des Moines, Iowa Falls & N.	985,000.00	985,000.00	985,000.00	985,000.00	49,300.00	49,300.00
Des Moines Union	800,000.00	671,000.00	671,000.00	671,000.00	33,550.00	33,550.00
Des Moines Western						
Dubuque & S. C. (Ill. Cent.)	5,830,000.00	6,730,000.00	6,730,000.00	6,730,000.00	392,500.00	392,500.00
Iowa Central	32,650,000.00	12,990,294.91	12,990,294.91	3,559,906.70	596,100.00	596,100.00
Albia & Centerville						
Manchester & Oneida	100,000.00	65,000.00	65,000.00		3,850.00	5,500.00
Minneapolis & St. Louis	44,201,000.00	20,283,000.00	19,795,900.00	13,202,450.00	1,105,388.31	1,105,388.31
Muscatine, North & South						
Newton & Northwestern	3,100,000.00	3,000,000.00	3,000,000.00	2,798,348.38	153,000.00	21,570.00
Tabor & Northern	50,000.00	50,000.00	50,000.00		2,500.00	2,500.00
Union Pacific	200,000,000.00	200,000,000.00	100,000,000.00		4,007,333.34	4,004,950.00
Wabash						
Willmar & Sioux Falls (G. N.)	3,645,000.00	3,645,000.00	3,645,000.00	3,645,000.00	182,300.00	182,650.00
Totals	\$ 714,848,380.00	\$ 904,983,594.91	\$ 809,912,544.91	\$ 84,949,941.77	\$ 38,521,826.73	\$ 38,294,629.31

TABLE No. 4—DEBT—CONTINUED.

Railroads	Miscellaneous Obligations					
	Amount of authorized issue	Amount issued	Amount outstanding	Cash realized on amount issued	Interest	
					Rate	Amount accrued during year
Ames & College						Amount paid during year
Atchison, Topeka & Santa Fe						
Chicago, Anamosa & Northern	\$ 18,372,000.00	\$ 18,372,000.00	\$ 18,372,000.00			\$ 876,630.00
Chicago, Burlington & Quincy						\$ 876,630.00
Chicago Great Western						
Mason City & Ft. Dodge						
Wisconsin, Minnesota & Pac.						
Chicago, Milwaukee & St. Paul		\$ 61,632,000.00	150,957,000.00			12,701,711.67
Chicago & North-Western						\$ 2,796,890.00
Chicago, St. P. M. & Omaha						
Chicago, Rock Island & Pac.		23,883,000.00	16,434,000.00			707,160.00
Colfax Northern						717,120.00
Crooked Creek						
Davenport, R. I. & N. W.						
Des Moines, Iowa Falls & N.	50,000.00	50,000.00	50,000.00	\$ 50,000.00		2,500.00
Des Moines Union						2,500.00
Des Moines Western						
Dubuque & S. C. (Ill. Cent.)	16,250,458.77	11,675,458.77	11,045,852.68	11,045,852.68		398,431.94
Iowa Central						398,431.94
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis	5,000,000.00	5,000,000.00	5,000,000.00	4,806,250.00		104,166.66
Muscatine, North & South						104,166.66
Newton & Northwestern						
Tabor & Northern						
Union Pacific	75,000,000.00					
Wabash						
Willmar & Sioux Falls (G. N.)						
Totals	\$ 114,672,458.77	\$ 120,612,458.77	\$ 107,858,852.68	\$ 15,908,102.68	\$ 4,790,600.27	\$ 4,805,288.60

*Includes \$28,000,000.00 debenture bonds.
†Includes \$26,126,000.00 debenture bonds.

‡Includes \$1,297,216.07 debenture bonds.
§Includes \$1,300,775.00 debenture bonds.

TABLE No. 5—

Railroads	Income Bonds			
	Amount of authorized issue	Amount issued	Amount outstanding	Cash realized on amount issued
Ames & College				
Atchison, Topeka & Santa Fe	\$ 151,728,000	\$ 131,430,000	\$ 116,295,000	\$ 75,128,800.25
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy				
Chicago Great Western				
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pac.				
Chicago, Milwaukee & St. Paul				
Chicago & North-Western		500,000	500,000	
Chicago, St. P., M. & Omaha				
Chicago, Rock Island & Pac.				
Colfax Northern				
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.				
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)				
Iowa Central				
Albia & Centerville				
Manchester & Oneida				
Minneapolis & St. Louis				
Muscatine, North & South				
Newton & Northwestern				
Tabor & Northern				
Union Pacific				
Wabash				
Willmar & Sioux Falls (G. N.)				
Total	\$ 151,728,000	\$ 131,430,000	\$ 116,295,000	\$ 75,128,800.25

DEBT—CONTINUED.

Income Bonds			Equipment Trust Obligations						
Interest			Amount of au- thorized issue	Amount issued	Amount out- standing	Cash realized on amount issued	Interest		
Rates	Accrued during year	Paid dur- ing year					Rate	Accrued during year	Paid dur- ing year
	\$ 4,598,572.04	\$ 4,607,988.85							
	30,000.00	30,180.00							
				\$ 6,500,000	\$ 6,500,000		\$105,625		
							</		

TABLE No. 6—DEBT—CONTINUED.

Railroads	Grand Totals						
	Amount of au- thorized issue	Amount issued	Amount out- standing	Cash realized on amount issued	Average Rates	Interest	
						Amount received during year	Amount paid during year
Ames & College							
Atchison, Topeka & Santa Fe	\$ 350,000,500.00	\$ 312,001,500.00	\$ 277,312,550.00	\$ 100,032,730.91	5	\$ 11,136,781.21	\$ 11,148,143.00
Chicago, Anamosa & Northern	350,000.00	350,000.00	350,000.00				
Chicago, Burlington & Quincy	181,449,000.00	181,449,000.00	168,000,000.00				
Chicago Great Western			437,926.05		6	7,308,770.92	7,308,308.59
Mason City & Ft. Dodge	12,000,000.00	12,000,000.00	12,000,000.00				
Wisconsin, Minnesota & Pac.	6,222,000.00	5,811,000.00	5,811,000.00	5,811,000.00	4	480,000.00	485,140.00
Chicago, Milwaukee & St. Paul			125,817,500.00		4	231,900.00	231,900.00
Chicago & North-Western		172,010,000.00	165,214,000.00		5	5,942,140.00	5,949,000.00
Chicago, St. P. M. & Omaha	42,229,800.00	29,606,800.00	27,337,800.00	12,951,370.06	5	7,749,138.67	7,782,348.00
Chicago, Rock Island & Pac.		184,820,000.00	177,371,000.00		6	1,557,221.00	1,540,114.00
Colfax Northern		60,000.00	51,500.00	60,000.00	43	6,617,469.24	6,379,424.24
Crooked Creek					5	2,908.75	2,700.00
Davenport, R. I. & N. W.							
Des Moines, Iowa Falls & N.	1,035,000.00	1,035,000.00	1,035,000.00	1,035,000.00	5	51,800.00	51,800.00
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 & S. C. (Ill. Cent.)							
Iowa Central	22,180,458.77	18,405,458.77	17,775,852.68	17,775,852.68	5	799,031.94	799,031.94
Albia & Centerville	32,650,000.00	12,900,294.91	12,900,294.91	3,559,000.70	43	595,100.00	595,100.00
Manchester & Onida		65,000.00	65,000.00		5	3,250.00	5,500.00
Minneapolis & St. Louis	100,000.00	50,000.00	50,000.00		5	1,209,554.97	1,209,554.97
Muscatine, North & South	49,231,000.00	25,283,000.00	24,705,000.00	18,068,700.00	5	3,250.00	21,570.00
Newton & Northwestern		3,000,000.00	3,000,000.00		5	2,500.00	2,500.00
Tabor & Northern	50,000.00	50,000.00	50,000.00	2,708,348.33	5	4,007,323.24	4,004,050.00
Union Pacific	275,000,000.00	200,000,000.00	100,000,000.00		4	4,421,556.07	4,511,806.07
Wabash	325,037,000.00	144,537,000.00	115,585,000.00		5	182,300.00	182,300.00
Willmar & Sioux Falls (G. N.)	5,616,080.00	3,646,000.00	3,646,000.00	3,646,000.00			
Totals	\$ 1,306,839,838.77	\$ 1,308,522,052.68	\$ 1,240,080,322.64	\$ 175,980,004.70		\$ 52,468,180.11	\$ 52,269,160.81
*Interest-bearing liabilities							

*Interest bearing liabilities.

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	1.98				20,000.00	\$ 10,101.00	\$ 10,101.00
Atchison, Topeka & Santa Fe	9,553.82	\$ 28,138.00			494,443,780.00	50,152.00	50,152.00
Chicago, Anamosa & Northern	19.00	17,857.14	350,000.00		462,000.00	25,510.20	25,510.20
Chicago, Burlington & Quincy	8,650.07	19,479.00	11,908,419.00	\$ 523,019.00	279,529,100.00	32,375.00	*14,482.47
Chicago Great Western	755.17	579.00	221,934.30	122,866.14	105,529,552.05	139,346.04	139,346.04
Mason City & Ft. Dodge	373.13	31,735.12	11,132,880.10	451,003.40	44,841,152.00	118,506.60	118,506.60
Wisconsin, Minnesota & Pac.	271.00	21,442.80	482,463.00	19,261.13	11,704,400.00	43,180.66	43,180.66
Chicago, Milwaukee & St. Paul	7,186.69	17,507.00	132,762,877.00	11,549,145.01	258,800,800.00	36,012.28	186,017.85
Chicago & North-Western	7,524.64	32,487.11	*25,981,165.13	*1,025,369.32	301,153,750.75	40,022.35	*40,022.35
Chicago, St. P. M. & Omaha	1,641.61	18,035.23	*1,344,345.30	*70,701.01	63,656,926.62	38,777.13	*38,777.13
Chicago, Rock Island & Pac.	4,028.46	34,670.00			252,371,000.00	51,807.00	
Colfax Northern	6.00	8,593.33	51,500.00	2,700.00	111,500.00	18,583.33	18,583.33
Crooked Creek	17.61				225,000.00	12,777.45	12,777.45
Davenport, R. I. & N. W.	45.70				3,000,000.00	64,157.40	64,157.40
Des Moines, Iowa Falls & N.	70.44	14,707.55	1,035,000.00	51,800.00	1,256,042.18	17,831.38	17,831.38
Des Moines Union	4.00	167,350.00	671,000.00	33,550.00	1,071,000.00	267,750.00	267,750.00
Des Moines Western	4.29				211,700.00	45,822.51	45,822.51
Dubuque & S. C. (Ill. Cent.)	750.88	23,401.23	17,355,138.08	764,581.94	29,541,628.06	38,870.70	39,479.60
Iowa Central	502.27	25,935.00	10,684,517.56	490,922.25	27,159,749.73	54,133.73	54,133.73
Albia & Centerville	24.40				400,000.00	16,303.44	16,303.44
Manchester & Onida	8.75	7,428.00	65,000.00	6,500.00	113,000.00	13,542.00	13,542.00
Minneapolis & St. Louis	631.41	20,346.00	8,351,982.00	408,110.83	34,843,683.11	55,184.00	55,184.00
Muscatine, North & South	38.67				450,000.00	15,095.55	15,095.55
Newton & Northwestern	102.50	29,853.66	3,000,000.00	21,570.00	5,500,000.00	54,243.50	54,243.50
Tabor & Northern	3,021.41	5,088.38	50,000.00	2,500.00	75,300.00	8,566.55	8,566.55
+Union Pacific	3,021.41	5,088.38	50,000.00	2,500.00	441,013,345.94	112,408.07	112,408.07
Wabash	3,015.00	57,783.00	4,087,568.82	161,438.11	205,305,030.08	102,338.22	64,651.23
Willmar & Sioux Falls (G. N.)	304.35	11,084.00			10,646,000.00	24,503.00	
Totals	48,793.83	\$ 25,479.61	\$ 140,506,189.19	\$ 6,305,012.80	\$ 2,574,540,351.14	\$ 52,763.64	

*Proportional. †Road mileage basis.

+The report for the Union Pacific Rd. Co. includes stocks and bonds in the acquisition of stocks and bonds of the Oregon Short Line Rd. Co. and other companies, the mileage of which companies is not represented in this report.

TABLE No. 8—STOCKS

Railroads	Stocks Owned			
	Railway Stocks			Other Stocks
	Total Par Value	Income or Dividend Received	Valuation	
Ames & College				
Atchison, Topeka & Santa Fe	\$ 92,819,130.00	\$ 31,935.41		\$ 8,294,912.90
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	481,100.00	4,080.80	352,809.12	15,000.00
Chicago Great Western	39,069,029.01	4,110.80	39,130,423.89	192,450.00
Mason City & Ft. Dodge				400,000.00
Wisconsin, Minnesota & Pac.				
Chicago, Milwaukee & St. Paul	3,635,400.00	9,080.80	3,005,601.00	669,600.00
Chicago & North-Western	25,180,001.70	1,318,000.00		5,180,800.00
Chicago, St. P., M. & Omaha	4,855,328.30	103,650.80	4,284,428.30	
Chicago, Rock Island & Pac.	42,687,605.00	226,834.24	85,039,652.20	4,671,000.00
Colfax Northern				
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	52,500.00	7,174.64	52,500.00	
Des Moines Union	6,300.00		6,300.00	
Des Moines Western	6,300.00		6,300.00	
Dubuque & S. C. (Ill. Cent.)	6.80		6.80	
Iowa Central	900,550.00			
Albia & Centerville				
Manchester & Oneida				
Minneapolis & St. Louis	613,300.00	15,631.27	109,600.00	
Muscatine, North & South				
Newton & Northwestern				1,000.00
Tabor & Northern				
Union Pacific	65,687,800.00	9,315,450.50	73,799,070.50	32,802,800.00
Wabash	15,325,451.68	87,300.00	10,009,255.84	2,522,700.00
Willmar & Sioux Falls (G. N.)	2,500,000.00		2,500,000.00	
Total	\$ 293,784,589.49	\$ 11,123,201.26	\$ 169,479,813.24	\$ 44,752,652.90

AND BONDS OWNED.

Stocks Owned		Bonds Owned					
Other Stocks		Railway Bonds			Other Bonds		
Income or Dividends Received	Valuation	Total Par Value	Income or Interest Received	Valuation	Total Par Value	Income or Interest Received	Valuation
\$ 100,985.00	\$ 1,835,814.30	\$ 60,360,711.11	\$ 246,369.68	\$ 25,130.00	\$ 244,000.00	\$ 60.00	\$ 1,000.00
600.00	15,000.00	888,800.00	55,837.85	822,508.00	422,500.00	35,200.00	422,500.00
	192,456.44	45,000.00	1,566.67	45,000.00	30,400.00	422.23	30,400.00
	20,000.00						
11,557.50	653,622.00	8,888,000.00	6,000,000.00	8,871,000.00			
412,789.00		14,000,000.00	3,462.50				
		2,406,000.00	6,896.00	2,406,000.00			
44,120.00	873,797.04	37,797,857.50	1,288,674.94	30,229,117.02	11,903,000.00	35,123.80	9,193,208.50
		3,825,000.00	153,000.00	3,825,000.00			
		1,477,000.00	67,260.72	1,457,000.00			
	1,000.00						
613,416.00	10,956,612.84	80,135,500.00	3,016,005.50	75,034,702.49	14,358,300.00	236,272.78	1,173,000.00
78,339.05	172,702.00	15,536,000.00	151,850.01	15,080,000.00			
\$ 1,260,806.10	\$ 14,720,981.62	\$ 225,347,848.61	\$ 11,080,227.55	\$ 137,205,457.44	\$ 26,958,100.00	\$ 305,088.00	\$ 10,800,108.50

TABLE No. 9—RENTALS RECEIVED, RENTALS PAID AND MISCELLANEOUS INCOME.

Railroads	Rentals received from lease of tracks, yards and terminals	Miscellaneous Income			Rentals Paid					For lease of tracks, yards and terminals
		Gross income	Expense	Net miscellaneous income	For Lease of Road					
					Interest on bonds guaranteed	Dividends on stock guaranteed	Cash	Total		
Ames & College										
Atchison, Topeka & Santa Fe	\$ 248,226.05			\$ 5,000,620.34						\$ 390,624.01
Chicago, Anamosa & Northern	345.00									
Chicago, Burlington & Quincy	775,379.00			349,487.53						1,167,652.77
Chicago Great Western	179,288.00	\$ 23,146.22		23,146.22						424,320.15
Mason City & Ft. Dodge	60.00									52,079.66
Wisconsin, Minnesota & Pac.										
Chicago, Milwaukee & St. Paul	195,732.55			1,042,002.48						647,255.81
Chicago & North-Western	54,366.87	411,899.37		411,899.37			\$ 54,074.45	\$ 54,074.45		148,968.99
Chicago, St. P., M. & Omaha	43,630.12			125,054.24						136,637.81
Chicago, Rock Island & Pac.	537,325.53				\$927,854.17		172,876.47	1,100,730.64		1,565,279.23
Colfax Northern		2.00		2.00						
Crooked Creek		1,307.42		1,307.42			4,096.40	4,096.40		
Davenport, R. I. & N. W.										5,213.15
Des Moines, Iowa Falls & N.	4,506.25									31,878.55
Des Moines Union	275,800.50			63,896.02						
Des Moines Western	22,389.06			4,101.16						
Dubuque & S. C. (Ill. Cent.)	30,977.69									99,153.93
Iowa Central	4,962.30			3,828.80	22,200.00				22,200.00	32,052.90
Albia & Centerville										60.00
Manchester & Oneida										480.00
Minneapolis & St. Louis										66,257.26
Muscatine, North & South	167,507.27			150,943.20			5.00	5.00		
Newton & Northwestern		4,306.30	189.97	4,126.33						
Tabor & Northern										
Union Pacific										
Wabash	536,100.12	534,415.98	98,567.69	435,848.29						186,960.72
Willmar & Sioux Falls (G. N.)	132,555.88			492,532.48					1,600.00	1,463,913.35
	2,082.50			7,649.24						74,589.72
Totals	\$ 3,022,132.06	\$ 975,037.20	\$98,707.66	\$ 8,205,965.19	\$950,054.17		\$ 231,052.32	\$ 1,182,706.49	\$ 6,482,738.01	

TABLE No. 10—COST OF

Railroads	Cost of Construction			Cost of Equipment		
	Total cost to June 30, 1906	Total cost to June 30, 1907	Per mile	Total cost to June 30, 1906	Total cost to June 30, 1907	Per mile
Ames & College						
A., T. & S. F.	\$ 457,320,987.00	\$ 460,111,445.75	\$ 47,336.80	\$30,979,056.62	\$33,742,536.75	\$ 3,422.05
C. A. & N.						
C. B. & Q.						
C. G. W.	65,477,081.36	66,827,450.06	88,506.49	8,541,420.13	9,476,942.84	12,549.42
M. C. & P. D.	43,067,716.80	43,267,497.84	114,421.32	1,377,926.14	1,577,936.14	4,172.97
W. M. & P.	11,323,247.34	11,455,404.49	42,970.87	623,987.79	668,987.79	2,446.45
C. M. & St. P.						
I.C. & N. W.						
I.C. St. P., M. & O.						
C. R. I. & P.						
Colfax Northern	136,041.47	138,806.02	23,134.34	28,488.98	29,315.10	4,885.85
Crooked Creek	450,506.03	452,070.68	25,071.25	30,008.04	30,908.04	1,188.98
D., R. I. & N. W.	3,152,874.20	3,171,381.81	67,232.54	119,433.67	112,433.67	2,404.48
D. M., I. P. & N.	1,805,412.97	1,820,745.09	25,818.17	175,146.24	179,146.24	2,543.24
D. M. Union	1,245,085.83	1,253,107.55	313,276.89	31,386.63	31,386.63	7,846.66
D. M. Western	211,759.92	214,819.39	46,504.20			
D. & S. C. (Ill. Cen.)						
Iowa Central	23,947,844.30	23,900,810.01	47,764.77	2,383,665.74	2,383,665.74	4,751.76
A. & C.	400,420.00	400,420.00	16,383.80			
M. & O.						
M. & St. L.						
Mus. N. & S.						
N. & N. W.	2,475,078.21	2,478,142.48	24,177.00	68,077.15	68,077.15	605.63
Tabor & Northern	82,688.07	82,688.07	9,407.00	10,229.68	10,229.68	1,163.78
Union Pacific	225,576,052.90	228,773,371.90	76,233.82	11,108,055.08	11,108,055.08	3,701.51
Wabash						
W. & S. F. (Gr. N.)	9,011,391.83	9,135,042.11	30,024.79	388,424.57	1359,527.61	1,151.68
Total	\$ 845,700,237.73	\$ 853,583,783.27	\$52,086,586.42	\$59,759,978.49		

†Credit for year ending June 30, 1907, \$28,806.96.

†Road mileage basis.

*Credit for year ending June 30, 1907, \$33,794.80.

†Proportional.

ROAD AND EQUIPMENT.

Grand Total Cost of Construction and Equipment			Total Cost of Construction and Equipment for Iowa		
Total cost to June 30, 1906	Total cost to June 30, 1907	Per mile	Total cost to June 30, 1906	Total cost to June 30, 1907	Per mile
\$ 30,794.08	\$ 30,794.08	13,532.82	\$ 30,794.08	\$ 30,794.82	13,532.82
484,806,642.62	493,836,789.53	50,759.25	484,806,642.62	493,836,789.53	50,759.25
209,965.74	209,965.74	10,712.59	209,965.74	209,965.74	10,712.59
337,755,389.89	345,281,300.00	39,870.52	337,755,389.89	345,281,300.00	39,870.52
74,018,451.49	76,314,392.89	101,055.91	74,018,451.49	76,314,392.89	101,055.91
44,845,642.94	44,845,642.94	118,597.90	44,845,642.94	44,845,642.94	118,597.90
11,905,335.03	12,119,522.28	44,717.39	11,905,335.03	12,119,522.28	44,717.39
200,054,089.94	209,148,727.01	36,130.17	200,054,089.94	209,148,727.01	36,130.17
232,909,686.79	243,904,818.13	32,414.15	232,909,686.79	243,904,818.13	32,414.15
81,265,083.70	82,408,611.00	38,016.71	81,265,083.70	82,408,611.00	38,016.71
160,718,071.08	160,136,944.33	37,777.45	160,718,071.08	160,136,944.33	37,777.45
164,529.85	168,121.12	28,020.19	164,529.85	168,121.12	28,020.19
471,444.07	473,008.79	26,890.23	471,444.07	473,008.79	26,890.23
3,803,307.87	3,832,815.51	70,227.02	3,803,307.87	3,832,815.51	70,227.02
1,981,309.77	1,996,891.33	28,301.41	1,981,309.77	1,996,891.33	28,301.41
1,277,073.46	1,284,494.18	321,123.55	1,277,073.46	1,284,494.18	321,123.55
211,759.92	214,849.39	46,504.20	211,759.92	214,849.39	46,504.20
39,670,249.89	39,670,249.89	30,057.21	39,670,249.89	39,670,249.89	30,057.21
36,334,309.94	36,377,475.75	52,519.53	36,334,309.94	36,377,475.75	52,519.53
400,420.00	400,420.00	16,383.80	400,420.00	400,420.00	16,383.80
39,917,606.06	39,104,676.39	47,678.53	39,917,606.06	39,104,676.39	47,678.53
2,537,055.40	2,540,319.63	24,782.68	2,537,055.40	2,540,319.63	24,782.68
92,917.75	92,917.75	10,570.84	92,917.75	92,917.75	10,570.84
235,084,118.07	239,881,936.98	79,035.33	235,084,118.07	239,881,936.98	79,035.33
147,294,004.81	169,684,852.62	96,806.41	147,294,004.81	169,684,852.62	96,806.41
9,109,815.90	9,404,569.72	51,206.47	9,109,815.90	9,404,569.72	51,206.47
\$ 2,153,407,776.63	\$ 2,239,979,451.85		\$ 2,153,407,776.63	\$ 2,239,979,451.85	

TABLE No. 11—INCOME ACCOUNT—IOWA.

Railroads	Income from Operation			Income From Other Sources					Total net income
	Gross income	Operating ex- penses	Income from operation	Dividends on stock owned	Interest on bonds owned	Miscellaneous income, less expenses	Total income from other sources		
Ames & College	\$ 20,429.99	\$ 8,775.74	\$ 11,654.25					\$ 11,654.25	
Atchison, Topeka & Santa Fe	351,270.52	277,708.91	73,561.61					73,561.61	
Chicago, Anamosa & Northern	16,797.17	12,843.67	3,953.50					3,953.50	
Chicago, Burlington & Quincy	10,733,262.33	7,405,170.05	3,328,092.28					3,328,092.28	
Chicago Great Western	3,226,402.10	3,071,063.59	225,338.51	\$ 2,178.72	\$ 1,054.12	\$ 12,267.50	\$ 15,500.34	810,838.85	
Mason City & Ft. Dodge	1,797,856.46	1,045,658.86	752,197.60					752,197.60	
Wisconsin, Minnesota & Pac.	54,555.69	39,263.08	15,292.61					15,292.61	
Chicago, Milwaukee & St. Paul	14,295,804.74	10,070,954.20	3,318,850.48	5,375.05	1,585.84	271,337.44	278,298.33	3,597,149.41	
*Chicago, St. P., M. & Omaha	14,391,283.66	9,558,030.72	5,033,246.94	361,624.01	723.44	80,000.58	443,408.03	5,481,654.97	
Chicago, Rock Island & Pac.	902,921.00	602,542.31	300,381.69	47,290.00			47,290.00	437,671.69	
Colfax Northern	13,674,792.50	9,807,344.13	3,867,448.37					3,867,448.37	
Crooked Creek	55,298.62	38,690.84	16,607.78					16,607.78	
Davenport, R. I. & N. W.	28,954.80	20,555.58	8,399.22					8,399.22	
Des Moines, Iowa Falls & N.	47,142.00	37,119.02	10,022.98					10,022.98	
Des Moines Union	221,432.02	140,289.14	81,142.88	7,174.64			7,174.64	88,317.52	
Des Moines Western	375,800.59	216,363.51	59,446.08			63,856.02	63,856.02	123,302.11	
Dubuque & S. C. (Ill. Cent.)	22,389.96	9,999.76	12,390.20			4,101.06	4,101.06	16,491.26	
Iowa Central	4,942,211.29	3,904,812.33	1,037,398.96					1,037,398.96	
Albia & Centerville	22,672.06	21,632.89	1,039.17		129,783.00	4,151.00	133,914.00	846,407.93	
Manchester & Onida	19,640.28	15,827.74	3,812.54					3,812.54	
Minneapolis & St. Louis	1,274,784.54	795,881.36	508,903.18	5,255.23	22,613.05	10,258.32	44,126.60	613,029.75	
Muscatine, North & South	61,668.36	61,138.71	529.65			3,942.67	3,942.67	530.25	
Newton & Northwestern	189,516.00	144,988.50	44,527.50					44,527.50	
Tabor & Northern	22,900.97	16,090.28	6,810.69					6,810.69	
Union Pacific	259,177.18	361,253.08	(102,075.90)					(102,075.90)	
Wabash	1,161,810.39	915,549.56	246,260.83	2,350.17	3,300.00	14,777.47	20,427.64	266,677.47	
Willmar & Sioux Falls (G. N.)	460,631.08	329,885.51	130,745.57					130,745.57	
Totals	\$71,520,816.22	\$51,112,377.06	\$20,408,439.16	\$ 431,348.42	\$ 159,050.45	\$ 470,742.67	\$ 1,007,050.54	\$21,475,519.10	

*Proportional.

†Deficit.

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

Railroads	Deductions from Income							Net income	Deficit
	Interest on funded debt accrued	Interest on interest-bearing liabilities	Rents	Taxes	Permanent improvements	Other deductions	Total deductions from income		
Ames & College				\$ 496.43			\$ 496.43	\$ 11,247.82	
Atchison, Topeka & Santa Fe				14,212.05			14,212.05	59,295.56	
Chicago, Anamosa & Northern				852.82			852.82	3,094.68	
Chicago, Burlington & Quincy				355,548.49			355,548.49	2,972,945.79	
Chicago Great Western	\$ 9,380.92			110,447.58			352,219.24	488,519.61	
Mason City & Ft. Dodge	445,205.52	\$ 231,800.04		55,682.39			500,968.01	251,228.69	
Wisconsin, Minnesota & Pac.	19,520.33			2,505.92			22,026.25		\$ 6,703.64
Chicago, Milwaukee & St. Paul	1,547,333.26			397,722.13		129,846.63	2,074,901.02	1,522,198.39	
*Chicago & North Western	1,619,083.53	194.57	11,208.10	1514,971.48		47,337.54	2,142,855.22	3,288,799.75	
*Chicago, St. P., M. & Omaha	70,709.01			20,341.13		246.25	101,189.14	330,482.55	
Chicago, Rock Island & Pacific				443,008.31			443,008.31	3,424,850.46	
Colfax Northern	2,068.75	1,908.97	4,096.40	1,397.73	\$ 409.85		10,811.70	6,376.08	
Crooked Creek				3,027.78			10,022.98	6,371.50	
Davenport, R. I. & N. W.				10,022.98			87,244.49	1,073.03	
Des Moines, Iowa Falls & N.	51,800.00	10,408.38		6,444.00	18,591.56		59,446.08	63,800.06	
Des Moines Union	33,550.00			25,896.08			1,789.50	14,710.76	
Des Moines Western				1,789.50			1,006,490.73		80,092.77
Dubuque & S. C. (Ill. Cent.)	794,581.94			154,922.49	119,932.70	56,983.60	634,028.42	211,569.51	
Iowa Central	490,292.25	54,936.17	22,300.00	67,509.00			2,700.00	11,720.83	
Albia & Centerville				2,700.00			7,883.02	3,576.08	
Manchester & Oueda	6,500.00			888.62			454,737.39	158,272.40	
Minneapolis & St. Louis	406,652.38		5.00	48,100.00			2,734.25	2,194.00	
Muscatine, North & South		40.00		2,684.25			183,132.64	5,669.89	
Newton & Northwestern	153,000.00	22,950.22		12,182.42			33,447.64	1,240.80	
Tabor & Northern	2,500.00			894.23			208,769.71	105,005.76	
Union Pacific		2,505.66		33,447.64			15,729.51		2,002.24
Wabash	161,428.14			44,551.48	60,182.37	2,507.82			
Willmar & Sioux Falls (G. N.)				15,729.51					
Totals	\$ 5,784,908.06	\$ 324,225.16	\$ 37,599.50	\$ 2,856,956.86	\$ 199,176.38	\$ 237,061.54	\$ 3,330,927.50	\$12,980,217.17	\$ 800,625.57

*Proportional.

†Actual taxes \$450,048.84.

TABLE No. 13—INCOME

Railroads	Payments from Net Income					
	Dividends on Stock				Other payments	Total
	Common		Preferred			
	Rate	Amount	Rate	Amount		
Ames & College						
Atchison, Topeka & Santa Fe						
Chicago, Anamosa & Northern						
Chicago, Burlington & Quincy						
Chicago Great Western	5	\$ 300,427.85	14	\$ 1553,841.54		\$ 854,209.27
Mason City & Ft. Dodge						
Wisconsin, Minnesota & Pac.						
Chicago, Milwaukee & St. Paul	7	1,285,929.80	7	905,948.01		2,191,877.81
Chicago & North-Western	7	1,278,300.69	8	374,329.03		1,652,720.21
*Chicago, St. P., M. & Omaha	7	58,970.81	7	85,774.11		94,744.92
Chicago, Rock Island & Pacific						
Colfax Northern						
Crooked Creek						
Davenport, R. I. & N. W.						
Des Moines, Iowa Falls & N.						
Des Moines Union						
Des Moines Western		29,188.05				29,188.05
Dubuque & S. C. (Ill. Cent.)						
Iowa Central						
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis			5	57,240.00		57,240.00
Muscatine, North & South						
Newton & Northwestern						
Tabor & Northern						
Union Pacific						
Wabash						
Willmar & Sioux Falls (G. N.)						
Totals		\$ 2,052,907.30		\$ 1,937,133.26		\$ 4,890,040.45

*Proportional.

†Debtenture stock.

ACCOUNT—IOWA—CONTINUED.

From Operations Year Ending June 30, 1907		On June 30, 1906		For Year		On June 30, 1907	
Surplus	Deficit	Surplus	Deficit	Additions	Deductions	Surplus	Deficit
\$ 11,917.82		\$ 953.97		\$ 8,634.50		\$ 20,836.35	
50,235.50							
8,094.08				7,061.15			8,956.47
251,828.69	\$ 305,749.70	165,808.27		148,481.10	251,228.69		50,020.39
	6,769.54						
	609,079.49		1,079.81				8,443.45
1,630,010.44		2,916,081.25				4,552,130.69	
241,737.63							
6,570.08		32,072.23				38,448.31	
9,371.50		427,473.40			2,927.36	501,217.54	
1,075.03		35,888.40				35,888.40	
66,809.03			136,325.45				125,252.45
	14,477.29	38,246.55				132,065.39	
	80,009.77					23,709.36	
211,560.51		1,313,421.88		2,709.58		1,527,700.77	
	11,730.83		9,132.57		10,515.38		10,338.12
	8,570.08						
91,032.40		802,207.61			81,137.96	792,403.17	
	2,194.00	3,410.47				5,004.47	
	139,632.47	289,653.20			5,181.34	421,477.01	
	1,940.80	23,180.39		1,154.61	5.92	20,760.90	
	135,583.54						
	2,002.94						
105,005.76							
\$ 2,089,188.03	\$ 1,440,532.04	\$ 5,008,545.37	\$ 1,959,730.08	\$ 171,464.93	\$ 340,181.27	\$ 6,802,050.77	\$ 1,450,266.43

TABLE NUMBER 14—INCOME ACCOUNT—ENTIRE LINE.

Railroads	Income From Operation			Income From Other Sources				Total net 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	20,422.99	8,775.74	11,647.25					11,647.25
Atchison, Topeka & Santa Fe	76,639,367.70	47,161,886.55	29,477,481.15	132,920.41	246,329.56	5,000,630.34	5,469,870.45	34,947,351.15
Chicago, Anamosa & Northern	16,797.17	12,813.67	3,983.50					3,983.50
Chicago, Burlington & Quincy	51,705,307.33	58,181,494.99	23,520,812.34	4,681.80	89,087.86	349,487.53	443,262.16	23,964,074.59
Chicago Great Western	5,867,483.21	7,075,335.77	1,222,853.44	4,110.80	1,088.96	23,146.22	29,245.92	1,251,331.36
Mason City & Ft. Dodge	1,956,996.16	1,190,340.47	766,655.69					766,655.69
Wisconsin, Minnesota & Pac.	736,417.30	423,231.51	313,185.79					313,185.79
Chicago, Milwaukee & St. Paul	90,548,554.45	39,409,410.14	51,139,144.31	20,645.80	6,090.00	1,012,005.48	1,068,736.28	52,207,880.53
Chicago & North-Western	38,378,501.32	44,730,035.35	24,089,907.94	1,720,780.00	3,402.20	411,830.37	2,145,192.57	26,235,090.81
Chicago, St. P., M. & Omaha	14,012,843.78	9,171,115.51	4,841,728.27	103,690.80	6,859.00	125,054.24	235,595.04	5,197,223.01
Chicago, Rock Island & Pacific	55,338,487.45	38,966,006.21	16,372,481.24	270,954.24	1,322,308.83	201,120.54	1,885,292.61	18,257,883.85
Colfax Northern	55,258.62	38,690.84	16,567.78					16,567.78
Crooked Creek	28,954.86	20,555.58	8,399.28					8,399.28
Davenport, R. I. & N. W.	87,063.32	69,613.15	17,450.17					17,450.17
Des Moines, Iowa Falls & N.	221,432.02	140,289.14	81,142.88	7,174.64			7,174.64	88,317.52
Des Moines Union	275,309.59	216,335.51	59,446.08			63,866.03	63,866.03	123,312.11
Des Moines Western	22,329.86	9,920.76	12,409.10			4,101.06	4,101.06	16,491.26
Dubuque & S. C. (Ill. Cent.)	5,835,897.02	4,058,767.83	1,767,129.14					1,767,129.14
Iowa Central	3,216,246.72	2,156,844.05	1,059,412.67		153,000.00	3,828.80	156,828.80	1,216,241.47
Albia & Centerville	22,672.06	31,632.89	8,960.83					8,960.83
Manchester & Oneida	19,640.38	15,387.74	4,252.64					4,252.64
Minneapolis & St. Louis	4,132,953.97	2,558,542.41	1,574,411.56	15,631.27	67,299.72	150,943.26	233,873.25	1,808,284.81
Muscatine, North & South	61,668.96	61,138.71	530.25					530.25
Newton & Northwestern	183,515.00	144,888.50	38,626.50			3,942.07	3,942.07	42,568.57
Tabor & Northern	22,900.97	16,060.28	6,840.69					6,840.69
Union Pacific	45,912,833.54	35,834,134.74	10,078,698.80	9,927,899.50	3,352,278.25	435,848.20	13,615,925.95	23,694,624.75
Wabash	27,565,029.40	20,423,619.75	7,141,409.65	165,530.05	151,850.01	492,583.48	809,971.54	7,951,381.19
Willmar & Sioux Falls (G. N.)	2,027,611.53	1,353,032.03	674,579.50		7,049.24		7,049.24	681,628.74
Totals	\$ 458,289,632.58	\$ 308,133,896.55	\$ 155,155,736.03	\$ 12,381,007.31	\$ 5,301,406.75	\$ 8,405,501.55	\$ 26,180,915.61	\$ 181,336,651.64

*Deficit.

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

Railroads	Deductions from Income							Net income	Deficit
	Interest on funded debt	Interest on current liabilities	Rents	Taxes	Permanent improvements	Other deductions	Total deductions from income		
Ames & College				\$ 405.43			\$ 405.43	\$ 11,241.82	
Atchison, Topeka & Santa Fe	\$ 11,130,781.81	\$ 45,902.83	\$ 218,133.00	2,137,508.17	\$ 323,815.06	\$ 9,717,611.50	23,569,752.86	11,377,408.32	
Chicago, Anamosa & Northern				858.82			858.82	3,094.68	
Chicago, Burlington & Quincy	7,298,779.32			2,814,057.06		700,309.92	10,822,145.30	13,141,930.60	
Chicago Great Western	18,810.92	437,529.51		216,000.00			672,340.43	1,178,969.92	
Mason City & Ft. Dodge	480,000.00			60,000.00			540,000.00	226,546.69	
Wisconsin, Minnesota & Pac.	331,990.00			27,802.56			359,792.56	50,303.13	
Chicago, Milwaukee & St. Paul	5,948,140.00			2,286,066.07			8,234,206.07	13,429,812.75	
Chicago & North-Western	7,749,186.67	961.26	54,074.45	2,464,733.94			10,214,956.32	15,749,565.66	
Chicago, St. P., M. & Omaha	1,537,301.00			633,979.40			2,171,280.40	2,910,613.20	
Chicago, Rock Island & Pacific	6,617,469.24	910,645.76	1,100,720.64	1,588,369.32			10,216,194.96	8,602,792.38	
Colfax Northern	2,068.75	1,598.97	4,096.40	1,397.73	469.85		5,531.65	6,576.08	
Crooked Creek				2,027.78			2,027.78	3,371.50	
Davenport, R. I. & N. W.				17,450.17			17,450.17		
Des Moines, Iowa Falls & N.	51,800.00	10,408.03		6,444.00	18,501.56		87,244.49	1,072.05	
Des Moines Union	33,550.00			25,896.08			59,446.08	63,866.03	
Des Moines Western				1,780.50			1,780.50	14,710.76	
Dubuque & S. C. (Ill. Cent.)	790,051.00			161,688.95	120,745.53	56,982.00	1,128,467.48	639,739.12	
Iowa Central	604,100.00	63,791.69	33,200.00	88,840.06			779,941.75	442,300.72	
Albia & Centerville				2,760.00			2,760.00		11,720.83
Manchester & Oneida	9,200.00			888.62			10,088.62	3,576.08	
Minneapolis & St. Louis	1,813,910.97		5.00	176,694.58			1,990,605.55	437,706.26	
Muscatine, North & South		40.00		2,684.25			2,724.25		2,194.00
Newton & Northwestern	183,000.00	22,950.22		12,182.42			218,132.64		139,662.47
Tabor & Northern	2,500.00	2,205.66		864.23			5,569.89	1,840.80	
Union Pacific	4,687,353.54			1,355,437.31			6,042,790.85	27,939,021.33	
Wabash	4,611,836.67		1,000.00	883,550.77	2,006,075.53	86,594.00	7,489,716.37	461,604.83	
Willmar & Sioux Falls (G. N.)	182,330.00			97,705.25		37,116.38	317,151.63	964,487.10	
Totals	\$ 52,584,988.03	\$ 1,499,005.83	\$ 1,400,830.40	\$ 15,058,033.78	\$ 2,469,697.50	\$ 11,376,197.46	\$ 84,888,652.12	\$ 97,105,182.90	\$ 157,153.88

TABLE No. 16—INCOME ACCOUNT

Railroads	Payments From Net Income					
	Dividends on Stock				Other payments	Total
	Common		Preferred			
	Rate	Amount	Rate	Amount		
Ames & College						
Atchison, Topeka & Santa Fe	5 1/2	\$ 5,655,032.50	5	\$ 5,708,690.00		\$11,363,722.50
Chicago, Anamosa & Northern						
Chicago, Burlington & Quincy	7	7,758,737.00				7,758,737.00
Chicago Great Western	5	599,845.00	14	1,044,984.00		1,611,829.00
Mason City & Ft. Dodge						
Wisconsin, Minnesota & Pac.						
Chicago, Milwaukee & St. Paul	7	4,038,286.50	7	3,479,003.00		8,417,289.50
Chicago & North-Western	7	6,118,577.50	8	1,721,000.00		7,839,577.50
Chicago, St. P., M. & Omaha	7	1,528,916.50	7	787,976.00		2,316,892.50
Chicago, Rock Island & Pacific	5 1/2	4,116,728.00	*6	*8,598.00		4,125,326.00
Colfax Northern						
Crooked Creek						
Davenport, R. I. & N. W.						
Des Moines, Iowa Falls & N.						
Des Moines Union						
Des Moines Western		29,188.05				29,188.05
Drabque & S. C. (Ill. Cent.)	4	470,380.00				470,380.00
Iowa Central						
Albia & Centerville						
Manchester & Oneida						
Minneapolis & St. Louis			5	300,000.00		300,000.00
Muscatine, North & South						
Newton & Northwestern						
Tabor & Northern						
Union Pacific	10	19,548,240.00	4	8,982,772.00		28,531,012.00
Wabash						
Willmar & Sioux Falls (G. N.)	7	490,000.00				490,000.00
Totals		\$30,990,931.05		\$17,003,883.00		\$67,994,814.05

*B. C. R. & N. Ry. and R. I. & P. Ry. stock.

†Debtenture stock.

—ENTIRE LINE—CONTINUED.

From Operations Year Ending June 30, 1907		On June 30, 1906		For Year		On June 30, 1907	
Surplus	Deficit	Surplus	Deficit	Additions	Deductions	Surplus	Deficit
\$ 11,247.82		\$ 953.07		\$ 8,634.56		\$ 20,836.35	
13,775.82		19,985,482.99		283,748.82	\$ 219,133.97	20,099,874.39	
3,094.08			\$ 7,061.15				\$ 3,965.47
5,383,103.00		41,649,536.94				47,032,730.54	
\$ 432,859.07		419,979.97		280,089.88		267,199.72	
229,646.99					239,646.69		
53,393.13					53,393.13		
5,079,463.25		33,759,997.76				38,832,461.01	
7,839,586.16		13,956,839.30				21,787,238.46	
333,730.70		3,002,490.16				3,556,210.86	
4,477,496.38		15,331,037.30		970,205.65	3,670,827.67	17,113,881.72	
5,370.08		32,072.25				38,448.31	
5,571.50		407,475.40			2,687.96	501,217.54	
		47,395.14				47,395.14	
1,073.03			126,325.48				126,325.48
69,896.03		99,099.29				162,935.29	
	14,477.29	38,246.55				23,769.26	
199,419.12			241,100.51	10.00		74,761.39	
442,900.72		2,077,814.04		3,294.08		2,522,908.84	
	11,729.83		9,132.57	10,515.28		10,338.13	
	3,576.08						
237,700.29			1,482,401.63		241,338.87	1,486,033.73	
	2,194.00		2,410.47			5,801.47	
	139,662.47		296,633.30		5,181.54	431,477.01	
1,340.80			23,180.39	1,184.61	5.92	30,760.90	
4,401,009.52		16,457,582.67			1,921,796.96	18,865,795.23	
461,654.82		245,330.01			284,226.56	445,638.27	
	125,512.90	278,455.62				250,942.72	
\$29,683,418.11	\$ 730,002.64	\$ 148,940,138.47	\$ 2,179,335.39	\$ 1,563,632.83	\$ 6,672,177.97	\$171,807,444.79	\$2,158,194.54

TABLE No. 17—

Railroads	Passenger				
	Originating and terminating in Iowa	Originating but not terminating in Iowa	Terminating but not originating in Iowa	Crossing the state	Total passenger revenue
Ames & College	\$ 16,541.80				\$ 16,541.80
Atchison, Topeka & Santa Fe					65,518.00
Chicago, Anamosa & Northern	3,844.81				3,844.81
Chicago, Burlington & Quincy					2,794,344.24
Chicago Great Western	430,468.89	\$ 158,167.81	\$ 120,249.19	\$ 200,831.80	937,707.69
Mason City & Ft. Dodge	233,909.63	56,425.78	42,010.63	60,333.66	392,679.75
Wisconsin, Minnesota & Pac.	3,297.93	886.56	768.27		4,952.76
Chicago, Milwaukee & St. Paul					2,650,325.56
Chicago & North-Western	1,729,651.48	509,668.78	423,829.87	1,000,782.36	3,746,938.49
Chicago, St. P., M. & Omaha					310,218.38
Chicago, Rock Island & Pacific					3,775,254.80
Colfax Northern	8,471.85				8,471.85
Crooked Creek	1,035.08				1,035.08
Davenport, R. I. & N. W.					55,072.34
Des Moines, Iowa Falls & N.	55,072.34				55,072.34
Des Moines Union					
Des Moines Western					
*Dubuque & S. C. (Ill. Cent.)	747,020.78	182,029.22	170,757.70	182,635.96	1,282,443.66
Iowa Central					405,790.72
Albia & Centerville	7,443.83				7,443.83
Manchester & Oneida	7,443.83				7,443.83
Minneapolis & St. Louis	496.05				496.05
Muscatine, North & South	7,240.89				7,240.89
Newton & Northwestern	14,288.09				14,288.09
Tabor & Northern	6,438.78				6,438.78
Union Pacific		782.76	731.00	7,471.30	8,985.86
Wabash	115,781.02	77,047.45	52,217.18	26,933.96	272,000.21
Willmar & Sioux Falls (G. N.)	29,054.57	8,969.25	26,031.38	555.51	65,510.81
Totals	\$ 3,417,707.47	\$ 986,977.71	\$ 855,696.14	\$ 1,978,433.78	\$ 17,134,286.27

EARNINGS—IOWA.

Originating and terminating in Iowa	Express					Mails	Extra baggage and storage	Other items	Total passenger earnings
	Originating but not terminating in Iowa	Terminating but not originating in Iowa	Crossing the state	Total express					
\$ 1,920.04				\$ 9,418.56	\$ 12,318.94	\$ 554.30	\$ 1,611.60	\$ 16,541.80	\$ 87,015.49
				1,380.04		586.88	25.05		5,973.78
				281,650.95	606,019.23	36,828.38	34,652.30		2,723,525.10
				80,928.64	60,745.77	8,904.69	14,151.80		1,102,733.59
				22,730.92	19,940.52	4,155.53	2,282.18		441,689.21
				795.38	1,330.30	151.21	41.94		7,244.39
				204,590.11	301,119.50	47,454.61	148,074.91		3,450,573.09
				325,295.88	479,338.70	59,457.16	6,658.44		4,010,380.73
				24,687.52	29,077.36	5,056.94	333.43		273,354.73
				435,458.42	350,360.05	68,722.23			4,509,755.57
				80.80		14.91			8,509.96
				300.00		708.35			2,043.41
						3,017.68			3,917.68
						3,308.28	625.47		61,597.38
149,389.86				149,389.86	120,077.58	21,484.97	5,043.20	1,573,338.27	495,731.02
				27,683.76	50,517.24	10,141.50	1,507.80		9,175.83
				300.00	1,090.70	341.30			8,329.15
				496.05	492.84	5.72			308,483.96
				24,147.48	48,022.14	8,397.97			8,241.21
				1,000.02					30,084.86
				1,358.04	3,477.00	164.55			6,928.50
				639.98	644.21	219.53			17,300.22
					3,750.67	4,635.60			200,820.16
					29,627.30	51,275.54			79,548.11
					4,242.28	8,271.60	1,118.84		
\$ 149,085.00				\$ 3,750.67	\$ 1,686,673.17	\$ 2,164,370.14	\$ 293,732.05	\$ 221,847.09	\$ 21,473,960.16

*Including extra baggage.
*Rond mileage basis.

TABLE No. 18—EARNINGS—

Railroads	Freight		
	Originating and terminating in Iowa	Originating but not terminating in Iowa	Terminating but not originating in Iowa
Ames & College	\$ 3,870.87		
Atchison, Topeka & Santa Fe	2,274.69	6,051.87	2,402.68
Chicago, Anamosa & Northern			
Chicago, Burlington & Quincy			
Chicago Great Western			
Mason City & Ft. Dodge	211,515.87	175,648.79	297,050.00
Wisconsin, Minnesota & Pac.	1,337.81	15,744.39	30,417.26
Chicago, Milwaukee & St. Paul			
Chicago & North-Western	1,569,682.01	3,115,551.92	1,734,139.93
Chicago, St. P., M. & Omaha			
Chicago, Rock Island & Pacific			
Colfax Northern	46,652.43		
Crooked Creek	25,004.03		
Davenport, R. I. & N. W.			
Des Moines, Iowa Falls & N.	154,513.86		
Des Moines Union			
Des Moines Western			
Dubuque & S. C. (Ill. Cent.)	515,817.49	868,518.66	691,061.25
Iowa Central			
Albia & Centerville	13,335.45		
Manchester & Oneida	11,311.13		
Minneapolis & St. Louis			
Muscatine, North & South	59,513.65		
Newton & Northwestern	169,225.01		
Tabor & Northern	15,807.88		
Union Pacific		4,228.26	15,298.03
Wabash	295,000.82	210,071.32	223,992.18
Willmar & Sioux Falls (G. N.)	79,944.21	129,317.00	109,479.23
Totals	\$ 3,158,596.61	\$ 4,522,132.81	\$ 3,097,810.50

*Including "stock yards" and "elevators."

IOWA—CONTINUED.

Freight		Stock-yards	Elevators	Other items	Total freight earnings	Total passenger and freight earnings
Crossing the state	Total freight revenue					
\$	3,870.87				\$ 3,870.87	\$ 20,412.73
	259,065.87			\$ *380.00	259,016.77	247,532.26
	10,728.74				10,728.74	16,705.52
	6,851,147.72				6,851,147.72	10,574,672.82
	8,743,228.65				2,743,228.65	3,845,992.24
\$ 615,000.00	1,902,814.06				1,902,814.06	1,744,503.27
	43,549.96				43,549.96	50,794.55
	10,824,186.49				10,824,186.49	14,274,790.18
4,669,105.29	11,074,339.15	\$ 10,911.05		33,818.91	11,118,769.11	15,739,449.84
	519,390.40			2,009.17	521,399.57	994,754.30
	8,743,339.89				8,743,339.89	13,843,125.46
	46,652.43				46,652.43	55,222.39
	25,004.03				25,004.03	27,647.44
						3,917.58
	154,513.86				154,513.86	216,111.24
830,149.30	2,905,547.20			9,944.86	2,915,492.06	4,488,330.33
	1,674,729.49				1,674,729.49	2,170,460.51
	13,335.45				13,335.45	22,591.28
	11,311.13				11,311.13	19,640.38
	833,892.52				833,892.52	1,232,376.48
	62,513.65				62,513.65	90,754.96
	169,225.01				169,225.01	181,009.57
	15,807.88				15,807.88	22,736.38
47,289.50	64,779.79				64,779.79	83,137.01
87,335.08	789,489.40		2,481.83		788,921.23	1,149,810.29
46,547.63	359,588.67			847.70	357,436.37	436,964.48
\$ 6,259,378.30	\$10,587,419.31	\$ 10,911.05	\$ 2,481.83	\$ 46,451.54	\$ 40,947,213.73	\$ 71,121,173.89

TABLE No. 19—EARNINGS—IOWA—CONTINUED.

Railroads	Other Earnings From Operation							Total other earnings	Total gross earnings—operating— Iowa
	Switching balance	Car mileage and freight service	Hire of equipment	Telegraph	Rents from track and terminals	Rents not otherwise provided for	All other sources		
Ames & College			1,761.37	302.06		\$ 216.27	17.29	\$ 17.29	\$ 30,429.99
Atchison, Topeka & Santa Fe						1,361.56	3,744.35	3,744.35	351,276.59
Chicago, Anamosa & Northern						91.65	91.65	91.65	15,797.17
Chicago, Burlington & Quincy	48,186.09	31,342.02	15,012.51	35,758.21		1,075.08	24,119.57	158,889.51	10,753,202.33
Chicago Great Western		45,938.22				2,951.80	3,009.35	50,432.85	3,886,492.10
Mason City & Ft. Dodge		2,452.29				290.21	6,463.17	56,353.19	1,797,856.46
Wisconsin, Minnesota & Pac.						14,289.50	7.12	3,761.14	51,555.69
Chicago, Milwaukee & St. Paul		155,574.49	2,072.80		9,334.10	10,189.08	1,318.05	122,680.46	15,696,769.38
Chicago & North-Western	111,055.75	3,768.37			4,183.08	1,007.85	176.15	11,830.30	992,924.00
Chicago, St. P., M. & Omaha			74,673.53	4,882.38	102,114.30	53,439.28	36,900.80	331,607.44	13,674,792.90
Chicago, Rock Island & Pacific		69.70		4.53		2.00		70.23	55,228.62
Colfax Northern							345.42	1,307.42	38,954.83
Crooked Creek	902.00						34.00	43,225.32	47,143.00
Davenport, R. I. & N. W.	29,714.74	6,712.13	345.77	3.11		4,506.25	814.53	5,320.78	221,432.02
Des Moines, Iowa Falls & N.						275,800.50		275,800.50	275,800.50
Des Moines Union						22,880.96		22,880.96	22,880.96
Des Moines Western						22,032.20		453,280.96	4,942,211.21
Dubuque & S. C. (Ill. Cent.)	16,452.22					11,697.02	395,209.52	58,959.35	2,229,419.85
Iowa Central		42,434.83	4,085.02	752.59		8,820.35		110.78	19,640.28
Albia & Centerville	78.43							2,061.89	42,408.06
Manchester & Oneida			6,541.16		33,905.01			914.00	61,098.95
Minneapolis & St. Louis								55.13	189,516.00
Muscatine, North & South	890.00							164.59	32,900.97
Newton & Northwestern	151.00								259,177.18
Tabor & Northern									12,000.00
Union Pacific	22,308.75		51.21	164.50	138,822.27	2,829.35	12,788.00	177,040.17	1,161,810.39
Wabash					12,000.00				25,646.60
Willmar & Sioux Falls (G. N.)	21,228.75					8,417.85			460,631.08
Totals	\$ 129,016.13	\$ 76,123.07	\$ 105,446.57	\$ 49,822.41	\$ 696,723.17	\$ 150,904.96	\$ 497,121.91	\$ 1,705,158.05	\$ 72,826,331.94

*Including rents from tracks, yards and terminals.

†Debit.

TABLE No. 20—EARNINGS—ENTIRE LINE.

Railroads	Passenger Earnings							Total passenger earnings
	Total	Deductions account for tickets, etc.	Net revenue	Mails	Express	Extra baggage and storage	Other items	
Ames & College	\$ 16,541.86		\$ 16,541.86					\$ 16,541.86
Atchison, Topeka & Santa Fe	17,866,781.94	\$ 517,868.69	17,348,913.25	1,675,463.49	\$ 2,941,543.03	\$ 211,057.36	\$ 242,940.97	\$ 22,419,918.00
Chicago, Anamosa & Northern	3,844.81		3,844.81	586.88	1,520.04	25.05		5,976.78
Chicago, Burlington & Quincy	18,478,170.52		2,382,811.29	1,982,823.71	272,897.81	235,254.39		26,318,082.72
Chicago Great Western	1,090,329.50		1,090,329.50	129,687.31	175,655.80	19,142.56		2,451,663.07
Mason City & Ft. Dodge	416,356.42		416,356.42	21,580.65	84,847.38	4,337.42		469,680.46
Wisconsin, Minnesota & Pac.	155,012.16		155,012.16	19,288.40	9,682.88	3,312.33		198,093.50
Chicago, Milwaukee & St. Paul	12,102,106.22		1,687,000.41	1,192,833.84	109,454.48	1,054,285.31		16,228,700.26
Chicago & North-Western	16,026,076.39	815,187.69	16,111,788.70	1,495,501.07	1,435,331.29	330,389.01	43,454.16	19,396,364.33
Chicago, St. P., M. & Omaha	3,770,124.81	18,400.46	3,790,724.35	274,886.40	222,303.82	58,880.20		4,390,827.31
Chicago, Rock Island & Pacific	15,084,730.73	579,665.48	15,105,174.35	1,238,901.49	1,263,464.79	273,984.34		17,881,614.87
Colfax Northern	8,506.83	21.98	8,474.85		80.20	14.91		8,569.96
Crooked Creek	1,007.43	2.35	1,005.08		708.33	300.00		2,013.41
Davenport, R. I. & N. W.				5,441.34				5,441.34
Des Moines, Iowa Falls & N.	55,072.34		55,072.34	2,303.28	2,506.29	625.47		61,507.38
Des Moines Union								
Des Moines Western								
Dubuque & S. C. (Ill. Cent.)	1,362,225.13	41,933.82	1,320,291.31	125,530.28	151,148.14	22,027.15	5,146.92	1,694,152.90
Iowa Central	7,516.00	72.36	7,588.36	59,005.66	32,956.98	12,694.33		614,572.53
Albia & Centerville	7,424.54		7,424.54	1,000.70	300.00		341.30	9,175.83
Manchester & Oneida	989,419.25	5,204.34	984,214.91	402.84	496.05	5.72		9,329.15
Minneapolis & St. Louis	7,940.29		7,940.29	66,020.07	66,020.07	25,087.49	2,742.86	1,100,828.00
Muscatine, North & South	14,206.19	8.10	14,288.09	3,477.00	1,358.04	164.55	797.18	20,084.80
Newton & Northwestern	5,433.78		5,433.78	644.21	639.08	210.53		6,928.50
Tabor & Northern	8,161,764.00	33,062.10	8,127,812.74	2,941,147.49	694,895.57	199,996.50		11,969,852.30
Union Pacific	7,290,939.34	399,650.51	6,891,288.83	829,465.00	739,332.32	84,447.32	59,730.01	8,597,253.29
Wabash	348,542.16	2,841.05	345,701.11	44,830.22	21,196.55	5,931.56	1,197.75	419,327.21
Willmar & Sioux Falls (G. N.)								
Totals	\$ 75,000,130.01	\$ 2,414,218.80	\$ 103,773,205.42	\$ 12,346,171.68	\$ 11,014,050.00	\$ 1,544,606.46	\$ 1,790,845.35	\$ 130,474,888.00

TABLE No. 21—EARNINGS—

Railroads	Freight Earnings			
	Freight Revenue			
	Total freight revenue	Less Repayments		
		Overcharge to shippers	Other repayments	Total deductions
Ames & College	\$ 3,870.87			
Atchison, Topeka & Santa Fe	53,920,395.71	\$ 813,503.98	\$ 250,327.23	\$ 1,074,891.21
Chicago, Anamosa & Northern	10,000.21	28.54	142.03	171.47
Chicago, Burlington & Quincy				
Chicago Great Western	6,333,608.69			
Mason City & Ft. Dodge	1,427,387.49			
Wisconsin, Minnesota & Pac.	497,730.70			
Chicago, Milwaukee & St. Paul				
Chicago & North-Western	49,439,403.37	350,322.17		350,322.17
Chicago, St. P., M. & Omaha	9,539,641.48	101,457.23	14,971.21	116,428.44
Chicago, Rock Island & Pacific	37,968,839.36	1,436,875.45		1,436,875.45
Colfax Northern	46,872.76	230.33		230.33
Crooked Creek	25,775.80	171.86		171.86
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	154,513.86			
Des Moines Union				
Des Moines Western				
Des Moines & S. C. (Ill. Cent.)	3,824,892.46	145,973.03		145,973.03
Iowa Central				
Albia & Centerville	13,553.56			168.11
Manchester & Oneida	11,311.13			
Minneapolis & St. Louis	2,727,031.37			45,080.56
Muscatine, North & South	62,513.65			
Newton & Northwestern	170,788.90	1,563.89		1,563.89
Tabor & Northern	15,807.88			
Union Pacific	33,008,021.60	548,425.35		548,425.35
Wabash	20,331,030.31	788,077.31	1,577,666.71	2,365,744.02
Willmar & Sioux Falls (G. N.)	1,501,513.49			779.79
Totals	\$ 224,689,122.75	\$ 4,197,579.14	\$ 1,849,108.08	\$ 6,099,315.70

ENTIRE LINE—CONTINUED.

Freight Earnings						Total passenger and freight earnings
Net revenue	Stock-yards	Elevators	Other items	Total freight earnings		
\$ 3,870.87				\$ 3,870.87	\$ 20,412.73	
52,915,504.80			\$ 146,404.35	53,061,909.15	75,411,826.85	
10,728.74				10,728.74	10,705.52	
56,018,086.54	47,110.11			56,065,196.65	79,414,726.37	
6,333,608.69	623.06			6,334,231.75	8,785,885.44	
1,427,387.49				1,427,387.49	1,897,267.95	
497,730.70				497,730.70	699,734.26	
44,115,050.16		26,526.46		44,141,576.62	69,379,875.88	
49,983,546.30	79,005.15		195,888.02	49,818,600.27	68,655,024.50	
9,423,213.04			24,080.36	9,447,293.40	13,838,730.71	
39,531,944.91				39,531,944.91	54,413,559.78	
46,652.43				46,652.43	55,222.39	
25,604.03				25,604.03	27,647.44	
154,513.86				154,513.86	5,441.24	
154,513.86				154,513.86	216,111.34	
3,978,919.42			10,500.30	3,989,428.63	5,813,551.55	
3,908,327.42				3,908,327.42	5,122,399.95	
13,385.45				13,385.45	22,561.28	
11,311.13				11,311.13	10,640.28	
2,681,350.79				2,681,350.79	3,899,436.03	
52,513.65				52,513.65	69,751.96	
169,225.01				169,225.01	189,809.87	
15,807.88				15,807.88	22,739.38	
33,008,021.60				33,008,021.60	44,250,413.25	
20,331,030.31			869,933.84	18,333,220.13	27,432,473.52	
1,501,513.49			2,273.52	1,503,006.22	2,012,333.43	
\$ 318,704,495.22	\$ 117,758.94	\$ 26,526.46	\$ 749,189.19	\$ 319,057,969.81	\$ 450,132,967.81	

TABLE No. 22—EARNINGS—

Railroads	Other Earnings From Operation			
	Switching charges balance	Car mileage balance	Hire of equipment balance	Telegraph
Ames & College				
Atchison, Topeka & Santa Fe	\$ 220,320.18		\$ 492,829.24	\$ 67,816.05
Chicago, Anamosa & Northern				179,512.98
Chicago, Burlington & Quincy	1,005,652.13			
Chicago Great Western		\$ 67,257.56	32,215.68	
Mason City & Ft. Dodge		48,030.41		771.57
Wisconsin, Minnesota & Pac.		41,332.56		
Chicago, Milwaukee & St. Paul				28,861.06
Chicago & North-Western		44,288.88		
Chicago, St. P. M. & Omaha		74,191.70	63,177.49	
Chicago, Rock Island & Pacific			275,415.49	20,254.67
Colfax Northern		69.70		4.53
Crooked Creek	902.00			
Davenport, R. I. & N. W.	62,395.44	10,178.33	480.33	9.11
Des Moines, Iowa Falls & N.	4,509.25	814.53		
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	14,217.30			
Iowa Central		57,308.35	6,214.16	863.63
Albia & Centerville	78.43			
Manchester & Oneida				
Minneapolis & St. Louis		94,905.56	16,872.79	
Muscatine, North & South	829.00			
Newton & Northwestern	151.00			164.59
Taber & Northern				
Union Pacific	367,044.96		21,580.24	62,374.51
Wabash				
Willmar & Sioux Falls (G. N.)	10,948.00			
Totals	\$ 1,087,374.59	\$ 438,297.92	\$ 900,991.29	\$ 300,128.70

ENTIRE LINE—CONTINUED.

Rents from tracks, yards and terminals	Rents not otherwise provided for	Other sources	Total other earnings	Total earnings from operation entire line	Proportion of gross earnings from operation — Iowa
		\$ 17.26	\$ 17.26	\$ 20,429.99	\$ 20,429.99
\$ 248,336.05	\$ 105,697.84	93,141.49	1,227,540.85	76,639,267.70	1351,276.52
		91.65	91.65	19,797.17	119,797.17
		239,036.82	2,899,596.96	81,795,267.33	110,738,262.33
	*775,379.03	5,485.43	5,457.83	8,897,481.21	3,939,982.63
	179.28	4,572.08	7,065.12	59,738.21	1,950,996.16
60.00		5,260.18	238.29	45,622.94	71,964.26
		149,317.51	12,547.27	178,173.57	60,543,554.45
		112,743.80	223,906.82	68,878,961.32	17,749,858.01
54,356.87		20,120.97	3,012.79	204,123.07	14,042,843.78
43,820.12		184,700.50	139,029.51	1,124,927.67	55,338,487.45
527,335.53		3.00		76.20	55,298.62
			345.42	1,307.42	28,954.86
			8,186.72	81,022.02	147,145.00
	178.25			221,432.02	221,432.02
275,809.59			275,809.59	275,809.59	275,809.59
22,389.06			22,389.06	22,389.06	22,389.06
30,979.66	13,113.55		512,215.49	5,325,267.02	14,942,271.29
1,968.36		24,092.24	63,346.72	3,216,246.72	12,229,419.86
		22.35	110.78	22,672.06	22,672.06
				19,940.28	19,940.28
			7,222.20	4,152,953.97	1,274,784.54
167,967.27		914.00		61,668.96	61,668.96
		15.00		189,516.00	189,516.00
		55.13		22,900.97	22,900.97
			1,292,515.29	45,512,933.54	1299,177.13
686,100.13	47,234.27			27,565,029.40	11,161,810.39
132,555.88				15,278.10	2,027,611.53
2,082.50	1,703.80		543.80		1460,651.08
\$ 2,046,131.20	\$ 1,402,671.30	\$ 1,314,119.24	\$ 8,196,764.77	\$ 458,289,632.58	\$ 79,054,895.70

*Including rents on yards, tracks and terminals.
†Actual.

TABLE No. 23—OPERATING

Railroads	Maintenance of Way and Structures		
	Repairs of roadways	Renewals of rails	Renewals of ties
Ames & College	\$ 540.00		
Atchison, Topeka & Santa Fe	26,295.12	\$ 869.80	\$ 10,307.16
Chicago, Anamosa & Northern	2,805.33		.32
Chicago, Burlington & Quincy	938,215.93	83,024.50	133,841.96
Chicago Great Western	277,014.36	3,879.32	46,415.73
Mason City & Ft. Dodge	114,439.27	171.32	19,946.77
Wisconsin, Minnesota & Pac.	5,495.88	12.37	2,795.55
Chicago, Milwaukee & St. Paul	886,754.50	94,756.14	151,719.43
*Chicago & North-Western	1,033,398.31	108,697.04	220,259.68
Chicago, St. P., M. & Omaha			
Chicago, Rock Island & Pacific	980,421.83	78,932.15	297,247.94
Colfax Northern	5,112.47	128.28	2,125.34
Crooked Creek	4,004.49	123.80	1,309.76
Davenport, R. I. & N. W.	9,445.72	39.16	2,463.00
Des Moines, Iowa Falls & N.	20,583.21		6,101.53
Des Moines Union	19,230.75	1,974.87	5,728.29
Des Moines Western	1,613.21	244.85	344.15
Dubuque & S. C. (Ill. Cent.)	339,420.33	34,052.54	37,719.21
Iowa Central	175,052.10	4,494.16	64,151.23
Albia & Centerville	7,206.39	426.54	2,540.98
Manchester & Oneida	1,929.70		1,390.12
Minneapolis & St. Louis	85,289.51	17,394.65	30,830.65
Muscatine, North & South	6,544.48		3,273.29
Newton & Northwestern	35,078.67		4,717.37
Tabor & Northern	1,937.49	46.36	2,175.15
*Union Pacific	43,109.21	2,129.29	15,279.87
Wabash	95,014.23	110,291.84	16,211.21
Willmar & Sioux Falls (G. N.)	58,230.32	1479.51	7,616.77
Totals	\$ 5,203,922.97	\$ 419,877.11	\$ 1,135,256.80

*Proportional.

†Credit.

‡Proportional on train mileage basis.

EXPENSES—IOWA.

Maintenance of Way and Structures							
Repairs and renewals of bridges and culverts	Repairs and renewals of tracks, crossings, signs and cattle-guards	Repairs and renewals of buildings and fixtures	Repairs and renewals of docks and wharves	Repairs and renewals of telegraph	Stationery and printing	Other expenses	Total
\$ 135.00							\$ 675.00
6,575.50	414.47	10,677.11	630.88	27.58			64,797.72
306,210.83	39,851.56	211,732.05	23,433.02	216.85			2,306.25
32,523.37	11,035.54	34,415.92	2,599.43	4,022.28	5,573.06		1,692,063.12
11,394.83	5,183.32	8,559.99	1,907.41	226.00	1,112.12		295,509.16
1,472.70	231.01	317.01		75.49	29.27		151,885.47
200,327.34	49,618.89	219,415.02	6,785.96	14,213.23	921.55	203,797.42	10,601.56
165,706.80	45,531.27	146,983.35	83,018.11	5,545.03	3,401.53	639.61	1,888,305.00
812,709.27	85,062.80	176,804.94		31,111.86	5,984.90	233.66	1,845,240.78
125.37	49.99	44.33					1,115,325.37
253.40	.20	63.75					1,966,550.81
3,708.53	102.38	500.52			7.20		7,009.01
8,280.64	517.15	698.02			14.96		6,356.40
55.00	244.41	7,494.54			5.50		16,396.27
		64.88					31,145.51
141,514.19	21,526.72	77,327.45		4,093.21	2,425.21	887.28	81,713.25
35,026.60	10,740.13	17,313.67		2,133.13	293.57		2,297.19
2,013.65	458.03	837.85		.98			658,958.57
49.66	22.97	625.61					316,270.75
9,210.14	4,465.97	14,211.09		946.74	202.32	13.50	14,375.02
6,432.52	753.16	626.61					3,879.99
3,831.81	176.22	735.92					158,582.07
248.98	170.70	679.43		44.21	120.65		18,005.87
3,561.07	189.61	17,833.57		40.25	12.68		42,724.85
11,063.73	2,514.33	10,083.75		154.49	48.05		5,385.10
15,258.52	1,476.22	14,180.13		1,149.07	107.92		87,385.16
				184.23	166.13		133,851.40
							93,612.71
\$ 1,161,303.60	\$ 285,936.80	\$ 958,673.09	\$ 360,804.01	\$ 500,567.13	\$ 15,272.35	\$ 270,871.23	\$ 9,756,800.47

TABLE No. 24—OPERATING

Railroads	Maintenance of Equipment		
	Superintendence	Repairs and renewals of locomotives	Repairs and renewals of passenger cars
Ames & College		\$ 487.00	
Atchison, Topeka & Santa Fe	\$ 3,485.90	15,347.31	\$ 6,120.75
Chicago, Anamosa & Northern		95.72	81.50
Chicago, Burlington & Quincy	56,581.31	637,881.33	192,746.85
Chicago Great Western	5,195.07	229,958.38	35,488.49
Mason City & Ft. Dodge	2,501.71	72,815.50	18,642.19
Wisconsin, Minnesota & Pac.	175.17	1,877.34	458.43
Chicago, Milwaukee & St. Paul	30,188.80	721,837.02	231,008.06
Chicago & North-Western	37,398.37	500,556.70	130,008.02
Chicago, St. P., M. & Omaha			
Chicago, Rock Island & Pacific	59,306.53	813,082.19	175,795.30
Colfax Northern	902.00	856.59	508.51
Crooked Creek			1,486.34
Davenport, R. I. & N. W.		736.61	
Des Moines, Iowa Falls & N.	1,090.60	6,808.25	1,384.62
Des Moines Union	1,120.42	5,994.80	2,019.03
Des Moines Western			
Dubuque & S. C. (Ill. Cent.)	11,487.59	240,984.96	73,180.18
Iowa Central	5,001.79	130,923.98	15,879.57
Albia & Centerville		1,390.92	153.90
Manchester & Oneida		1,805.32	56.06
Minneapolis & St. Louis	2,452.61	46,990.51	10,006.18
Muscatoine, North & South		2,438.25	395.08
Newton & Northwestern	1,175.24	15,848.78	1,146.02
Tabor & Northern		65.45	73.71
Union Pacific	315.66	4,894.97	922.39
Wabash	4,536.32	76,931.69	11,372.94
Willmar & Sioux Falls (G. N.)	1,428.66	16,737.63	593.34
Totals	\$ 220,458.15	\$ 3,541,490.27	\$ 917,054.36

*Proportional on train mileage basis.

†Proportional.

EXPENSES—IOWA—CONTINUED.

Repairs and renewals of freight cars	Maintenance of Equipment					Other expenses	Total
	Repairs and renewals of work cars	Repairs and renewals of motive power equipment	Repairs and renewals of shop machinery and tools	Stationery and printing			
\$ 65.70						\$ 555.70	
21,892.81	\$ 589.50		\$ 1,963.40	\$ 301.70	\$ 2,509.94	56,110.67	
215,334.86	53,900.91		56,028.35	2,003.49	10,406.45	1,024,443.55	
217,084.93			11,147.69	4,058.29	38,089.42	540,894.06	
71,189.77			5,941.90	639.72	5,115.63	176,933.42	
1,274.50			189.95	25.90	163.46	4,161.68	
1,255,520.07	89,449.21		62,932.74	4,405.44	66,860.50	2,396,104.33	
1,009,301.83	17,943.06	\$ 1250.31	44,023.28	3,849.14	69,103.30	1,812,221.15	
602,218.61	34,294.65		51,679.66	7,856.90	27,474.46	1,771,699.30	
384.04			48.49			2,005.81	
1,104.50	44.90		16.66	2.89		2,892.93	
3,931.44			194.85			1,005.56	
2,462.16			4,028.66	84.97	1,567.58	14,422.87	
600.50			25.51		143.79	759.89	
481,758.54	9,590.56		24,852.39	2,006.32	28,453.13	872,823.67	
93,085.99	2,066.20		7,538.88	499.34	8,557.84	259,585.59	
1,068.99			103.66		1,061.29	2,426.93	
49,724.28	1,433.80		3,550.22	211.34	1,838.18	115,807.21	
24.63						2,728.96	
5,874.02	104.83		250.57	122.30	1,481.66	23,998.42	
			29.53			11,163.69	
4,577.86	331.86		431.06	83.78	654.68	11,531.68	
46,560.04	812.49		6,305.56	349.57	760.38	149,546.49	
17,479.03	900.12		69.11	131.47	62.00	37,794.50	
\$ 4,708,002.11	\$ 148,283.18	\$ 1950.31	\$ 283,720.44	\$ 27,415.77	\$ 259,827.55	\$10,206,777.21	

TABLE No. 25—OPERATING

Railroads	Conducting Transportation		
	Superintend- ence	Engine and roundhouse men	Fuel for loco- motives
Ames & College		\$ 1,539.46	\$ 2,875.83
Atchison, Topeka & Santa Fe	\$ 4,029.37	18,854.03	32,984.40
Chicago, Anamosa & Northern		1,490.78	963.49
Chicago, Burlington & Quincy	158,014.58	607,700.39	748,444.75
Chicago Great Western	12,117.18	278,150.19	444,189.94
Mason City & Ft. Dodge	6,047.33	180,518.83	320,683.46
Wisconsin, Minnesota & Pac.	408.73	4,387.54	6,425.05
Chicago, Milwaukee & St. Paul	117,988.06	1,192,255.95	1,481,722.59
*Chicago & North-Western	105,664.15	1,019,609.60	1,299,314.90
Chicago, St. P., M. & Omaha			
Chicago, Rock Island & Pacific	252,037.59	941,071.88	1,479,614.71
Colfax Northern	963.00	6,013.35	5,281.13
Crooked Creek	1,703.32	2,657.53	2,905.39
Davenport, R. I. & N. W.	79.12	2,035.62	1,306.43
Des Moines, Iowa Falls & N.	2,494.14	11,088.32	15,955.94
Des Moines Union	2,241.02	28,542.16	11,255.92
Des Moines Western	1,448.96		
Dubuque & S. C. (Ill. Cent.)	84,925.45	382,033.42	380,704.65
Iowa Central	33,563.83	187,921.34	218,333.51
Albia & Centerville		2,050.91	2,289.21
Manchester & Oneida	1,200.00	1,435.30	3,004.27
Minneapolis & St. Louis	14,724.64	66,605.30	98,490.43
Muscatine, North & South	2,220.41	6,247.25	5,519.75
Newton & Northwestern	2,006.10	10,438.51	17,774.08
Tabor & Northern		1,158.89	2,501.83
*Union Pacific	1,825.36	5,317.19	8,553.69
Wabash	12,035.39	80,334.91	121,251.14
Willmar & Sioux Falls (G. N.)	6,315.08	22,304.80	59,771.35
Totals	\$ 833,423.39	\$ 4,944,073.73	\$ 6,695,324.22

*Proportional.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation						
Water sup- plies for lo- comotives	Oil, tallow and waste for loco- motives	Other sup- plies for lo- comotives	Train service	Train sup- plies and expenses	Switchmen, flagmen and watch- men	Telegraph expense
	\$ 86.00		\$ 1,419.45	\$ 18.00		
\$ 5,297.11	1,046.33	663.22	15,785.18	7,878.72	24,669.37	5,234.97
100.33	137.18	30.54	1,225.30	9.04		
43,908.96	14,680.30	10,045.91	333,474.35	131,303.57	195,506.71	143,422.68
23,522.32	13,976.43	4,126.55	180,111.86	42,849.15	84,853.70	72,506.81
9,857.13	5,825.22	1,456.30	86,531.69	13,564.30	15,013.84	25,577.12
303.86	152.99	29.14	3,635.47	408.90	1,220.20	967.45
59,073.10	28,437.69	12,191.09	771,256.57	162,439.27	511,053.30	122,478.07
62,134.12	26,720.34	20,286.91	741,477.18	150,481.21	413,029.42	109,822.47
63,136.30	46,131.45	33,308.07	649,176.54	176,790.57	294,391.76	221,800.25
	338.21	154.10	4,366.97	25.64	607.50	217.83
	225.19	221.23	600.00			
	222.60	48.05	39.68			
	481.75	523.00	31.06	5,642.56	136.14	2,421.72
	2,965.11	859.11	1,352.34	3,050.00	344.07	1,190.00
	848.65	87.59			40,491.71	213.01
	24,238.61	17,590.72	5,515.36	259,627.72	39,936.12	121,907.45
	13,444.50	6,519.40	5,829.52	119,928.27	19,338.59	28,392.86
	515.14	59.73	1,237.32	187.74		684.62
	62.80	223.01	1,087.92		490.00	
	3,584.23	2,897.17	1,567.65	45,013.21	12,531.88	14,496.62
	329.08	280.86	1,702.80			1,378.42
	1,117.98	1,169.55	421.72	6,755.47	417.43	3,756.24
	67.42	50.95	65.68			227.20
	9,532.94	559.79	103.65	612.48	35.88	71.32
	6,253.75	4,029.68	1,358.32	2,538.04	9,300.11	67,212.79
	2,222.11	1,090.78	839.77	71,712.05	14,680.09	12,474.54
				2,563.61	6,124.85	4,934.48
\$ 329,870.12	\$ 156,000.45	\$ 112,474.72	\$ 3,382,224.33	\$ 819,069.71	\$ 1,810,265.33	\$ 961,983.95

TABLE No. 26—OPERATING

Railroads	Conducting Transportation		
	Station service	Station supplies	Switching charges—balance
Ames & College			
Atchison, Topeka & Santa Fe	\$ 16,927.93	\$ 836.44	
Chicago, Anamosa & Northern	1,808.61	73.58	
Chicago, Burlington & Quincy	384,549.48	26,905.80	66,044.34
Chicago Great Western	301,211.50	14,566.04	89,132.55
Mason City & Ft. Dodge	58,158.44	7,112.36	27,985.19
Wisconsin, Minnesota & Pac.	9,738.20	233.18	1,545.60
Chicago, Milwaukee & St. Paul	801,474.08	61,035.48	80,725.45
*Chicago & North-Western	641,969.02	65,925.94	105,897.54
Chicago, St. P., M. & Omaha			
Chicago, Rock Island & Pacific	449,631.67	46,467.03	2,194.47
Colfax Northern	1,732.72	86.24	
Crooked Creek	931.02		
Davenport, R. I. & N. W.	5,618.34	314.45	
Des Moines, Iowa Falls & N.	4,604.50	763.56	2,125.13
Des Moines Union	46,773.58	2,570.82	
Des Moines Western	3,509.08	383.80	
Dubuque & S. C. (Ill. Cent.)	208,494.52	22,975.35	
Iowa Central	61,124.56	6,529.58	14,934.86
Albia & Centerville	2,336.14	168.62	
Manchester & Oneida	900.00	114.77	
Minneapolis & St. Louis	43,492.55	5,066.10	2,539.39
Muscatine, North & South	4,112.40	185.70	
Newton & Northwestern	8,700.38	866.94	
Thur & Northern	677.00	26.30	
*Union Pacific	134,041.68	4,821.94	
Wabash	32,549.78	3,000.39	14.50
Willmar & Sioux Falls (G. N.)	18,306.02	1,519.16	6,316.36
Totals	\$ 3,192,093.12	\$ 274,819.08	\$ 408,450.38

*Proportional.

†Credit.

‡Including hire of equipment balance.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation						
Car mileage—balance	Hire of equipment—balance	Loss and damage	Injuries to persons	Clearing wrecks	Operating marine equipment	Advertising
\$ 0,802.20		\$ 5,336.19	\$ 2,913.66	\$ 1,269.38		\$ 2,109.46
	100.48	142.93		1.00		78.34
58,477.77	114,777.61	113,311.43	79,288.19	12,002.38		50,313.76
68,206.16		58,848.63	60,771.06	5,965.42		23,837.86
	19,043.72	22,856.55	13,066.96			
	41.46	1,002.79	186.79	100.68		
1104,447.69		179,859.29	135,688.71	20,318.53		64,611.16
		135,066.53	142,301.23	18,955.70	479.01	78,514.13
65,861.93		195,588.68	244,571.97	18,721.83		87,459.37
	1,383.79	52.96	408.00	102.19		
	1,308.80	59.17				6.90
		95.86	246.33	79.13		
2,002.99	335.80	871.45	122.30			101.43
		138.49	602.03			
			7.00			
		43,325.79	69,581.80	8,091.47		12,675.41
259,561.40		32,034.09	38,405.21	1,690.38		1,981.57
4,312.14		178.85	1.50	13.78		33.80
	.96	47.12				23.00
1,071.96		12,048.85	9,827.35	877.70		2,060.87
5,368.26		313.28				65.00
8,449.76	1,093.80	246.88	562.88	471.74		63.20
100.84	1,789.94	223.30		6.90		5.75
2,023.73		5,859.22	4,908.86	2,332.73		869.69
6,308.00	4,433.24	17,509.98	9,022.68	2,748.89		3,118.27
8,921.82	6,370.53	3,891.97	3,034.71	1,194.09		148.90
\$ 508,916.13	\$ 21,091.97	\$ 896,424.00	\$ 808,759.83	\$ 84,625.00	\$ 479.01	\$ 325,148.86

TABLE No. 27—OPERATING

Railroads	Conducting Transportation	
	Outside agencies	
Ames & College		
Atchison, Topeka & Santa Fe	\$ 4,591.81	
Chicago, Anamosa & Northern	112,086.87	
Chicago, Burlington & Quincy	119,723.66	
Chicago Great Western	17,128.73	
Mason City & Ft. Dodge	225.92	
Wisconsin, Minnesota & Pacific	156,959.88	
Chicago, Milwaukee & St. Paul	125,882.30	
*Chicago & North Western		
*Chicago, St. Paul, M. & Omaha	191,407.54	
Chicago, Rock Island & Pacific		
Colfax Northern		
Crooked Creek		
Davenport, Rock Island & N. W.		
Des Moines, Iowa Falls & Northern		
Des Moines Union		
Des Moines Western	54,372.59	
Dubuque & S. C. (Illinois Central)	39,259.55	
Iowa Central		
Albia & Centerville		
Manchester & Oneida	17,661.92	
Minneapolis & St. Louis		
Muscatine, North & South	42.81	
Newton & Northwestern		
Tabor & Northern	2,329.74	
*Union Pacific	29,489.12	
Wabash	4,578.21	
Willmar & Sioux Falls (Great Northern)		
Totals	\$ 836,717.65	

*Proportional.

EXPENSES—IOWA—CONTINUED.

Conducting Transportation						
Commission	Stock-yards and elevators	Rents for tracks, yards and terminals	Rents of buildings and other property	Stationery and printing	Other expenses	Total
\$ 120.05		\$ 345.00	\$ 242.19	\$ 96.50	\$ 5,076.24	
		97.01	1,414.07	705.50	158,860.07	
			16.50	67.65	6,737.64	
		99,971.07	36,151.24	1,591.83	3,451,162.14	
\$ 7,185.20		41,456.58	15,979.32	44,825.33	1,012,944.81	
782.49		16,489.76	458.44	3,498.72	709,347.55	
			108.77	15.13	24,204.42	
		17,990.02	125,997.17	54,798.33	40,744.41	6,347,136.03
8,827.47		15,019.97	31,184.98	4,539.49	70,792.35	5,453,583.87
			104,039.98	11,551.50	85,587.17	5,029,504.58
	4.14			276.27	113.40	29,118.42
	254.70	1,625.56	327.88	395.82	464.02	11,531.84
	9.00	31,878.55	1,150.00	1,378.79	22.07	87,776.33
			1,464.96	1,774.58	17.46	154,315.13
					391.94	6,175.47
981.94		99,555.09	22,136.00	34,949.71	4,317.44	2,281,935.97
		1,184.00	755.68	12,019.39	6,478.28	892,529.32
			60.00		8.80	15,923.03
		489.00		97.01	150.56	9,306.72
		7,743.82	305.51	7,473.84	4,406.78	391,658.79
			18.84	593.57		31,948.70
			429.00	889.57		67,069.04
	35.70			91.10	143.25	7,647.54
47.77			13.08	5,233.22		896,826.03
1,012.08		107,449.96	10,538.23	5,545.76	13.54	594,510.30
		19,529.18	130.00	1,473.19	433.15	200,251.74
\$ 5,989.31	\$ 39,802.12	\$ 685,842.72	\$ 69,447.70	\$ 337,525.61	\$ 117,161.89	\$ 229,075,981.25

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

Railroads	General Expenses							
	Salaries of general officers	Salaries of clerks and attendants	General office expenses and supplies	Insurance	Law expenses	Stationery and printing for general office	Other expenses	Total
Ames & College	\$ 1,200.00	\$ 4,118.83	\$ 330.00	\$ 914.46	\$ 2,360.57	\$ 36.80	\$ 1,567.29	\$ 1,566.80
Atchison, Topeka & Santa Fe	2,140.00	299.27	299.27	80.95	604.05		1,190.37	12,010.45
Chicago, Anamosa & Northern	1,500.00	339.21	339.21	51,049.60	12,173.95	17,191.88	337,501.24	3,172.56
Chicago, Burlington & Quincy	65,707.74	133,441.10	16,027.48	29,909.49	21,981.62	2,011.15	31,676.50	229,744.63
Chicago Great Western		123,107.59	24,683.00	15,384.80	2,280.26	1,305.67	3,968.80	15,492.39
Mason City & Ft. Dodge				6,067.68	213.73	61.11	40.20	225.42
Wisconsin, Minnesota & Pac	78,745.06	133,018.25	12,116.63	45,597.18	23,315.93	22,140.97	32,813.28	348,947.30
Chicago, Milwaukee & St. Paul	37,846.29	89,648.41	30,213.25	5,616.87	18,559.67	9,219.50	38,537.93	246,640.92
*Chicago, St. P., M. & Omaha	111,462.94	130,680.33	37,565.09	60,109.10	54,528.93	29,587.88	18,610.17	439,550.44
Chicago, Rock Island & Pacific	448.99	1,025.00		794.04	138.13	138.13	193.44	3,499.69
Colfax Northern				168.34	211.07		3.27	379.41
Crooked Creek	1,192.21	602.31	99.44	96.87	230.77	33.91		2,258.78
Davenport, R. I. & N. W.	2,275.00	2,275.50	676.90	303.05	1,414.55	470.90		6,944.40
Des Moines, Iowa Falls & N.	4,680.00	3,279.13	746.29	717.25	2,025.00	3.50		11,912.57
Des Moines Union	519.95	165.00	30.00	78.75				797.21
Des Moines Western	23,221.15	41,178.40	8,614.50	18,701.66	10,754.71	4,556.63	14,658.07	121,085.12
Dubuque & S. C. (Ill. Cent.)	33,307.45	21,808.49	1,689.05	7,377.49	5,203.43	5,096.42	5,880.04	78,432.37
Iowa Central	600.00			35.41		70.61	2.31	696.33
Albia & Centerville	200.00			15.00				215.00
Manchester & Oneida	15,504.46	10,091.78	911.91	4,164.18	2,330.38	1,713.00	5,116.78	39,832.39
Minneapolis & St. Louis	7,800.00	517.50	23.53	110.40	573.75			9,055.18
Muscatine, North & South	5,400.00	1,235.35	370.91	1,960.33	848.66	318.00	1,046.37	11,196.19
Newton & Northwestern	2,800.00			75.52	8.00	51.28		2,947.95
Tabor & Northern	376.19	1,640.57	229.11	213.04	2,000.27	144.11	306.22	5,599.50
*Union Pacific	7,492.00	17,874.52	1,673.48	4,707.31	4,087.69	2,151.62	845.15	38,851.77
Wabash	1,238.24	3,994.81	349.75	1,144.15	968.61	474.96	31.04	8,220.56
Willmar & Sioux Falls (G. N.)								
Totals	\$ 425,627.88	\$ 728,318.87	\$ 137,056.38	\$ 314,334.29	\$ 205,502.90	\$ 81,243.99	\$ 173,729.21	\$ 1,982,828.73

*Proportional.

†Proportional on train mileage basis.

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

Railroads	Recapitulation of Expenses						Percentage of expenses to earnings—Iowa
	Maintenance of structures	Maintenance of equipment	Conducting transportation	General expenses	Grand total		
Ames & College	\$ 675.00	\$ 555.70	\$ 5,978.24	\$ 1,566.80	\$ 8,775.74	42.95	
Atchison, Topeka & Santa Fe	54,797.72	52,110.67	158,850.07	12,010.45	277,768.91	79.07	
Chicago, Anamosa & Northern	2,806.25	127.22	6,737.64	3,172.56	12,843.67	76.46	
Chicago, Burlington & Quincy	1,092,063.12	1,024,443.55	3,451,102.11	337,501.24	7,905,170.05	88.99	
Chicago Great Western	395,309.16	549,854.96	1,912,944.81	230,744.66	3,071,053.59	78.08	
Mason City & Ft. Dodge	154,895.47	176,933.42	700,347.58	13,492.39	1,045,658.86	58.10	
Wisconsin, Minnesota & Pac	10,601.56	4,161.08	24,204.42	325.42	39,293.08	72.02	
Chicago, Milwaukee & St. Paul	1,888,307.00	2,305,106.23	6,347,195.63	348,347.30	10,578,956.26	76.78	
*Chicago, St. P., M. & Omaha	1,845,240.78	1,812,221.15	5,433,623.87	246,640.92	9,338,036.72	75.62	
Chicago, Rock Island & Pacific	115,525.27	105,265.07	394,736.70	17,015.21	602,542.31	60.68	
Colfax Northern	1,966,889.81	1,771,629.30	5,029,504.58	430,550.44	9,807,344.13	71.72	
Crooked Creek	7,600.00	2,006.31	26,118.42	3,499.60	38,690.84	69.96	
Davenport, R. I. & N. W.	6,338.40	2,382.93	11,534.84	370.41	20,555.58	70.99	
Des Moines, Iowa Falls & N.	16,395.27	1,905.56	16,588.41	2,258.78	37,119.02	78.74	
Des Moines Union	31,145.51	14,422.87	87,776.36	6,944.40	140,289.14	61.36	
Des Moines Western	34,715.36	15,424.45	154,313.13	11,912.57	216,365.51	78.45	
Dubuque & S. C. (Ill. Cent.)	9,297.19	759.80	6,175.47	707.21	9,990.76	44.61	
Iowa Central	608,958.57	872,233.67	2,281,935.97	121,085.12	3,964,213.33	78.62	
Albia & Centerville	316,270.75	259,583.59	892,329.82	78,452.37	1,516,336.53	69.03	
Manchester & Oneida	14,375.02	2,508.51	13,993.03	696.33	31,628.89	139.52	
Minneapolis & St. Louis	5,870.69	2,436.62	11,534.84	370.41	15,827.74	80.50	
Muscatine, North & South	158,882.07	115,807.21	301,638.79	39,833.29	705,861.36	55.37	
Newton & Northwestern	18,005.87	2,788.06	31,348.70	9,055.18	61,138.71	99.14	
Tabor & Northern	42,734.85	23,908.42	97,009.04	11,196.19	144,868.50	76.50	
*Union Pacific	5,329.10	108.69	7,647.54	2,947.95	16,090.28	70.26	
Wabash	87,385.16	11,531.68	356,826.63	5,509.61	561,253.08	139.28	
Willmar & Sioux Falls (G. N.)	132,851.40	149,646.49	594,210.90	38,851.77	915,560.56	79.63	
Totals	\$ 9,756,800.47	\$ 10,296,777.21	\$ 29,075,881.25	\$ 1,982,828.73	\$ 51,112,877.66	70.13	

*Proportional.

†Revenue train mileage basis.

‡Percentage of proportional expenses to actual earnings.

§Proportional on train mileage basis.

TABLE No. 30—OPERATING

Railroads	Maintenance of Way and Structures		
	Repairs of road-way	Renewals of rails	Renewals of ties
Ames & College	\$ 540.00		\$ 1,537,394.71
Atchison, Topeka & Santa Fe	6,559,972.12	708,850.09	.92
Chicago, Anamosa & Northern	2,805.33	743,937.99	1,590,742.83
Chicago, Burlington & Quincy	7,251,337.97	8,334.72	90,594.58
Chicago Great Western	594,431.43	171.32	14,152.57
Mason City & Ft. Dodge	125,097.58	155.03	33,332.94
Wisconsin, Minnesota & Pac.	55,806.00	340,115.36	544,545.80
Chicago, Milwaukee & St. Paul	3,182,894.82	520,241.03	1,054,197.52
Chicago & North-Western	5,089,590.43	155,191.39	305,597.69
Chicago, St. P., M. & Omaha	970,745.57	386,310.10	1,032,178.01
Chicago, Rock Island & Pacific	4,283,520.60	1,388.28	2,125.34
Coitax Northern	5,112.47	136.80	1,302.73
Crooked Creek	4,604.40	26.16	3,307.34
Davenport, R. I. & N. W.	14,081.27		6,101.53
Des Moines, Iowa Falls & N.	20,583.21	1,974.87	5,728.29
Des Moines Union	19,230.75	1,513.31	844.15
Des Moines Western	1,513.31	31,975.60	39,437.09
Dubuque & S. C. (Ill. Cent.)	357,074.29	4,793.68	85,638.50
Iowa Central	217,941.02	7,206.39	2,540.98
Albia & Centerville	7,206.39	496.54	1,260.12
Manchester & Oneida	1,220.70	259,339.28	9,630.32
Minneapolis & St. Louis	259,339.28	6,480.52	85,756.07
Muscatine, North & South	6,480.52	3,851.81	3,273.29
Newton & Northwestern	3,851.81	243.96	4,717.37
Tabor & Northern	33,079.67	1,957.49	2,175.15
Union Pacific	3,231,595.80	502,254.12	1,251,781.64
Wabash	1,604,545.54	139,481.56	387,226.08
Willmar & Sioux Falls (G. N.)	232,773.17	1016.85	52,553.22
Totals	\$ 34,132,945.23	\$ 3,569,090.06	\$ 8,137,489.00

†Credit.

EXPENSES—ENTIRE LINE.

Maintenance of Way and Structures							
Repairs and renewals of bridges and culverts	Repairs and renewals of road crossings and cut-signs and cut-tie guards	Repairs and renewals of buildings and fixtures	Repairs and renewals of docks and wharves	Repairs and renewals of tele-graph	Stationary and printing	Other expenses	Total
\$ 135.00							\$ 675.00
1,808,883.77	197,970.75	1,461,309.49	39,480.83	138,782.94	6,532.14	1,201.50	12,234,737.34
2,000,212.40	280,851.08	1,908,783.05	339.64	274,916.92	2,466.73		2,806.25
48,333.41	23,746.01	53,344.67		5,378.28	8,031.51	7,567.51	848,732.11
12,456.15	5,666.08	9,353.92		1,159.02	247.11	1,215.70	169,817.41
16,538.56	3,988.04	3,819.34		900.51	268.37	2,852.70	127,729.59
719,048.94	178,099.74	787,562.89	24,357.10	51,035.13	3,807.79	946,897.97	6,777,835.60
709,098.61	217,919.73	703,480.50	367,337.64	40,962.86	11,781.27	3,061.28	8,831,610.58
330,043.82	44,253.18	117,343.76	2,586.54	19,462.50	1,359.39		1,758,375.55
1,043,490.38	200,915.80	747,638.02	5,974.98	121,186.09	14,153.51	1,300.50	7,336,698.59
	49.93	44.28					7,099.01
	833.40	63.75					6,858.40
	5,555.45	213.49		75.14	10.81		24,235.81
	3,320.64	517.15		14.96			31,145.51
	65.00	244.41			5.50		34,713.36
		04.88					2,397.19
144,602.48	23,001.20	80,031.74		4,042.10	2,599.02	922.05	684,563.58
45,575.10	17,000.45	22,428.22		2,536.85	381.44		394,895.25
2,013.65	458.63	827.85		.98			14,375.02
49.66	22.97	635.64					3,879.09
33,855.04	15,901.56	32,092.42		2,475.83	569.18	124.89	439,744.59
6,480.52	753.16	626.61					18,005.87
3,851.81	176.22	735.92		44.21	129.65		42,724.55
243.96	170.70	679.45		40.35		12.68	5,326.10
381,334.17	97,906.59	667,141.16		44,061.48	11,662.81		6,197,817.83
309,756.36	76,571.08	298,865.39	4,133.09	31,246.32	1,694.95	77.00	2,747,697.45
42,010.73	9,469.41	88,736.44		1,280.16	702.18		356,958.46
\$ 7,052,615.80	\$ 1,306,568.15	\$ 6,943,727.97	\$ 474,610.77	\$ 739,792.73	\$ 66,452.27	\$ 905,091.58	\$ 803,453,283.95

TABLE No. 31—OPERATING EXPENSES

Railroads	Maintenance of Equipment		
	Superintendence	Repairs and renewals of locomotives	Repairs and renewals of passenger cars
Ames & College		\$ 487.00	\$ 511,616.46
Atchison, Topeka & Santa Fe	\$ 491,030.37	\$ 8,871,057.95	\$ 31.50
Chicago, Anamosa & Northern	95.72	31.50	
Chicago, Burlington & Quincy	317,345.22	5,103,090.22	1,354,902.16
Chicago Great Western	12,029.53	550,522.55	83,052.90
Wisconsin, Minnesota & Pac.	2,735.09	78,498.60	19,613.04
Mason City & Ft. Dodge	1,815.22	19,453.28	4,785.25
Chicago, Milwaukee & St. Paul	108,358.02	2,500,947.29	832,300.39
Chicago & North-Western	178,394.43	2,294,785.00	622,009.45
Chicago, St. P., M. & Omaha	90,075.72	589,311.27	119,833.74
Chicago, Rock Island & Pacific	\$23,645.61	2,914,877.97	703,674.55
Colfax Northern	962.00	400.20	208.51
Crooked Creek		\$56.52	1,426.34
Davenport, R. I. & N. W.		1,712.70	
Des Moines, Iowa Falls & N.	1,000.00	6,808.25	1,364.62
Des Moines Union	1,130.42	5,994.80	2,219.03
Des Moines Western			
Dubuque & S. C. (Ill. Cent.)	13,050.35	249,120.08	75,674.19
Iowa Central	6,522.85	175,612.28	19,990.53
Albia & Centerville		1,300.92	153.60
Manchester & Oneida		1,205.32	56.66
Minneapolis & St. Louis	7,092.56	142,195.00	53,998.58
Muscatine, North & South		2,438.25	399.08
Newton & Northwestern	1,175.24	13,843.73	1,146.02
Tabor & Northern		65.45	73.71
Union Pacific	107,348.09	1,843,937.28	449,303.61
Wabash	102,265.25	1,520,246.37	375,654.23
Willmar & Sioux Falls (G. N.)	6,028.13	68,099.87	4,747.89
Totals	\$ 1,763,147.80	\$ 22,151,305.65	\$ 5,437,750.91

—ENTIRE LINE—CONTINUED.

Repairs and renewals of freight cars	Maintenance of Equipment					Stationery and printing	Other expenses	Total
	Repairs and renewals of work cars	Repairs and renewals of engine equipment	Repairs and renewals of machinery and tools	Stationery and printing	Other expenses			
\$ 68.70								\$ 555.70
\$ 3,074,163.46	\$ 110,116.33	\$ 23,572.69	\$ 203,267.95	\$ 31,843.15	\$ 475,805.44			\$ 9,762,568.70
7,455,709.26	369,465.24		360,033.01	20,069.00	130,111.34			15,007,673.15
504,244.84			27,099.96	9,804.50	22,564.88			1,285,080.65
75,007.07			6,405.45	689.42	5,514.91			188,520.08
19,544.42			1,937.31	303.38				1,693.85
4,505,838.73	73,367.60		294,820.10	15,812.77	228,121.28			8,589,717.08
4,830,198.07	88,878.28	1,108.03	210,702.18	18,408.24	330,739.18			8,673,573.45
657,386.08	23,014.09		40,873.09	1,385.80	73,428.16			1,002,207.08
2,178,385.30	115,878.00	2,772.90	211,731.21	27,871.82	96,372.86			6,503,210.22
324.64			45.40					2,003.81
1,750.21	59.03		27.37	5.38				2,282.03
5,921.44			194.38					3,554.99
2,462.16			4,028.09	34.37				14,422.87
500.50			25.51					15,424.45
492,743.32	9,830.42		35,402.54	2,115.93	29,893.62			759.89
128,721.01	5,536.83		10,083.36	670.81	4,855.78			807,810.16
1,023.99								349,133.27
227,284.09	12,413.63		108.66					2,598.51
24.63			9,970.29	604.63	5,294.70			2,420.93
5,974.02	104.83		250.57	122.30	1,481.60			458,632.32
2,176,881.68	96,123.16		29.53					2,728.96
1,552,209.61	21,238.05	17,973.74	234,304.81	17,728.37	254,745.24			168.69
60,638.07	3,387.11		128,132.81	7,804.23	189,587.43			5,349,232.74
			412.55					3,915,261.39
								144,173.81
\$38,549,173.06	\$ 922,422.23	\$ 45,516.30	\$ 1,766,835.00	\$ 102,810.82	\$ 2,024,843.66			\$62,823,350.00

TABLE No. 32—OPERATING EXPENSES—

Railroads	Conducting Transportation		
	Superin- tendence	Engine and roundhouse men	Fuel for loco- motives
Ames & College		\$ 1,539.46	\$ 2,875.83
Atchison, Topeka & Santa Fe	\$ 735,068.67	4,164,762.32	4,494,292.79
Chicago, Anamosa & Northern		1,400.76	963.49
Chicago, Burlington & Quincy	1,084,486.90	4,505,115.08	6,049,215.12
Chicago Great Western	29,433.52	670,106.45	1,079,702.57
Mason City & Ft. Dodge	6,519.33	120,925.43	248,666.95
Wisconsin, Minnesota & Pac.	4,235.51	45,466.69	66,587.03
Chicago, Milwaukee & St. Paul	425,506.44	4,064,235.28	5,335,673.33
Chicago, St. P., M. & Omaha	595,725.12	4,880,010.81	6,218,724.01
Chicago, Rock Island & Pacific	208,517.03	1,546,515.00	939,266.21
Colfax Northern	917,828.06	3,560,039.36	5,316,599.70
Crooked Creek	933.00	6,033.25	3,281.13
Davenport, R. I. & N. W.	1,702.32	2,657.53	2,905.38
Des Moines, Iowa Falls & N.	123.83	4,806.89	3,095.59
Des Moines Union	2,424.14	11,688.62	15,955.94
Des Moines Western	2,241.03	25,542.16	11,255.92
Dubuque & S. C. (Ill. Cent.)	1,448.96		
Iowa Central	89,120.06	393,403.89	391,700.43
Albia & Centerville	43,938.75	255,523.11	301,277.72
Manchester & Oneida		2,029.21	2,389.31
Minneapolis & St. Louis	1,200.00	1,425.30	3,004.27
Muscatine, North & South	42,779.08	303,215.21	342,243.76
Newton & Northwestern	2,500.41	6,247.25	5,518.75
Tabor & Northern	9,909.10	10,438.51	17,774.08
Union Pacific		1,158.89	2,531.53
Wabash	373,707.41	2,160,497.06	2,142,009.95
Willmar & Sioux Falls (G. N.)	234,424.58	1,951,840.88	2,572,041.79
Totals	\$ 4,833,402.31	\$ 28,774,283.11	\$ 39,495,206.30

ENTIRE LINE—CONTINUED.

Water supply for loco- motives	Oil, tallow and waste for locomotives	Other supplies for loco- motives	Conducting Transportation			
			Train service	Train supplies and ex- penses	Switchmen, conductors and flagmen	Telegraph expenses
\$ 450,008.99	86.00	\$ 199,082.99	\$ 122,580.42	\$ 2,937,775.96	\$ 897,391.31	\$ 1,239,890.46
100.33	137.18	20.54	1,225.20	9.01		
858,486.13	107,703.30	141,006.55	2,740,231.76	849,524.53	2,024,757.96	1,056,701.07
67,200.58	35,344.05	10,031.21	459,280.62	104,154.46	227,214.21	155,594.01
10,626.49	6,279.38	1,509.97	98,295.97	14,623.00	25,529.40	27,713.76
2,148.76	1,585.35	801.97	37,841.62	4,237.30	8,283.90	11,656.49
215,273.16	137,907.31	60,005.13	2,772,058.76	684,850.23	1,834,038.65	439,619.78
302,456.94	175,750.78	97,009.32	3,548,825.20	720,220.59	1,979,681.51	813,081.05
61,459.62	36,498.60	15,253.73	630,951.20	145,173.66	336,533.92	213,835.98
287,639.64	165,835.62	119,705.98	2,339,479.33	723,872.36	1,366,436.48	732,228.88
336.02	308.21	154.10	4,226.97	25.64	697.90	217.83
	221.25		900.00			
697.88	101.80	94.40		204.35	5,855.58	3,650.68
481.75	523.90	31.06	8,642.66	344.07	545.93	1,130.00
2,905.11	859.11	1,259.84	3,059.90	4,437.17	40,421.71	23.01
348.65	87.59	20.00				
24,935.83	18,058.08	5,695.32	260,051.04	90,095.64	122,720.36	97,514.19
17,889.37	8,752.30	7,818.50	156,578.54	23,206.15	40,847.78	38,820.85
345.14	59.73	69.73	1,037.32	187.74		654.62
82.90	223.01		1,087.92		490.00	
11,245.45	8,032.42	4,203.65	141,878.74	37,711.37	71,882.58	40,350.50
326.06	280.89		1,702.80		2,407.95	1,376.42
1,117.98	1,169.35	431.72	6,755.47	417.43	3,752.24	527.20
27.43	50.95	50.08	612.48	35.83		71.32
214,711.64	89,775.50	31,985.70	1,300,237.04	403,321.34	988,303.59	329,377.10
117,627.56	75,000.35	22,154.36	1,803,285.64	406,665.58	826,521.38	362,363.31
7,941.99	4,202.30	3,380.21	75,800.44	11,352.74	22,138.79	17,342.93
\$ 2,145,006.43	\$ 1,072,496.84	\$ 601,721.23	\$ 16,909,668.71	\$ 5,015,192.53	\$ 10,812,444.85	\$ 3,326,424.82

TABLE No. 33—OPERATING EXPENSES

Railroads	Conducting Transportation		
	Station service	Station supplies	Switching charges—balance
Ames & College			
Atchison, Topeka & Santa Fe	\$ 2,495,212.36	\$ 162,746.41	
Chicago, Anamosa & Northern	1,868.61	73.08	
Chicago, Burlington & Quincy	3,009,783.10	317,304.45	\$ 801,942.49
Chicago Great Western	431,784.34	31,257.60	
Mason City & Ft. Dodge	63,575.03	7,774.77	47,585.77
Wisconsin, Minnesota & Pac.	32,500.34	3,860.40	10,479.31
Chicago, Milwaukee & St. Paul	3,092,153.00	219,079.34	322,058.34
Chicago & North-Western	3,072,563.98	315,531.86	506,842.15
Chicago, St. P., M. & Omaha	630,467.84	55,360.00	
Chicago, Rock Island & Pacific	1,955,105.69	182,295.55	33,833.11
Colfax Northern	1,732.72	86.24	
Crooked Creek	931.02		
Davenport, R. I. & N. W.	12,268.50	721.51	
Des Moines, Iowa Falls & N.	4,604.50	793.56	2,125.13
Des Moines Union	46,773.58	5,570.89	
Des Moines Western	3,599.98	283.89	
Dubuque & S. C. (Ill. Cent.)	215,617.91	23,649.43	
Iowa Central	88,502.31	8,487.57	23,528.06
Albia & Centerville	2,836.14	158.52	
Manchester & Oneida	900.00	114.77	
Minneapolis & St. Louis	138,142.83	13,061.11	4,289.14
Muscatine, North & South	4,112.40	185.73	
Newton & Northwestern	5,700.38	856.94	
Tabor & Northern	677.00	30.30	
Union Pacific	905,080.90	75,908.54	
Wabash	1,533,796.33	85,072.66	27,620.67
William & Sioux Falls (G. N.)	71,963.53	7,714.14	
Totals	\$ 17,900,225.23	\$ 1,517,253.68	\$ 1,780,305.07

*Credit.

†Including "hire of equipment balance."

—ENTIRE LINE—CONTINUED.

Conducting Transportation						
Car mileage balance	Hire of equipment—balance	Loss and damage	Injuries to persons	Clearing wrecks	Operating marine equipment	Advertising
\$ 1,022,116.70		\$ 858,546.70	\$ 415,187.89	\$ 154,768.40	\$ 96,256.66	\$ 320,351.22
	100.48	142.93		1.00		75.34
416,581.27	*48,370.87	894,631.53	386,114.84	142,601.52		259,308.68
		143,044.81	147,717.69	14,508.72		51,197.13
	20,530.10	24,640.52	13,008.80			
	429.66	10,702.18	1,935.47	1,043.36		
1374,901.98		634,782.08	488,114.51	72,930.85		231,915.71
		646,449.51	689,567.36	86,280.19	2,822.61	351,850.11
		113,364.62	138,119.44	14,702.11		17,827.95
248,755.26		873,807.68	674,238.58	131,292.44	16,644.25	327,887.22
	1,382.79	52.96	408.00	102.19		
	1,308.86	59.17				
		109.80	317.83	137.11		14.91
2,602.99	335.80	871.65	122.30			101.42
		138.49	662.05			
			7.00			
265,351.00		44,468.47	62,162.54	3,286.13		13,228.89
		51,894.91	55,913.17	8,083.55		2,617.08
4,212.14		173.85	1.50	13.78		53.89
	.06	47.12				22.00
		49,306.48	165,838.39	4,983.17		6,526.76
5,088.26		312.28				65.00
8,449.76	1,050.80	246.88	562.88	471.74		63.20
100.24	1,789.94	225.90		6.90		5.75
1,216,040.93		282,330.50	294,569.73	85,997.40		245,885.31
478,633.21	140,831.09	497,835.06	319,033.71	94,314.84	80,450.14	59,880.79
37,821.76	26,415.18	17,256.63	28,169.73	4,566.79		680.59
\$ 4,070,506.20	\$ 146,015.79	\$ 5,050,517.71	\$ 3,858,535.36	\$ 770,960.10	\$ 195,643.66	\$ 1,889,508.81

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

Railroads	Conducting Transportation								Total conducting transportation
	Outside agencies	Commission	Stock-yards and elevators	Rents for stock-yards and terminals	Rents of buildings and other property	Stationery and printing	Other expenses		
Ames & College	\$ 695,980.04	\$ 15,781.56		\$ 300,824.01	\$ 79,954.94	96.50		\$ 5,978.24	
Atchison, Topeka & Santa Fe				345.00	97.01	239,993.03	\$ 218,840.24	\$ 23,404,854.51	
Chicago, Anamosa & Northern	698,134.31			1,167,052.77		18.50	67.55	6,737.64	
Chicago, Burlington & Quincy	256,917.72		\$ 15,418.89	434,330.15		38,841.81	86,772.38	4,466,973.02	
Chicago Great Western	18,724.02		833.50	52,079.06		494.22	3,771.89	817,732.97	
Mason City & Ft. Dodge	3,555.27					1,127.17	156.75	248,083.43	
Wisconsin, Minnesota & Pac	563,423.38		04,576.18	451,533.25	56,877.02	196,691.78	146,846.97	22,782,468.15	
Chicago, Milwaukee & St. Paul	602,422.34	18,318.87	62,315.59	148,968.99	20,237.35	338,822.26	5,224.63	25,103,279.33	
Chicago & North-Western	140,624.00	2,286.07	25,754.10	126,637.81	32,666.39	84,231.08		5,551,548.83	
Chicago, St. F., M. & Omaha	696,965.60			1,505,279.23	95,301.10	392,027.29	21,758.16	22,683,480.51	
Chicago, Rock Island & Pacific				4.14		270.27	113.46	20,113.42	
Colfax Northern			254.70			203.82	464.62	11,534.84	
Crooked Creek				5,213.15	327.58	233.80	48.99	38,083.57	
Davenport, R. I. & N. W.			9.00	31,878.55	1,150.00	1,378.79		87,775.30	
Des Moines, Iowa Falls & N.					1,454.96	1,774.58	1,740.61	154,313.13	
Des Moines Union						17.46	891.94	6,175.47	
Des Moines Western	55,892.12	1,026.40		99,153.93	22,140.53	36,432.96	4,447.63	2,349,478.38	
Dubuque & S. C. (Ill. Cent.)	45,000.63			32,092.90	977.61	15,836.18	78,817.09	1,801,777.39	
Iowa Central					80.00		5.80	13,993.03	
Albia & Centerville				480.00	97.01		150.56	9,906.72	
Manchester & Oneida								1,528,831.33	
Minneapolis & St. Louis	58,748.72			66,227.20	1,567.33	22,242.53	94,329.85	13,022,818.56	
Muscatine, North & South				18.84	568.37			13,071,726.72	
Newton & Northwestern	42.31		25.70		429.00	880.57	67,069.04	7,647.54	
Tabor & Northern						91.10	143.25	13,022,818.56	
Union Pacific	454,036.71	20,292.37		189,960.72	12,550.65	148,828.25	3,274.65	13,071,726.72	
Wabash	549,025.00	31,133.23		1,463,913.35	105,194.39	125,508.82	1,902.02	816,285.37	
Willmar & Sioux Falls (G. N.)	18,851.92			74,589.72	1,769.58	5,161.83			
Totals	\$ 4,800,334.63	\$ 93,909.10	\$ 169,201.80	\$ 6,287,369.30	\$ 431,449.32	\$ 1,815,561.79	\$ 979,050.25	\$ 165,029,214.43	

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

Railroads	General Expenses								Total general expenses
	Salaries of general officers	Salaries of clerks and attendants	General office expenses and supplies	Insurance	Law expenses	Stationery and printing, general office	Other expenses		
Ames & College	\$ 1,200.00		\$ 330.00			\$ 36.80		\$ 1,566.80	
Atchison, Topeka & Santa Fe	249,354.79	\$ 652,106.50	\$ 60,009.61	\$ 210,168.96	\$ 171,444.05	\$ 90,084.85	\$ 235,711.74	\$ 1,789,781.40	
Chicago, Anamosa & Northern	1,500.00		309.24		82.95		1,190.37	3,172.56	
Chicago, Burlington & Quincy	406,844.22	808,985.54	106,071.71	257,349.67	272,915.43	75,313.89	122,067.25	2,049,568.71	
Chicago Great Western	119,973.59	148,497.63	52,967.82	32,800.00	47,170.86	4,315.76	67,975.33	473,700.99	
Mason City & Ft. Dodge				6,000.00	2,492.63	1,317.94	4,338.44	14,749.01	
Wisconsin, Minnesota & Pac.	282,645.06	479,606.08	43,491.14	103,665.39	83,689.64	79,472.36	117,779.20	1,250,349.31	
Chicago & North-Western	278,361.37	414,712.84	144,000.53	26,883.21	88,829.49	44,125.06	184,448.56	1,189,461.96	
Chicago, St. P., M. & Omaha	102,573.85	89,146.21	14,510.94	21,424.86	11,831.89	5,175.39	14,270.26	258,983.40	
Chicago, Rock Island & Pacific	391,201.28	478,616.34	131,241.87	210,381.28	192,918.35	72,139.95	66,257.82	1,542,738.89	
Colfax Northern	448.99	1,925.00		794.04		138.13	198.44	3,499.60	
Crooked Creek				168.34	311.07			379.41	
Davenport, R. I. & N. W.	1,789.41	904.02	149.08	174.10	676.67	50.90	4.90	3,749.08	
Des Moines, Iowa Falls & N.	2,275.00	2,275.50	876.30	303.05	1,414.55			6,944.40	
Des Moines Union	4,680.00	3,279.13	740.29	717.25	2,025.00	470.00		11,912.57	
Des Moines Western	519.96	165.00	30.00	78.75		3.90		797.21	
Dubuque & S. C. (Ill. Cent.)	24,347.20	43,094.32	9,005.35	10,251.36	11,411.04	4,773.25	15,004.94	129,887.43	
Iowa Central	47,896.15	51,396.38	2,422.69	10,115.31	6,058.16	4,455.22	8,179.22	111,081.32	
Albia & Centerville	600.00			23.41		70.61	2.31	606.33	
Manchester & Oneida	800.00			150.00				379.41	
Minneapolis & St. Louis	52,060.94	33,313.95	3,012.97	16,074.96	7,342.22	5,756.07	12,783.00	131,274.17	
Muscatine, North & South	7,800.00	547.50	23.53	110.40	573.75			9,055.18	
Newton & Northwestern	5,400.00	1,225.35	370.91	1,092.53	843.03	348.00	1,046.37	11,196.19	
Tabor & Northern	2,800.00		15.15	72.52	8.00	61.28		2,947.05	
Union Pacific	173,755.89	400,893.88	63,648.45	128,623.88	178,311.61	55,530.88	173,571.02	1,232,255.61	
Wabash	121,951.38	315,054.00	29,604.18	83,305.31	73,737.35	89,360.07	15,815.89	688,594.18	
Willmar & Sioux Falls (G. N.)	5,231.72	10,598.63	1,481.80	5,147.24	5,054.74	1,998.20	124.00	85,634.39	
Totals	\$ 2,303,821.34	\$ 3,983,311.70	\$ 664,733.56	\$ 1,199,688.32	\$ 1,100,429.66	\$ 484,119.11	\$ 1,041,268.38	\$ 10,927,372.07	

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

Railroads	Recapitulation of Expenses						Percentage of expenses to earnings—Iowa
	Maintenance of way and structures	Maintenance of equipment	Conducting transportation	General expense	Grand total	Percentage of expenses to earnings	
Ames & College	\$ 675.00	\$ 555.70	\$ 5,978.24	\$ 1,566.80	\$ 8,775.74	42.95	42.95
Atchison, Topeka & Santa Fe	12,234,787.34	9,752,553.70	23,404,854.51	1,769,781.40	47,161,896.95	61.54	79.07
Chicago, Anamosa & Northern	2,895.35	127.22	6,737.84	3,172.56	12,843.67	76.46	76.46
Chicago, Burlington & Quincy	13,833,648.55	15,007,673.15	27,273,604.58	2,049,568.71	58,184,494.99	71.21	68.96
Chicago Great Western	848,782.11	1,285,080.65	4,499,973.02	473,700.99	7,075,395.77	79.52	78.08
Mason City & Ft. Dodge	169,817.41	188,580.08	817,762.97	14,749.01	1,190,349.47	60.8	58.1
Wisconsin, Minnesota & Pacific	127,729.59	45,497.71	245,085.45	5,990.78	423,293.51	57.47	72.02
Chicago, Milwaukee & St. Paul	6,777,835.60	8,589,737.08	23,782,468.15	1,250,349.51	39,400,410.14	65.07	76.78
Chicago & North-Western	8,831,610.58	8,673,573.46	26,103,379.38	1,180,461.96	44,789,025.33	65.03	159.62
Chicago, St. P., M. & Omaha	1,758,375.55	1,022,307.98	5,551,548.88	298,983.40	9,171,115.81	65.31	60.68
Chicago, Rock Island & Pacific	7,339,688.50	6,540,710.22	22,683,489.51	1,349,736.80	38,566,695.21	69.44	71.72
Colfax Northern	7,009.01	2,003.81	20,115.42	3,499.00	38,600.51	69.96	69.96
Crooked Creek	6,358.40	2,282.93	11,534.84	379.41	20,555.58	70.99	70.99
Davenport, R. I. & N. W.	24,225.81	3,554.09	38,083.57	3,749.09	69,613.15	79.96	78.74
Des Moines, Iowa Falls & N.	31,145.51	14,422.37	87,776.36	6,944.40	140,289.14	63.35	63.35
Des Moines Union	34,713.36	15,424.45	154,313.13	11,912.57	216,363.51	78.43	78.43
Des Moines Western	2,207.19	759.89	6,175.47	797.21	9,939.76	44.66	44.66
Dubuque & S. C. (Ill. Cent.)	684,565.58	897,840.46	2,349,476.38	120,887.46	4,058,769.88	69.67	79.62
Iowa Central	394,830.26	349,129.27	1,201,767.39	111,031.55	2,156,831.05	67.06	68.02
Albia & Centerville	14,375.02	2,568.51	13,993.03	696.23	31,632.89	139.52	139.52
Manchester & Oneida	3,879.09	2,426.93	9,306.72	215.00	15,827.74	80.50	80.50
Minneapolis & St. Louis	439,744.59	458,692.32	1,528,831.33	131,374.17	2,558,542.41	61.61	55.37
Muscataine, North & South	18,095.87	2,788.96	31,343.70	9,055.18	61,138.71	90.14	90.14
Newton & Northwestern	42,734.85	23,968.42	67,069.04	11,196.19	144,968.50	76.50	76.50
Tabor & Northern	5,320.10	168.69	7,647.54	2,947.95	16,000.28	70.26	70.26
Union Pacific	6,197,817.83	5,349,232.74	13,062,818.56	1,233,265.61	25,831,134.74	56.76	129.38
Wabash	2,747,967.46	3,913,361.39	13,071,794.72	688,804.18	20,423,010.75	74.09	79.63
Willmar & Sioux Falls (G. N.)	350,958.46	144,173.81	816,255.37	35,634.29	1,335,022.03	66.75	76.79
Totals	\$ 63,453,923.96	\$ 62,833,356.09	\$ 165,929,214.43	\$ 10,927,372.07	\$ 303,133,866.55	66.14	70.18

*Revenue train mileage basis.

†Proportional expenses to actual earnings.

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	\$ 117,705.00	282.95	\$ 415.99							\$ 60,461.64	271.98	\$ 222.30
Atchison, Topeka & Santa Fe												
Chicago, Anamosa & Northern	552,154.80	1,636.80	337.32	142,833.73	229.57	\$ 641.75	14,138.03	23.61	\$ 598.85	109,293.08	1,122.06	177.71
Chicago, Burlington & Quincy	67,201.88	153.12	438.88				36,328.66	117.63	308.84	16,585.77	84.43	194.07
Chicago Great Western							5,017.74	27.33	183.59			
Mason City & Ft. Dodge							28,872.66	248.50	116.19			
Wisconsin, Minnesota & Pacific							418,303.88	1,305.63	316.96	50,797.75	140.27	219.56
Chicago, Milwaukee & St. Paul	172,271.75	419.62	417.51	1,016,818.61	1,731.75	587.16	132,574.90	650.30	203.87			
Chicago & North-Western	380,452.08	685.02	555.39	918,882.20	1,919.83	479.38	183,241.20	473.50	386.94			
Chicago, St. P., M. & Omaha				323,927.76	757.97	427.36	44,422.58	228.05	188.19	42,505.80	263.00	182.74
Chicago, Rock Island & Pacific	239,105.15	364.10	656.70									
Colfax Northern												
Crooked Creek												
Davenport, R. I. & N. W.	7,426.19	19.25	606.22									
Des Moines, Iowa Falls & N.												
Des Moines Union												
Des Moines Western												
Dubuque & S. C. (Ill. Cent.)												
Iowa Central	19,200.00	92.00	208.70				2,149.06	12.96	173.87			
Albia & Centerville												
Manchester & Oneida												
Minneapolis & St. Louis							124,474.58	379.47	328.02			
Muscataine, North & South												
Newton & Northwestern												
Tabor & Northern												
Union Pacific	250,812.83	744.30	336.98							4,619.19	51	9,037.24
Wabash										167,315.00	583.80	286.00
Willmar & Sioux Falls (G. N.)							43,512.10	123.91	324.93			
Totals	\$ 1,806,329.71	4,383.25	\$ 416.66	\$ 2,402,462.39	4,629.12	\$ 518.99	\$ 1,033,036.38	3,508.35	\$ 294.45	\$ 521,479.22	2,455.62	\$ 214.11

TABLE No. 38—

Railroads	Nebraska			Iowa		
	Amount	Miles of road	Per mile	Amount	Miles of road	Per mile
Ames & College				\$ 406.43	1.08	205.97
Atchison, Topeka & Santa Fe				14,212.05	19.89	715.61
Chicago, Anamosa & Northern				858.82	19.60	43.82
Chicago, Burlington & Quincy	\$ 1,811,183.57	2,714.13	483.10	355,548.49	1,505.65	236.55
Chicago Great Western				110,447.68	269.89	275.12
Mason City & Ft. Dodge	10,726.79	5.56	1,929.27	60,140.31	353.35	170.30
Wisconsin, Minnesota & Pacific				3,505.92	22.50	111.37
Chicago, Milwaukee & St. Paul	2,195.00			397,722.19	1,871.13	212.59
Chicago & North-Western	255,348.90	1,101.26	231.87	450,043.84	1,777.63	253.57
Chicago, St. P., M. & Omaha	84,945.23	283.42	299.72	30,241.15	102.94	296.37
Chicago, Rock Island & Pacific	66,092.05	245.85	269.38	443,008.31	2,021.51	219.19
Colfax Northern				1,397.73	6.00	232.95
Crooked Creek				2,027.78	17.61	115.15
Davenport, R. I. & N. W.				10,023.98	34.51	290.47
Des Moines, Iowa Falls & N.				6,444.00	70.44	90.05
Des Moines Union				25,890.08	4.00	6,474.02
Des Moines Western				1,780.50	4.62	385.39
Dubuque & S. C. (Ill. Cent.)				154,992.49	714.94	216.79
Iowa Central				67,500.00	454.07	148.66
Albia & Centerville				2,790.00	24.40	113.11
Manchester & Oneida				888.62	8.75	101.55
Minneapolis & St. Louis				48,100.00	349.88	137.48
Muscatine, North & South				2,684.25	28.67	93.62
Newton & Northwestern				10,448.86	102.50	101.94
Tabor & Northern				894.23	8.79	98.03
Union Pacific	674,751.89	983.48	680.09	33,447.64	2.46	13,596.00
Wabash				44,551.48	308.50	213.27
Willmar & Sioux Falls (G. N.)	25,465.49	129.92	196.01	15,739.81	79.26	198.58
Totals	\$ 3,430,099.93	5,463.12	\$ 444.75	\$ 2,294,777.61	9,875.09	\$ 232.38

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
						406.43	1.08	\$ 205.97
\$ 1,935,129.48	6,235.88	\$ 310.92				2,127,598.17	6,810.97	312.88
238,803.56	1,575.19	151.60				858.82	19.60	43.82
11,112.61						2,814,057.06	8,690.07	324.95
						241,476.90	755.17	319.76
						75,881.84	283.25	196.47
						31,378.58	271.00	115.79
247,996.65	1,825.29	135.89				2,289,096.67	7,199.69	318.10
327,436.84	1,619.63	202.19				2,464,733.94	7,530.64	326.43
11,624.01	88.20	131.79				633,979.40	1,705.19	371.79
753,145.40	3,850.65	224.78				1,588,369.32	6,450.26	246.25
						1,397.73	6.00	232.95
						2,027.78	17.61	115.15
						17,450.17	46.76	373.18
						6,444.00	70.44	90.05
						25,890.08	4.00	6,474.02
						1,780.50	4.62	385.39
6,676.46	44.94	148.59				161,668.95	759.88	212.79
						88,549.96	558.46	159.11
						2,790.00	24.40	113.11
						888.62	8.75	101.55
4,050.00	39.68	102.07				176,634.58	709.08	229.67
						2,684.25	28.67	93.62
						10,448.86	102.50	101.94
						894.23	8.79	98.03
642,518.29	2,044.96	314.24				1,855,467.01	5,031.41	447.13
490,871.37	638.20	644.67				889,550.77	2,170.29	406.65
12,987.77	93.64	134.70				97,705.26	436.73	223.72
\$ 4,612,442.44	17,551.26	262.16				\$ 15,101,227.68	47,845.74	\$ 315.69

TABLE No. 39—CURRENT

Railroads	Current	
	Cash	Bills receivable
Ames & College	\$ 11,810.09	
Atchison, Topeka & Santa Fe	4,549,899.87	\$ 787,082.08
Chicago, Anamosa & Northern	119.07	
Chicago, Burlington & Quincy	6,316,001.32	820,478.20
Chicago Great Western	223,689.14	
Mason City & Ft. Dodge		
Wisconsin, Minnesota & Pacific	66,648.19	
Chicago, Milwaukee & St. Paul	19,786,944.91	
Chicago & North-Western	27,320,937.59	302,387.35
Chicago, St. Paul, M. & Omaha	435,485.23	
Chicago, Rock Island & Pacific	9,895,657.20	166,386.43
Colfax Northern		
Crooked Creek		
Davenport, Rock Island & N. W.	1,365.69	
Des Moines, Iowa Falls & Northern	5,146.20	
Des Moines Union	38,030.45	75,404.59
Des Moines Western	6,784.00	
Dubuque & Sioux City (Ill. Cent.)		
Iowa Central	425,258.49	905.00
Albia & Centerville	2,114.05	
Manchester & Oneida	4,438.41	
Minneapolis & St. Louis	620,017.59	1,821.50
Muscatine, North & South	12,409.26	
Newton & Northwestern	1,479.56	
Tabor & Northern	388.37	
Union Pacific	6,784,761.41	2,560,000.00
Wabash	2,411,243.85	168,763.13
Willmar & Sioux Falls (Gr. N.)	49,044.30	
Totals	\$ 77,986,630.90	\$ 5,874,120.23

ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities						
Due from agents	Net traffic freight balance due from other companies	Due from stockholders and individuals	Other cash assets excluding materials and supplies	Balance sheet liabilities	Total	
		\$ 1,043.81			\$	12,854.80
\$ 584,805.10	\$ 151,744.58	7,061,808.42				13,826,430.00
245.20	297.76					543.96
3,456.13	924,746.69	4,611,797.09	\$ 39,940.02			12,716,505.58
376,093.27		1,565,296.18		\$ 789,310.76		2,930,389.35
		54,553.08				54,553.08
				847,844.96		413,002.28
1,699,767.59	548,133.29	679,354.62	713,595.15			22,327,695.59
2,968,330.31	175,483.39		502,584.06			31,169,722.70
413,802.17	96,771.21					3,004,064.97
2,249,578.05		5,887,786.53		2,058,006.36		24,561,941.84
2,244.25	469.85	1,942.79		17,529.06		22,185.05
1,117.59	61.54	1,563.80	5,715.02	19,176.10		18,634.95
388.89	39,119.77	2,476.81		231,755.21		235,206.37
8,481.67		11,450.22		194,964.09		229,042.18
		62,303.27				175,837.41
		8,658.53				15,442.59
		5,657.85	243.82	373.73		6,275.40
43,248.27		226,115.05	46,670.58	1,226,492.53		1,976,692.92
731.88		614.62	21.50	9,106.35		12,589.00
		248.96		1,899.76		6,432.15
150,913.82	4,068,575.86	1,242,988.78				6,118,317.85
740.07		1,507.14	4,384.30	5,604.47		24,705.24
15,566.37		19,402.66		400,141.56		437,590.15
755.07	694.72			37,883.19		40,336.72
348,387.66	641,678.45	5,177,380.08	42,448,032.48			58,960,149.08
918,304.70		1,565,400.22	68,476.00	6,061,980.40		11,194,229.00
		86,017.31		875,445.27		1,019,536.78
\$ 9,788,246.05	\$ 6,662,777.89	\$ 28,186,125.59	\$ 43,829,665.33	\$ 19,240,489.52	\$	191,574,055.52

TABLE No. 40—CURRENT ASSETS

Railroads	Current Liabilities to and Including June 30, 1907			
	Loans and bills payable	Audited interest and accounts	Wages and salaries	Net traffic balance due other companies
Ames & College		\$ 721.87		
Archibson, Topeka & Santa Fe		\$ 6,394,908.70	\$ 2,679,488.87	
Chicago, Anamosa & Northern			498.91	\$ 104.48
Chicago, Burlington & Quincy	\$ 2,000,000.00	4,581,684.22	2,934,930.94	
Chicago Great Western	1,025,000.00	1,105,172.00	455,078.25	339,503.20
Mason City & Ft. Dodge		28,825.00		
Wisconsin, Minnesota & Pacific		413,922.28		
Chicago, Milwaukee & St. Paul		3,251,144.75	2,641,845.19	
Chicago & North-Western		2,000,406.80	2,599,610.77	941,246.87
Chicago, St. P., M. & Omaha		591,799.33	475,562.78	208,925.30
Chicago, Rock Island & Pacific	16,350,309.78	2,679,712.13	2,437,313.34	90,446.69
Colfax Northern	21,250.00	720.10		
Crooked Creek	15,925.78	2,619.17		
Davenport, R. I. & N. W.	268,626.05	18,141.33	8,439.00	
Des Moines, Iowa Falls & N.	192,000.00	25,556.33		252.73
Des Moines Union		21,812.18	18,832.60	
Des Moines Western		574.21	770.53	
Dubuque & S. C. (Ill. Cent.)		711.90		
Iowa Central	1,632,500.00	108,502.63	92,334.91	912.59
Albia & Centerville		10,768.21	901.30	4,682.15
Manchester & Onida	1,800.00			
Minneapolis & St. Louis	620,000.00	286,158.07	156,278.48	
Muscatine, North & South	1,000.00	3,032.15	1,951.60	18,951.49
Newton & Northwestern	238,574.20	11,597.64	10,214.28	2,708.81
Tabor & Northern	39,828.42	568.31		
Union Pacific	26,800,000.00	1,885,404.66	1,708,971.18	
Warsh	2,309,000.00	2,451,580.03	945,591.54	144,113.20
Willmar & Sioux Falls (G. N.)		924,007.20	84,259.58	
Totals	\$ 51,514,814.21	\$26,810,220.85	\$17,243,529.23	\$ 1,748,505.01

*Including \$43,622.34 appropriation for renewals, charged to operating expenses.
 †Including \$109,546.69, appropriation for renewals, charged to operating expenses.

AND LIABILITIES—CONTINUED.

Current Liabilities to and Including June 30, 1907						
Dividends not called for	Matured interest coupons unpaid	Rents due July 1, 1907	Miscellaneous	Balance cash assets	Total	Materials and supplies on hand
				\$ 12,133.43	\$ 12,854.80	
\$ 2,877,287.75	\$ 308,058.34			1,566,693.34	13,826,430.00	\$ 8,758,744.33
		\$ 10.00		47.24	660.63	
3,460.00	2,343,063.50		\$ 162,184.33	791,232.59	12,716,505.58	6,013,344.17
	8,035.00				2,930,389.35	1,185,332.10
				15,728.02	54,553.98	
					413,992.28	
31,929.00	2,722,935.00			13,679,841.05	22,327,695.59	5,989,939.11
3,878.25	288,632.52	3,000.00	3,903,655.00	21,363,292.40	31,169,722.70	4,515,627.62
1,046,826.00	85,495.75	10,624.07	584,831.24		3,004,094.97	1,033,539.19
7,007.07	2,335,410.00	16,724.00	775,020.00		24,581,941.80	4,238,045.48
			215.85		22,185.95	
			90.00		18,634.95	
					295,205.37	15,334.84
			2,233.12		230,042.18	614.66
			4,119.95		175,867.41	31,822.71
				14,097.80	15,443.59	322.07
2,746.30	2,817.50				6,275.40	
729.00	8,145.00				1,976,692.02	271,696.70
			*134,420.05		12,589.00	
					6,482.15	
	87,768.75		†415,964.31	4,552,153.24	6,118,817.85	535,135.97
					24,705.24	
	172,034.12		2,461.10		437,590.15	6,394.54
					40,356.73	
11,791,251.50	2,944,700.00		1,733,518.00	12,996,003.14	58,960,149.08	7,409,378.49
63,510.00	949,952.50		4,333,074.13		11,194,229.00	1,235,601.04
	2,150.00				1,010,506.78	69,405.24
\$15,829,024.87	\$11,169,199.98	\$30,358.07	\$12,112,037.08	\$55,122,295.62	\$ 191,574,055.62	\$41,805,572.84

TABLE No. 40—MILEAGE

Railroads	Total mileage operated, tracks and sidings	New line constructed during year	Miles Operated—Single Track				
			Lines Repres't'd by Capital Stock		Lines of proprietary companies	Lines operated under lease	
			Main line	Branches and spurs			
Ames & College	9,205		1.98				
Atchison, Topeka & Santa Fe	9,328.37	202.79	3,879.54	2,537.07	162.80	242.55	
Chicago, Anamosa & Northern	20.30		10.00				
Chicago, Burlington & Quincy	11,653.49	351.58	822.41	7,857.06			
Chicago Great Western	1,235.49	15.97	712.39	20.34			
Mason City & Ft. Dodge	500.72	5.33	359.54	18.50			
Wisconsin, Minnesota & Pacific	329.41		213.50	57.10			
Chicago, Milwaukee & St. Paul	10,726.51	247.50	7,173.54				
Chicago & North-Western	11,308.08	357.47	3,049.92	4,341.73	133.90		
Chicago, St. P., M. & Omaha	2,330.13	58.97	1,941.61				
Chicago, Rock Island & Pacific	9,921.30	151.65	1,544.15	1,784.31		1,559.49	
Elgin Northern	13.40		5.00			7.00	
Crooked Creek	21.10	.21	17.31				
Davenport, R. I. & N. W.	75.12	2.14	46.76				
Des Moines, Iowa Falls & N.	80.51		70.44				
Des Moines Union	13.09		1.00				
Des Moines Western	5.62	.25	4.62				
Dubuque & S. C. (Ill. Cent.)	963.99	5.40	326.26	433.62			
Iowa Central	681.89	.98	375.06	137.21			
Albia & Centerville	27.07		21.40				
Manchester & Oneida	8.75		8.00				
Minneapolis & St. Louis	1,128.97	6.01	259.90	371.51			
Muscatine, North & South	31.68		28.67				
Newton & Northwestern	116.33		102.50			4.10	
Tabor & Northern	11.75		8.79				
Union Pacific	4,412.15	187.15	1,901.67	1,092.24			
Wabash	5,373.60	40.70	1,630.20	75.00	280.40	6.30	
Willmar & Sioux Falls (G. N.)	492.87	3.85	304.85		130.16		
Totals	67,547.35	1,637.54	20,187.41	18,696.28	705.44	1,619.34	

*Including branches and spurs.

—ENTIRE LINE

Miles Operated—Single Track				Miles Owned—Single Track					
Lines operated under con- tract	New line con- structed dur- ing year	Total mileage operated under track- age rights	Lines operated under track- age rights	Lines Repre'nt'd by Capital Stock		New lines con- structed dur- ing year	Total mileage	Miles of iron	Miles of steel
				Main line	Branches and spurs				
		1.98		1.98			1.98		1.98
	38.96	6,829.05	106.25	3,870.54	2,957.07	9.28	6,410.41	11.81	6,408.73
		19.60		19.60			19.60		19.60
	198.27	8,660.04	215.00	822.41	7,837.65	195.27	8,660.07	64.81	8,595.26
		733.23	85.13	712.99	42.18		755.17		755.17
		378.13	8.13	359.54	18.59		378.13		378.13
		271.44		215.39	57.40		271.00		271.00
	147.04	7,172.64	538.18	47,172.64		147.04	7,172.64	81.96	7,090.68
60.02	169.33	7,844.66	88.25	4,049.02	4,341.73	55.65	7,391.05	60.47	7,331.15
	15.38	1,641.61	89.59	1,641.61		15.38	1,641.61	7.50	1,634.22
102.31	92.66	6,450.36	697.15	1,144.41	1,784.51		4,928.46		4,928.46
		13.00		6.00			6.00		6.00
		17.61		17.61			17.61		17.61
		46.76	2.80	46.76			46.76		46.76
		70.44	4.62	70.44			70.44		70.44
		4.00		4.00			4.00		4.00
		4.62		4.62			4.62		4.62
		759.38		326.30	433.62		759.38		759.38
37.00		539.27	19.16	375.06	127.21		502.27	8.30	493.97
		24.40		24.40			24.40		24.40
		8.00		8.00			8.00		8.00
275.85		900.76	29.21	259.90	371.51		631.41	14	631.27
		38.67		38.67			38.67		38.67
		106.00		102.50			102.50		102.50
		8.79	1.98	8.79			8.79		8.79
37.50	51.03	3,601.41		1,905.67	1,094.28	31.08	3,000.95		3,000.95
		2,041.80	672.50	1,680.30	81.80		1,762.00		1,762.00
		433.41	3.32	304.25			304.25		304.25
572.13	692.07	47,780.65	1,687.85	25,192.41	18,727.06	456.85	44,919.47	334.68	44,584.79

TABLE No. 42—

Railroads	Mileage Owned in Iowa					Miles of iron
	Single track	Second track	Third and fourth tracks	Yard tracks and sidings	Mileage owned—all tracks	
Ames & College	1.08			.07	2.05	
Atchison, Topeka & Santa Fe	19.86	11.10		24.30	55.16	
Chicago, Anamosa & Northern	19.60			.00	30.20	
Chicago, Burlington & Quincy	1,395.65	244.53		307.20	1,917.44	57.19
Chicago Great Western	399.99	10.34		125.35	535.68	
Mason City & Ft. Dodge	350.80			87.43	438.23	
Wisconsin, Minnesota & Pacific	25.50			3.08	25.58	
Chicago, Milwaukee & St. Paul	1,870.13	23.23	11.20	410.00	2,330.30	53.06
Chicago & North-Western	1,574.53	345.92		481.73	2,402.18	25.10
Chicago, St. P., M. & Omaha	74.54			33.10	107.64	6.42
Chicago, Rock Island & Pacific	1,352.30	32.77		420.67	2,388.64	
Colfax Northern	6.00			1.00	7.00	
Crooked Creek	17.61			3.49	21.10	.19
Davenport, R. I. & N. W.	34.51	1.00		14.89	49.96	
Des Moines, Iowa Falls & N.	70.44			5.45	75.80	
Des Moines Union	4.00	2.00		12.00	18.00	
Des Moines Western	4.62			1.00	5.62	
Dubuque & S. C. (Ill. Cent.)	714.94	3.75		190.55	909.24	
Iowa Central	413.07			93.11	506.18	13.30
Albia & Centerville	24.40			2.97	27.37	
Manchester & Oneida	6.00			.75	8.75	
Minneapolis & St. Louis	212.23			30.37	242.60	.93
Muscatine, North & South	28.67			2.95	31.62	
Newton & Northwestern	102.50			9.58	112.08	
Tabor & Northern	8.79			1.00	9.79	1.00
Union Pacific	2.45	1.63		44.37	48.95	1.63
Wabash	109.30			12.50	121.80	
Willmar & Sioux Falls (G. N.)	76.70			13.45	90.15	13.45
Totals	9,397.04	731.39	11.20	2,339.83	12,479.55	177.28

*Including branches and spurs.

MILEAGE—IOWA.

Miles of steel	Mileage Operated—Single Track							Total mileage excluding trackage rights	Lines operated under trackage rights
	Lines Represented by Capital Stock		Lines of proprietary companies	Lines operated under lease	Lines operated under contract	New line built during year			
	Main line	Branches and spurs							
2.05	1.98							1.98	
55.16	19.86							19.86	
20.20	19.60							19.60	
1,860.25	274.55	1,021.10						1,395.65	72.35
535.68	370.57	7.48						378.05	3.23
438.23	332.21	15.50						350.80	
25.58	22.50							22.50	
2,292.24	*1,570.12	1,210.75						1,870.12	69.91
2,377.98	332.75							1,574.53	3.07
101.22	74.54					162.81		74.54	27.50
2,398.64	1,102.88	756.28						2,021.51	80.15
7.00	6.00			7.00				13.00	
30.91	17.61							17.61	
49.96	34.51							34.51	.81
75.80	70.44							70.44	4.62
18.00	4.00							4.00	
5.62	4.62							4.62	
909.24	326.23	388.08						714.94	
492.88	285.86	137.21				87.00		456.07	4.00
27.37	24.40							24.40	
8.75	8.00							8.00	
242.09	137.83	74.43				137.02		249.88	19.10
21.63	23.67							23.67	
112.08	102.50				4.10			106.60	
8.79	8.79							8.79	
47.33	3.46							2.45	
121.80	102.30		94.10					203.40	5.50
76.70	76.70							76.70	2.56
12,302.27	5,700.48	3,674.62	94.10	11.10	336.03			9,817.23	292.84

TABLE No. 43—EMPLOYES

Railroads	General Officers			Other Officers		
	Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
Ames & College	7			1	1,200.00	3.29
Atchison, Topeka & Santa Fe				1	2,700.00	7.40
Chicago, Anamosa & Northern	1	1,500.00	4.10			
Chicago, Burlington & Quincy	11	38,842.03	8.43			
Chicago Great Western						
Mason City & Ft. Dodge						
Wisconsin, Minnesota & Pacific						
Chicago, Milwaukee & St. Paul	12	95,461.09	22.35	14	50,927.33	9.82
Chicago & North-Western				4	13,950.00	11.14
Chicago, St. P., M. & Omaha						
Chicago, Rock Island & Pacific	34	1100,080.35	7.96	21	60,007.58	7.81
Colfax Northern	1	600.00	1.54	1	1,800.00	4.93
Crooked Creek	4	1,703.32	1.17			
Davenport, R. I. & N. W.	2	3,781.04	5.00			
Des Moines, Iowa Falls & N.	1	2,275.00	7.27	1	1,080.00	3.45
Des Moines Union	5	4,680.00	6.41			
Des Moines Western	1	504.98	2.79			
Dubuque & S. C. (Ill. Cent.)	13	36,213.36	8.25			
Iowa Central	8	32,339.04	38.02	10	21,570.00	7.36
Albia & Centerville						
Manchester & Oneida	2	800.00	.27	1	1,200.00	3.28
Minneapolis & St. Louis	7	13,395.36	35.90	23	13,402.48	7.07
Muscatine, North & South	3	7,800.00	7.12	1	547.50	1.50
Newton & Northwestern	8	7,435.28	4.75	3	3,540.00	3.28
Tabor & Northern	2	2,800.00	4.47			
Union Pacific						
Wabash	1	6,735.75	18.42	1	2,700.00	7.40
Willmar & Sioux Falls (G. N.)				3	9,599.20	7.54
Totals	120	\$ 355,713.53	\$ 9.24	95	\$ 191,695.56	\$ 6.45

*Compensation, revenue train mileage basis.
†Revenue train mileage basis.

AND 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	Average daily compensation	Number	Total yearly compensation	Average daily compensation
			4	3,123.36	2.14	31	13,009.92	1.72	2	1,539.46	2.15
			4	1,039.92	1.35				84	130,194.00	5.35
			182	138,996.95	2.06	420	223,685.77	1.70	1	840.00	2.30
77	62,092.49	2.56	67	44,874.00	2.22	85	48,605.00	1.74	306	316,657.00	4.21
			60	39,480.00	1.80	42	21,319.20	1.41	120	177,876.72	4.06
			5	1,500.00	1.37	1	420.00	1.16	43	62,289.90	4.02
			333	190,800.00	1.81	1,054	534,393.84	1.62	5	1,035.50	3.90
196	133,618.26	2.25	246	133,229.93	2.35	470	222,834.72	1.55	503	616,158.69	3.93
			12	9,517.84	2.54	60	32,828.12	1.75	354	552,738.11	4.01
			119	73,538.27	1.86	650	272,133.67	1.33	18	20,779.79	4.77
3	1,950.00	2.14	1	900.00	2.47	1	800.00	1.05	312	482,643.52	4.14
			2	637.80	1.24				3	3,076.27	2.94
2	1,115.28	2.18	3	1,725.57	1.81	8	4,701.94	1.76	1	960.00	2.63
4	2,275.50	2.42	10	4,004.50	1.47				1	1,011.41	2.39
5	3,279.13	1.80	1	1,500.00	4.11	82	47,675.88	1.88	5	4,636.80	3.33
1	180.00	.58	1	989.09	2.69	5	3,517.36	1.92	7	7,056.00	3.50
50	84,322.17	2.07	124	91,385.07	2.02	210	91,305.48	1.43	77	219,036.06	4.38
164	49,456.32	2.10	77	44,407.15	1.58	40	21,923.80	1.07	57	93,782.70	3.80
			3	1,530.00	1.83	9	1,000.00	.69			
						2	900.00	1.23	1	840.17	2.20
			37	15,709.12	1.76	45	22,556.95	1.71	29	38,006.94	3.73
						4	2,540.75	1.74	3	1,571.55	1.44
3	1,225.35	1.32	14	8,730.95	1.75	3	210.00	.22	2	1,980.00	3.16
			1	677.00	2.31				7	6,379.26	3.36
8	8,810.21	2.36	3	4,800.00	4.28	107	118,309.10	1.94	1	618.00	1.97
16	12,682.54	2.50	12	9,300.15	2.41	46	29,247.71	2.06	22	25,935.38	4.41
9	7,880.97	2.30	13	10,423.95	2.53	41	13,791.69	1.49	9	10,149.00	4.02
569	\$ 395,627.34	1.83	1,305	\$ 917,308.74	\$ 2.16	3,405	\$ 1,718,375.45	\$ 1.58	1,808	\$ 2,789,276.71	4.77

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	1,412.45	1.97
Atchison, Topeka & Santa Fe	81	78,098.04	3.21	33	47,075.68	5.10
Chicago, Anamosa & Northern	1	540.00	1.47	1	730.00	1.97
Chicago, Burlington & Quincy	195	193,345.37	2.72	121	167,188.87	3.79
Chicago Great Western	120	106,025.04	2.42	90	125,931.78	3.31
Mason City & Ft. Dodge	44	87,204.80	2.40	35	51,097.95	3.45
Wisconsin, Minnesota & Pacific	5	613.15	2.31	5	927.50	3.50
*Chicago, Milwaukee & St. Paul	481	367,076.26	2.49	301	354,075.32	3.85
Chicago & North-Western	421	375,073.34	2.71	270	358,209.44	4.04
Chicago, St. P. M. & Omaha	18	15,365.40	2.91	12	18,188.63	4.86
Chicago, Rock Island & Pacific	561	314,730.92	2.71	190	311,421.58	3.45
Colfax Northern	2	1,847.15	1.81	3	2,341.04	2.05
Crooked Creek	1	582.24	1.64	1	600.00	1.64
Davenport, R. I. & N. W.	1	635.94	2.08	2	1,305.18	3.12
Des Moines, Iowa Falls & N.	5	2,530.02	1.84	5	5,600.00	2.61
Des Moines Union	7	4,834.40	2.15			
Des Moines Western						
Dubuque & S. C. (Ill. Cent.)	77	133,088.15	2.62	75	106,480.04	4.18
Iowa Central	57	54,887.85	2.22	39	55,583.39	5.49
Albia & Centerville						
Manchester & Oneida	1	575.03	1.57	1	637.50	1.74
Minneapolis & St. Louis	27	23,245.02	2.29	23	26,577.95	3.83
Muscatine, North & South	2	1,404.00	2.35	1	900.00	2.87
Newton & Northwestern	7	4,369.49	2.63	7	5,196.41	3.12
Tabor & Northern	1	549.89	1.72	1	612.48	1.95
Union Pacific						
Wabash	22	17,559.50	2.02	15	16,329.97	4.05
Willmar & Sioux Falls (G. N.)	13	6,231.46	2.45	13	10,149.00	3.72
Totals	1,950	\$ 1,740,988.26	\$ 2.85	1,240	\$ 1,677,019.16	\$ 4.22

*Compensation, revenue train mileage basis.

SALARIES—IOWA—CONTINUED.

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
58	\$ 53,741.04	\$ 3.09	33	\$ 35,536.24	\$ 3.74	58	\$ 39,821.04	\$ 2.37	302	\$ 200,298.96	\$ 1.97
1	480.00	1.32							684	477,797.28	2.23
220	183,509.21	2.89	170	175,020.72	3.31	175	140,295.24	2.56	712	442,280.16	2.08
312	245,472.50	2.39	118	129,594.30	3.05	87	69,217.30	2.66	71	42,425.06	2.01
75	66,057.80	2.30	7	7,814.40	3.70	14	7,518.42	2.21			
10	638.05	2.41									
004	419,358.47	2.22	203	212,353.84	3.65	227	205,780.96	2.85	1,980	1,107,903.04	1.96
558	467,456.84	2.53	249	219,971.52	2.78	307	166,324.21	2.13	1,928	830,929.70	1.70
35	29,330.00	2.69	148	115,872.21	2.51	59	37,502.03	2.04	63	41,231.11	2.10
449	254,732.56	2.11	153	121,736.24	2.68	355	104,129.35	2.37	1,075	726,340.09	2.00
3	2,140.00	1.63	1	1,080.00	2.96	1	540.35	2.69	1	613.51	1.71
2	1,605.58	2.74									
9	4,092.28	1.75	4	3,180.00	3.00	3	2,705.13	2.50	1	540.00	1.48
24	24,480.00	3.40	27	24,537.12	2.91	2	1,920.00	2.10	8	3,568.19	1.96
197	306,253.40	2.72	157	126,443.55	2.56	145	109,045.64	2.50	121	85,940.14	2.44
91	94,002.64	2.14	92	105,080.64	2.79	47	28,635.08	2.38	116	73,015.07	1.65
1	450.42	1.23	1	10.10	2.52						
42	41,797.66	2.68	30	35,313.94	2.90	21	20,939.77	2.46	69	41,908.79	1.77
8	2,219.80	2.35	1	1,020.00	2.79				2	1,080.00	1.48
11	5,980.14	2.15	5	4,970.44	2.54	6	2,642.07	1.69	11	10,102.74	2.02
52	59,611.10	3.31	13	15,502.95	3.59	7	5,979.94	2.84	213	144,941.72	2.23
46	49,007.72	2.86	44	31,085.07	2.29	12	9,483.43	2.50	50	29,374.72	1.88
29	10,584.35	2.50	7	6,116.91	3.46	5	4,994.33	2.90	95	33,814.84	2.02
2,835	\$ 2,315,557.75	\$ 2.61	1,450	\$ 1,273,681.74	\$ 3.03	1,625	\$ 957,354.00	\$ 1.88	7,205	\$ 4,854,642.61	\$ 1.92

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	\$ 1.55			
Atchison, Topeka & Santa Fe	5	3,405.92	1.91	68	26,464.20	\$ 1.55
Chicago, Anamosa & Northern	1	720.00	1.97	3	1,440.00	1.54
Chicago, Burlington & Quincy	247	100,433.76	1.78	1,655	748,412.32	1.44
Chicago Great Western	81	44,043.15	1.51	252	114,125.70	1.48
Mason City & Ft. Dodge	56	32,054.00	1.55	70	31,477.00	1.46
Wisconsin, Minnesota & Pacific	2	1,200.00	1.64	5	3,340.00	1.50
*Chicago, Milwaukee & St. Paul	297	152,564.83	1.64	1,321	531,932.96	1.59
Chicago & North-Western	306	187,252.32	1.90	1,360	678,574.44	1.50
Chicago, St. P., M. & Omaha	13	7,719.92	1.90	63	89,747.22	1.62
Chicago, Rock Island & Pacific	351	202,300.50	1.67	2,070	829,526.20	1.53
Colfax Northern	3	1,858.50	1.70	9	4,747.73	1.58
Crooked Creek	3	1,695.04	1.48	6	2,928.15	1.10
Davenport, R. I. & N. W.	3	1,528.99	1.75	16	7,508.63	1.56
Des Moines, Iowa Falls & N.	12	7,300.00	1.92	54	17,288.40	1.50
Des Moines Union	3	2,660.00	2.43	32	16,573.44	1.66
Des Moines Western	1	275.00	1.83	2	310.00	1.50
Dubuque & S. C. (Ill. Cent.)	123	73,987.12	1.76	406	223,410.45	1.50
Iowa Central	83	41,224.92	1.56	178	115,289.79	1.52
Albia & Centerville	4	2,160.00	1.45	10	5,150.77	1.34
Manchester & Oneida	1	600.00	1.64	3	1,320.70	1.50
Minneapolis & St. Louis	58	35,160.00	1.55	122	71,523.90	1.18
Muscataine, North & South	3	1,680.00	1.78	12	5,258.40	1.40
Newton & Northwestern	16	9,720.00	1.94	85	45,964.95	1.57
Tabor & Northern	1	350.00	1.75	4	1,650.00	1.50
Union Pacific	5	5,112.44	2.52	110	45,850.35	1.53
Wabash	11	7,113.30	1.99	56	26,121.74	1.44
Willmar & Sioux Falls (G. N.)	17	8,492.53	1.74	609	49,509.69	1.57
Totals	1,719	\$ 993,671.34	\$ 1.86	9,047	\$ 5,624,482.07	\$ 1.28

*Compensation, revenue train mileage basis.

SALARIES—IOWA—CONTINUED.

Switchmen, Flagmen and Watchmen			Telegraph Operators and Dispatchers			Employees Account of Floating 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
1	\$ 365.00	\$ 1.00	15	\$ 8,881.80	\$ 2.62				40	\$ 28,984.92	2.35
120	126,104.18	2.66	143	128,630.94	2.47				2	675.31	1.40
25	29,531.80	2.31	59	46,920.00	2.30				457	334,341.65	2.34
17	8,313.36	1.32	25	20,410.88	2.34				561	414,752.40	2.51
558	418,887.44	2.40	192	139,333.72	2.32				76	48,696.96	2.06
357	294,880.06	2.66	154	138,227.46	2.66				4	2,705.04	2.21
26	22,031.04	2.72	9	5,640.35	2.01				2,974	1,801,448.83	2.15
298	239,432.57	2.41	482	339,481.28	2.06				586	356,117.56	2.04
1	705.00	1.93							123	75,744.98	1.97
1	564.17	1.48	2	2,177.07	2.65				507	432,533.57	1.88
30	8,453.60	1.15	1	1,100.00	3.80				2	529.56	2.26
46	22,785.61	1.41	100	74,889.16	2.16				2	1,786.91	2.30
8	3,700.80	1.47	29	22,144.92	1.71				8	3,901.84	1.52
1	690.00	1.34	2	305.00	1.69						
8	7,297.30	1.75	13	10,477.24	1.89				1	300.00	.92
4	1,953.80	1.56	1	780.00	2.13				70	50,503.07	1.87
8	3,840.00	1.49	2	1,200.00	1.86				1	1,029.00	2.79
6	5,392.36	1.91	1	844.65	2.39				15	9,467.39	1.92
15	7,739.40	1.68	12	8,680.17	2.27				302	125,972.34	1.73
			12	11,042.52	2.98				49	25,508.28	2.04
1,498	\$ 1,195,339.15	\$ 2.55	1,294	\$ 952,627.16	\$ 2.41				64	39,229.38	2.11
									6,043	\$ 4,187,809.38	\$ 2.21

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	14	\$ 4,996.91	\$ 3.59	7	\$ 4,996.91	\$ 3.59
Atchison, Topeka & Santa Fe	873	971,850.12	2.62	873	971,850.12	2.62
Chicago, Anamosa & Northern	15	8,855.23	1.75	14	7,355.23	1.56
Chicago, Burlington & Quincy	5,093	3,006,756.19	2.16	5,082	3,972,913.26	2.15
Chicago Great Western	2,680	2,039,911.47	2.38	2,680	2,039,911.47	2.39
Mason City & Ft. Dodge	638	476,078.13	2.17	638	476,078.13	2.17
Wisconsin, Minnesota & Pacific	40	11,375.84	1.89	40	11,375.84	1.89
*Chicago, Milwaukee & St. Paul	10,814	7,409,889.15	2.19	10,802	7,314,428.09	2.16
Chicago & North-Western	7,780	5,045,570.05	2.21	7,780	5,045,570.05	2.21
Chicago, St. P., M. & Omaha	649	465,500.54	2.30	649	465,500.54	2.30
Chicago, Rock Island & Pacific	7,532	14,954,931.80	2.11	7,518	4,854,251.27	2.08
Colfax Northern	30	24,322.15	2.06	30	24,322.15	2.04
Crooked Creek	21	10,156.55	1.40	17	8,453.23	1.46
Davenport, R. I. & N. W.	55	35,197.08	2.00	53	32,416.64	1.90
Des Moines, Iowa Falls & N.	122	58,287.50	1.90	121	56,012.50	1.84
Des Moines Union	217	197,810.86	2.03	212	193,130.86	2.00
Des Moines Western	15	8,067.32	1.91	14	7,562.36	1.88
Dubuque & S. C. (Ill. Cent.)	2,545	1,048,415.72	2.24	2,532	1,012,202.36	2.21
Iowa Central	1,198	919,913.47	2.15	1,190	887,704.43	2.08
Albia & Centerville	29	10,505.97	1.26	29	10,505.97	1.26
Manchester & Oneida	15	7,223.92	1.47	13	7,023.92	1.68
Minneapolis & St. Louis	697	495,904.10	2.00	690	478,508.84	1.93
Muscatine, North & South	43	31,746.90	2.22	40	23,946.90	1.81
Newton & Northwestern	211	128,271.30	1.91	203	120,838.02	1.84
Tabor & Northern	11	7,243.37	2.28	9	4,448.37	1.74
Union Pacific	789	545,827.80	2.06	788	545,827.80	2.06
Wabash	424	314,311.30	2.37	423	307,587.55	2.33
Willmar & Sioux Falls (G. N.)	939	229,097.85	2.12	939	229,097.85	2.12
Totals	43,402	\$29,667,722.85	\$ 2.18	43,279	\$29,312,009.32	\$ 2.16

*Revenue train mileage basis for Iowa.

†General officers compensation figured on revenue train mileage basis for Iowa.

IOWA—CONTINUED—AND ENTIRE LINE.

Distribution				Entire Line					
General administration	Maintenance of way and structures	Maintenance of equipment	Conducting transportation	Total, Including General Officers			Total, Excluding General Officers		
				Number	Total yearly compensation	Average daily compensation	Number	Total yearly compensation	Average daily compensation
\$ 1,300.00	\$ 480.00		\$ 8,316.01	14	\$ 4,996.91	\$ 3.59	7	\$ 4,996.91	\$ 3.59
14,443.92	36,495.12	\$ 245,738.88	375,172.20	44,402	27,892,707.90	2.28	44,314	27,326,208.02	2.24
1,300.00	2,835.31		4,519.92	15	8,855.23	1.75	14	7,355.23	1.56
95,935.42	1,155,089.53	705,174.22	1,589,957.02	41,803	31,565,642.07	2.31	41,715	30,829,700.25	2.26
	573,521.31	941,101.56	825,288.60	4,473	3,566,772.51	2.34	4,456	3,479,160.05	2.28
	113,522.56	57,775.88	306,093.60	807	559,791.00	2.09	795	559,791.00	2.13
	4,025.04		6,751.80	334	222,839.94	1.96	324	222,839.94	2.03
280,016.65	1,594,133.80	1,607,377.28	3,808,263.02	38,816	29,596,874.20	2.19	38,774	29,254,228.60	2.16
	1,834,123.60	632,400.00	3,078,741.45	42,793	27,648,633.68	2.29	42,753	27,284,480.38	2.27
1,375.00	47,540.61	197,497.41	219,377.52	7,681	5,630,820.87	2.43	7,348	5,461,579.46	2.37
161,238.11	1,482,005.98	848,079.30	2,467,471.39	39,153	29,101,962.96	2.18	39,119	28,749,565.45	2.15
2,550.00	7,146.58	1,698.55	18,539.02	36	24,929.15	2.03	35	24,929.15	2.04
1,703.22	3,973.19	596.00	3,884.04	21	10,156.55	1.40	17	8,453.23	1.46
8,896.32	12,628.66	2,131.74	15,549.95	80	51,899.99	2.00	78	48,579.95	1.93
6,829.50	24,438.49	7,506.00	19,472.00	122	58,287.50	1.90	121	56,012.50	1.84
7,959.13	23,693.44	12,739.49	153,415.80	317	197,810.86	2.03	312	193,130.86	1.99
684.96	1,085.00	800.00	5,697.33	15	8,067.32	1.91	14	7,562.36	1.88
10,500.08	445,339.84	260,702.44	1,227,813.36	2,674	2,106,978.55	2.29	2,660	2,095,565.23	2.22
110,138.35	204,185.04	295,413.36	400,186.84	1,643	1,219,558.00	2.18	1,535	1,173,214.06	2.10
1,400.00	1,920.70	10.10	2,836.12	15	7,223.92	1.47	13	7,023.92	1.68
45,969.06	134,907.31	108,442.03	200,691.10	2,036	1,516,517.55	2.00	2,029	1,459,313.61	1.93
8,247.50	7,958.40	2,100.00	13,341.00	43	31,746.90	2.22	40	23,946.90	1.81
18,136.62	63,272.10	16,981.85	35,999.36	211	128,271.30	1.91	203	120,838.02	1.84
8,800.00	8,000.00		2,448.37	11	7,243.37	2.28	9	4,448.37	1.74
2,092.14	61,594.18	196,089.11	286,052.43	29,156	10,492,350.22	2.30	29,124	10,249,309.24	2.27
16,102.21	41,302.52	70,235.92	180,071.25	14,142	10,477,043.32	2.37	14,103	10,250,318.23	2.33
17,480.17	69,093.56	29,931.75	108,962.38	2,371	640,428.85	2.06	2,358	630,802.60	2.05
\$ 805,295.35	\$ 7,449,053.37	\$ 5,989,104.84	\$15,424,189.40	303,869	\$179,708,410.70	\$ 2.18	302,269	\$176,508,709.13	\$ 2.15

TABLE No. 47—BRIDGES, TRESTLES, HIGHWAYS, RAIL

Railroads	Bridges							
	Stone		Steel or Iron		Wooden		C'mb'n	
	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length
Ames & College					2	370		370
Atchison, Topeka & Santa Fe	9	122	10	2,012			19	2,134
Chicago, Anamosa & Northern			6	900			6	900
Chicago, Burlington & Quincy			189	25,585	11	1,751	1	378
Chicago Great Western			14	4,624	1	300		15
Mason City & Ft. Dodge								4,984
Wisconsin, Minnesota & Pacific			300	31,339	34	3,411	334	34,741
Chicago, Milwaukee & St. Paul			455	29,744	82	4,829	537	34,573
Chicago & North-Western			3	230	1	60	29	970
Chicago, St. P., M. & Omaha	27	680	2	230	20	395	22	5,019
Chicago, Rock Island & Pacific	1	136	518	49,337	18	624	18	624
Colfax Northern							1	305
Crooked Creek			1	309			1	309
Davenport, R. I. & N. W.			8	2,808			8	2,808
Des Moines, Iowa Falls & N.							1	460
Des Moines Union			1	460				
Des Moines Western							140	14,112
Dubuque & S. C. (Ill. Cent.)	30	540	90	13,572			29	6,622
Iowa Central			29	6,622			1	222
Albia & Centerville			1	222				
Manchester & Onida			10	2,027			10	2,027
Minneapolis & St. Louis			1	900			1	900
Muscatine, North & South							105	11,315
Newton & Northwestern			1	128	12	1,056	13	1,184
Tabor & Northern			3	1,091			3	1,091
Union Pacific			3	246	17	1,751	20	1,997
Wabash			1	36	1	100	2	136
Willmar & Sioux Falls (G. N.)								
Totals	38	1,535	1,641	171,800	310	25,529	23	5,397
							2,062	205,353

*Including 21 highway crossings above grade.

WAY, FARM CROSSINGS AND CATTLE-GUARDS—IOWA.

Trestles		Highway Crossings				Farm Crossings				Number of cattle- guards	Over-head Rail road Crossings		
Number	Aggregate length	Over-head			At grade	Below grade	At grade	Over-head	Below grade		Bridges	Conduits	Trestles
		Bridges	Conduits	Trestles									
16	1,210	1			13	3	12		6	17	14	1	
20	2,094				16	2	37		2	14			
1,119	89,956	51			24	1,602	112	1,994	19	160	2,439	4	
					13	501	4	592	3	1,000		1	
396	22,170			22	378	15	280		5	25		2	
8	1,030				30		13		4				
2,110	159,394	1		54	2,100	*139	2,564	20	194	5,312		6	
2,247	155,246	15		20	1,839	59	2,074	7	283	2,808	19	5	
111	7,106	2			104	1	61	5		134			
855	58,597	9		35	2,257	65	2,649	5	131	3,653	6	14	
	1,300				11		18			20			
16	1,175				18		25			26			
27	2,224				52		121			35			
31	5,019			2									
2	150	1			33								
2	110												
344	71,654	1	21	839	20	830	22	154	1,279	6	1	1	
412	32,503		8	558	31	576		84	840	2		2	
14	2,033				28	2	53		65				
5					5			5	15				
149	18,968	2	4	282	5	348	1	16	439	2			
28	5,167												
2	1,330	1									1		
8	229	1			8		12	8	20				
379	31,591				375	7	200		7	376	1		
104	15,180	1											
8,879	686,568	87	208	11,285	*458	12,230	79	1,060	16,528	52		35	

TABLE No. 48—STATIONS—

Railroads	Stations			
	On Road Owned		On Road Operated	
	Entire line	Iowa	Entire line	Iowa
Ames & College	2	2	2	2
Atchison, Topeka & Santa Fe	1,447	6	1,433	6
Chicago, Anamosa & Northern	4	4	4	4
Chicago, Burlington & Quincy	1,334	242	1,334	242
Chicago Great Western	173	85	210	85
Mason City & Ft. Dodge	65	61	66	61
Wisconsin, Minnesota & Pacific	53	3	53	3
Chicago, Milwaukee & St. Paul	1,072	204	1,072	204
Chicago & North-Western	1,975	256	1,975	256
Chicago, St. P., M. & Omaha	355	17	377	23
Chicago, Rock Island & Pacific	685	287	950	281
Colfax Northern	8	5	5	5
Crooked Creek	6	5	5	5
Davenport, R. I. & N. W.	13	9	13	9
Des Moines, Iowa Falls & N.	12	12	12	12
Des Moines Union	2	2	2	2
Des Moines Western	1	1	1	1
Dubuque & S. C. (Ill. Cent.)	120	120	120	120
Iowa Central	96	75	104	80
Albia & Centerville	3	3	3	3
Manchester & Oneida	1	1	1	1
Minneapolis & St. Louis	94	30	122	54
Muscatine, North & South	4	4	4	4
Newton & Northwestern	20	20	21	21
Tabor & Northern	1	1	1	1
Union Pacific	633	3	633	3
Wabash	511	37	690	55
Willmar & Sioux Falls (G. N.)	53	14	75	14
Totals	7,846	1,608	8,416	1,608

*Entire line, tons, 29,595; weight per yard, 75; average price per ton, \$27.96;
ties, number, 919,095; average price per tie, 49c.
†Telephone.

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 per tie at distributing point
	Tons	Weight per yard—pounds	Average price per ton at distributing point	Tons	Weight per yard—pounds	Average price per ton at distributing point		
2				141	55	\$ 29.87	17,637	\$.9000
932				4,970	55	28.67	285,047	.9300
75				138	75	28.00	87,975	.9850
48							20,813	.9900
1							6,470	.9200
257								
252				6,108	90-72-60	28.06	302,646	.9875
19				116	80	29.30	12,039	.4400
290				5,148	80-70-60	28.00	201,080	.9380
2							2,549	.4480
8				8	55	33.50	2,728	.4801
2				8	70	29.28		
12							9,287	.6500
12				132	75	31.20	1,557	.7300
1				17	75	32.25	498	.9300
119				2,644	55	28.00	85,015	.9850
76				404	80-70	27.31	73,148	.9150
3							2,482	.5480
1							2,310	.3810
53				3,457	75	27.82	58,048	.6390
3							5,346	.8100
118							5,294	.8100
1							2,560	.5720
37				500	90	29.87	15,288	.7037
14							56,773	.9000
							14,707	.5308
1,501				23,477		29.36	1,347,447	.5819

TABLE No. 49—DESCRIPTION

Railroads	Locomotives				Total	Cars in Passenger Service						
	Passenger	Freight	Switching	Leased		First-class passenger cars	Second-class passenger cars	Combination	Emigrant	Dining	Parlor	Sleeping
Ames & College			2		2		2					
Atchison, Topeka & Santa Fe	557	898	142		1,597	392	95	94		25	8	
Chicago, Anamosa & Northern					1			1				
Chicago, Burlington & Quincy	351	922	302		1,575	*638	15	228		28	7	
Chicago, Great Western	98	141	25		259	65	3	11				
Chicago, Mason City & Ft Dodge	6	21			27							
Chicago, Milwaukee & St. Paul	12	2			14	6	5					
Chicago, North-Western	208	699	180		1,087	318	191	157		18	94	97
Chicago, St. P., M. & Omaha	300	842	271		1,413	479	48	157		18	43	
Chicago, Rock Island & Pacific	294	48			337	90	36	54		2	32	
Colfax Northern	391	717	211		1,319	228	256	183		32	2	
Crooked Creek		2			2			1				
Davenport, R. I. & N. W.		2			2							
Des Moines, Iowa Falls & N.	4	3			7	3		4				
Des Moines Union			5		5							
Des Moines Western	17	30	3		50	28						
Dubuque & S. C. (Ill. Cent.)	12	94	8		84	14	13	8				
Iowa Central												
Albia & Centerville					1							
Manchester & Onida	3	51	16		97		35	1	23	10		
Minneapolis & St. Louis		3			3		1					
Muscatine, North & South		2		4	8							
Newton & Northwestern	1				1							
Tabor & Northwestern	145	403	110		728	780	154			25	26	
Union Pacific	149	334	121		604	125	43	63		11	7	
Wabash	4	10			16	8						
Willmar & Sioux Falls (G. N.)												
Totals	2,335	5,274	1,458	128	9,195	2,783	744	867	10	154	130	97

*Including second class passenger cars.

*Including second class passenger.
†Including 246 leased locomotives.

§Not including 38 locomotives leased to W. & L. E.

OF EQUIPMENT—ENTIRE LINE.

Cars in Passenger Service				Cars in Freight Service										
Baggage, ex-press, and postal	Other cars	Total	Equipped With	Box	Flat	Stock	Coal	Tank	Refrigerator	Other	Total	Equipped With		
			Train brake									Auto-matic coupler	Auto-matic coupler	
355	2	971	971	20,393	3,870	3,550	7,054	1,372	6,042	1,000	43,090	1	1	1
297	28	1,150	1,141	34,939	7,728	6,608	11,161	1	1,531	98	49,840	2	2	2
31	9	145	144	4,242	130	334	125		885		7,314	7,045	7,314	42,099
3	3	15	15	777	482	134	307		1,750		1,750	1,750	1,750	759
3	3	14	14	583	33	94	9		1,889	2,608	43,797	505	505	44,701
430	3	1,074	1,072	1,974	3,630	4,838	9,073	2,513	1,838	4,556	43,101	43,101	58,994	97,413
2853	1	1,353	1,351	31,317	4,838	5,073	9,504		1,207	8	11,798	10,750	11,798	11,798
58		272	272	272	25,242	1,550	305	1,836	1,707		38,094	32,567	38,094	38,094
146	34	871	871	871	3,217	2,000	4,300	1,611			35	98	35	35
	3				1		38			4	113	113	113	113
		7	7	7	10	27	70			6	109	109	109	109
17		45	45	45	187	91	31	14			2,068	2,068	2,068	2,068
11		46	46	46	1,887		957	844			2	2	2	2
22	1	98	98	98	3,428	243	806	73		4	4,078	3,005	4,078	4,078
		2	2	2		9					46	46	46	46
135	16	905	902	905	9,888	458	2,316	4,430		230	15,318	15,318	15,318	15,318
120	64	433	433	433	11,049	1,041	1,861	7,608		100	28,572	20,793	28,572	28,572
		14	14	14	718	117	92			46	973	973	973	973
1,830	155	6,786	6,768	6,770	175,055	22,000	39,314	40,746	1,374	13,807	8,726	298,269	279,027	293,461

TABLE No. 50—DESCRIPTION OF

Railroads	Cars in Company's Service					
	Gravel	Derrick	Caboose	Other road cars	Total	Equipped with
						Train brake Automatic couplers
Ames & College	2,338	18	506	145	3,084	3,084
Atchison, Topeka & Santa Fe	500	28	599	1,783	2,911	2,569
Chicago, Anamosa & Northern	104	6	118	135	393	393
Chicago, Burlington & Quincy	104	1	19	36	156	156
Chicago Great Western	1	1	9	5	15	15
Mason City & Ft Dodge	1	1	9	5	15	15
Wisconsin, Minnesota & Pacific	1	1	9	5	15	15
Chicago, Milwaukee & St. Paul	456	27	717	82	1,282	681
Chicago & North-Western	154	9	143	114	420	100
Chicago, St. P., M. & Omaha	1,785	24	587	481	2,877	2,130
Chicago, Rock Island & Pacific	1	1	9	5	15	15
Colfax Northern	1	1	9	5	15	15
Crooked Creek	1	1	9	5	15	15
Davenport, R. I. & N. W.	1	1	9	5	15	15
Des Moines, Iowa Falls & N.	1	1	9	5	15	15
Des Moines Union	1	1	9	5	15	15
Des Moines Western	1	1	9	5	15	15
Dubuque & S. C. (Ill. Cent.)	52	3	31	132	218	123
Iowa Central	1	1	9	5	15	15
Albia & Centerville	1	1	9	5	15	15
Manchester & Oneida	1	1	9	5	15	15
Minneapolis & St. Louis	1	1	9	5	15	15
Muscatine, North & South	1	1	9	5	15	15
Newton & Northwestern	1	1	9	5	15	15
Tabor & Northern	1	1	9	5	15	15
Union Pacific	608	18	202	1,211	2,084	2,082
Wabash	13	200	200	533	415	533
Willmar & Sioux Falls (G. N.)	1	7	4	12	12	12
Totals	6,083	168	3,022	4,766	14,949	10,546

+Including 2,000 cars leased to W. & L. E. and W. S. B. R. R.
 †Including 38 locomotives leased to W. & L. E. and 2,300 cars leased to W. & L. E. and W. S. B. R. R.

EQUIPMENT—ENTIRE LINE—CONTINUED.

Cars Contributed to Fast Freight Service			Total cars owned	Cars Leased			Grand total	
Number	Equipped with			Number	Equipped with		Number of cars owned and leased	Number of cars and locomotives owned
	Train brake	Automatic couplers			Train brake	Automatic couplers		
4			4			4	6	
47,105			47,105			47,105	48,672	
50,907			50,907			50,907	52,482	
7,058	764		7,058	764	764	7,822	7,817	
1,921			1,921			1,921	1,948	
728			728			728	812	
45,937			45,937			45,937	46,954	
59,945			59,945			59,945	61,270	
12,490			12,490			12,490	12,827	
27,744	14,039		27,744	14,039	14,039	42,683	28,817	
6			6			6	9	
30			30			30	33	
127			127			127	134	
125			125			125	132	
251			251			251	306	
3,232			3,232			3,232	3,516	
2			2			2	3	
4,872			4,872			4,872	4,469	
5			5			5	9	
90	117		90	117	117	167	54	
2			2			2	8	
16,236	1,432		16,236	1,432	1,432	17,771	18,904	
28,328	3,621		28,328	3,621	3,621	31,949	33,569	
999			999			999	1,015	
302,736	30,919		302,736	30,919	30,919	333,655	377,622	

TABLE No. 51—MILEAGE

Railroads	Passenger Traffic			
	Number of passengers carried each mile	Number of passengers carried one mile	Average distance carried	Total passenger revenue
Ames & College	403,460	798,851	1.98	\$ 16,541.83
Atchison, Topeka & Santa Fe	11,909	148,006	12.38	63,518.00
Chicago, Anamosa & Northern				3,844.81
Chicago, Burlington & Quincy	1,300,376	44,728,287	34.16	2,764,344.24
Chicago Great Western	330,109	19,719,407	59.73	997,707.69
Mason City & Ft Dodge	17,350	333,214	12.94	392,879.75
Wisconsin, Minnesota & Pacific				4,952.76
Chicago, Milwaukee & St. Paul	2,852,344	105,300,781	37.05	2,050,325.55
Chicago & North-Western	408,191	14,517,948	36.01	3,746,935.49
Chicago, St. P., M. & Omaha	3,914,320	103,749,963	41.83	310,213.38
Chicago, Rock Island & Pacific	128,780	622,342	5.06	3,775,254.83
Colfax Northern				9,474.83
Crooked Creek				1,035.08
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	91,847	2,211,507	24.31	55,072.34
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	1,282,282	58,145,896	46.06	1,283,842.96
Iowa Central	572,090	18,161,137	31.75	495,799.72
Albia & Centerville	15,812	248,222	17.97	7,443.83
Manchester & Oneida	25,924	207,322	8.00	7,424.54
Minneapolis & St. Louis	391,175	14,469,141	37.07	216,964.41
Muscatine, North & South	11,945	188,170	15.75	7,240.39
Newton & Northwestern	18,976	535,123	28.20	14,288.07
Tabor & Northern	14,019	150,697	10.75	5,433.78
Union Pacific	216,572	475,971	2.19	8,828.54
Wabash	157,515	11,078,841	70.34	272,000.21
Wilmar & Sioux Falls (G. N.)	64,289	2,501,062	38.90	65,510.81
Totals	12,306,597	518,211,467	42.47	\$ 17,134,138.95

TRAFFIC—IOWA.

Average amount received from each passenger	Average receipts per passenger per mile	Total passenger earnings	Passenger earnings per mile of road	Passenger earnings per train mile	Highest rate of fare per mile	Lowest rate of fare per mile	Average rate of fare per mile for all passengers	Expense of Running Passenger Trains		Cost of carrying each passenger one mile
								Amount	Per train mile	
\$.041	\$.02071	\$ 16,541.83	\$ 9,454.47	\$.73099	.0250	.02	.02071			
		57,815.49	4,111.69	.94305	.03	.005	.01894			
		5,979.78	304.88	.23792	.03	.01	.03597			
		3,723,525.10								
71514	.02096	1,102,733.52	2,801.96	1.09826			.02096			
1.18224	.01901	441,689.30	1,247.14	.50618			.01998			
.9871	.02218	7,214.59	321.98	.30029			.02218			
		3,450,573.69	1,844.11	1.06060	.03	.01	.02302			
1.21323	.02267	4,010,380.73	3,322.53	1.05908	.03	.015	.02267			
.76707	.02137	373,354.73	3,058.91	1.27301			.02137			
.96817	.02300	4,509,795.57	3,185.19	1.03218						
.06547	.01362	8,569.96	659.33	.38825	.03	.01	.01362			
		8,043.41	118.08		.04					
		8,917.68	110.92							
.0029	.02489	61,597.38	829.64	.68759						
		1,573,338.27	2,300.65	.97829	.03		.02207			
1.01668	.02207	495,731.02	1,000.69	.97791			.02234			
.73916	.02234	9,175.83	375.96	.39950			.02200			
.5389	.02590	8,229.15	1,041.14	.30950						
.28030	.03579	284,432.36	1,079.96	.99773			.02186			
.61029	.02192	8,941.21	287.45	.19491						
.93213	.03847	30,064.86	188.41	.30987	.095	.0175	.0297			
.73295	.02970	6,028.50	944.06	.61424	.04	.009	.020			
.38745	.03908	17,369.82	7,057.00	1.20522	.03		.01856			
.94084	.01856	360,889.16	1,727.57	1.98791	.09	.02	.01806			.01053
1.7272	.02450	70,548.11	1,003.63	.7562			.00819			
1.02	.02919									
.95415	.02247	\$21,473,960.15	\$ 2,089.97	\$ 1.05475	.0317	.0187	.02907			

TABLE No. 52—MILEAGE

Railroads	Freight Traffic			
	Number of tons carried earning revenue	Number of tons carried one mile	Average distance haul of one ton—miles	Total freight revenue
Ames & College	7,748	15,339	1.98	8,870.87
Atchison, Topeka & Santa Fe				359,585.87
Chicago, Anamosa & Northern	11,871	144,516	12.71	10,728.74
Chicago, Burlington & Quincy				6,851,147.72
Chicago Great Western	3,712,304	426,020,650	157.30	2,743,228.65
Mason City & Ft Dodge	904,144	133,759,144	147.94	1,302,814.06
Wisconsin, Minnesota & Pacific	346,257	2,984,954	7.76	45,540.35
Chicago, Milwaukee & St. Paul				10,824,186.49
Chicago & North-Western	6,537,856	1,461,458,570	224.00	11,074,530.15
Chicago, St. P. M. & Omaha	983,125	53,408,908	54.32	619,330.40
Chicago, Rock Island & Pacific	6,122,024	1,069,670,735	169.72	8,743,839.89
Colfax Northern	345,560	2,948,870	8.53	46,652.43
Crooked Creek	33,828			35,604.03
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	301,534	7,230,675	23.98	154,613.86
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	2,703,453	508,645,190	188.13	2,905,547.20
Iowa Central	1,994,543	286,567,408	143.63	1,674,729.49
Albia & Centerville	53,371	1,895,557	24.46	13,395.45
Manchester & Oneida	14,367	114,936	8.00	11,311.13
Minneapolis & St. Louis	837,174	50,029,926	60.13	833,992.52
Muscataine, North & South	112,110	3,058,288	27.28	60,513.65
Newton & Northwestern	243,139	8,838,252	36.34	169,225.01
Tabor & Northern	14,721	156,250	10.75	15,387.83
Union Pacific	2,167,361	4,830,701	2.23	64,776.79
Wabash	406,218	99,690,445	245.23	786,480.40
Willmar & Sioux Falls (G. N.)	513,064	35,817,349	68.89	356,588.67
Totals	27,366,406	4,137,378,573	151.01	\$40,587,419.31

TRAFFIC IOWA—CONTINUED.

Average amount received for each ton of freight	Average receipts per ton per mile	Total freight earnings	Freight earnings per mile of road	Freight earnings per train mile	Percentage of freight from point to point in Iowa compared with total freight carried in Iowa	Expense of Running and Management of Freight Trains		Average cost per ton per mile to move freight	Average Number of Tons of Freight		
						Amount	Per train mile		In train	In each C. L.	In each L. C. L.
.50	.25225	\$ 3,870.97	\$ 1,654.93	34306							
.94353	.07424	259,316.77	13,587.45	45926					9.00	9.00	
		10,728.74	547.48	4831							
		6,851,147.72							298.00	16.00	
1.01143	.06643	2,743,228.65	7,194.22	1,01336					219.00	17.00	
1.4469	.00774	1,302,814.06	2,686.96	2,4247					139.26	18.01	
.12577	.01632	45,540.35	1,935.55	2,25831							
		10,824,186.49	5,784.84	1,98339					282.11	14.49	
1.03291	.00712	11,115,769.11	7,047.93	2,14225	18.53				212.50	14.79	
.03002	.01598	621,829.57	6,089.70	2,53260					118.17	28.14	2.30
1.42733	.00841	8,743,839.89	4,153.65	2,09049							
.13501	.01582	46,652.43	5,288.65	1,86946							
.7569		25,775.89	1,463.70								
.51243	.02137	154,613.86	2,068.54	3,82217							
		2,915,492.06	4,077.95	1,58345					277.13	15.54	
1.07467	.00571	1,674,729.49	3,658.34	1,601					373.95	19.30	
	.83065	19,385.45	545.53	42363					41.35	16.88	
.2568	.01925	11,311.13	1,413.80	4123					160.67	12.25	
.7873	.008413	833,992.52	2,250.95	9,0302					72.33	30.81	1.00
.90006	.01627	52,513.65	1,831.65	1,24028							
.46841	.01717	169,225.01	1,587.47	2,35002							
.05663	.01914	15,807.88	1,479.50	1,09043					436.46	13.13	
1.07383	.00989	64,776.79	86,339.06	5,8288					359.89	19.07	6.00
.00989	.01341	786,921.52	3,773.55	2,34905					164.06	15.80	
1.03013	.00789	357,439.37	4,509.67	1,60043					214.92	16.65	3.10
.095	.01009										
1.15602	.0077	\$40,647,385.59	5,059.90	2,13013							

TABLE No. 53—MILEAGE

Railroads	Passenger and Freight Traffic		
	Passenger and Freight Revenue	Passenger and Freight Revenue Per Mile of Road	
		Miles	Per mile of road
Ames & College	\$ 20,412.73	1.98	10,309.46
Atchison, Topeka & Santa Fe	223,123.87	12.86	16,899.08
Chicago, Anamosa & Northern	14,573.55	19.60	743.55
Chicago, Burlington & Quincy	9,615,491.96	1,965.05	7,040.90
Chicago Great Western	3,580,936.34	281.51	9,653.39
Mason City & Ft. Dodge	1,695,326.31	353.35	4,797.92
Wisconsin, Minnesota & Pacific	48,502.72	22.50	2,155.07
Chicago, Milwaukee & St. Paul	13,483,512.05	1,871.13	7,326.03
Chicago & North-Western	14,821,474.64	1,977.93	9,394.95
Chicago, St. P., M. & Omaha	920,603.78	102.04	9,110.19
Chicago, Rock Island & Pacific	12,518,594.75	2,104.98	5,947.13
Colfax Northern	55,127.28	13.00	4,349.56
Crooked Creek	26,839.11	17.61	1,512.73
Davenport, R. I. & N. W.		35.23	
Des Moines, Iowa Falls & N.	209,586.20	75.06	2,805.57
Des Moines Union			
Des Moines Western			
Dubuque & S. C. (Ill. Cent.)	4,188,890.16	714.94	5,859.28
Iowa Central	2,060,220.21	454.43	4,578.51
Albia & Centerville	39,859.28	24.40	853.66
Manchester & Onida	18,735.67	8.00	2,341.96
Minneapolis & St. Louis	1,150,856.03	368.05	3,119.02
Muscatine, North & South	59,754.04	28.67	2,084.20
Newton & Northwestern	183,513.10	106.60	1,721.51
Tabor & Northern	21,241.66	8.79	1,975.97
Union Pacific	78,615.83	2.46	29,924.33
Wabash	1,958,549.61	300.40	5,067.26
Willmar & Sioux Falls (G. N.)	422,000.48	79.26	5,325.50
Totals	\$ 66,721,558.26	9,960.94	6,732.10

*Revenue train mileage basis.
 †Proportional.
 ‡Deficit.

TRAFFIC—IOWA—CONTINUED.

Passenger and Freight Traffic									
Passenger and Freight Earnings		Gross Earnings From Operation		Expense		Net earnings per mile	Expense of Running and Management of all Trains		
Amount	Per mile of road	Amount	Per mile of road	Amount	Per mile of road		Total	Per train mile	
\$ 30,412.73	\$10,309.46	\$ 20,429.99	\$ 10,318.18	\$ 8,775.74	\$ 4,432.19	\$ 5,885.98			
347,532.26	17,499.11	351,276.52	17,687.64	277,768.91	13,996.33	5,701.29			
16,705.52	852.32	16,797.17	856.99	13,943.67	655.26	201.71			12,843.67
10,574,072.82	7,742.32	10,735,322.33	7,859.45	7,405,170.95	5,422.45	2,427.00			
3,845,062.24	10,086.18	3,896,402.10	10,218.46	3,071,062.50	8,053.98	2,164.48			
1,744,503.23	4,936.90	1,797,856.45	5,087.85	1,044,658.80	3,059.19	2,128.66			
50,794.55	2,237.53	51,555.69	2,424.69	39,266.66	1,745.36	678.33			
14,274,760.18	7,028.95	14,295,304.74	7,640.20	10,976,974.20	5,863.48	1,773.72			
15,720,449.84	9,970.49	15,695,796.38	9,949.78	9,358,026.72	5,069.82	4,017.96			19,358,033.73 11.12
994,754.90	9,748.67	999,924.00	9,790.73	939,542.31	15,904.56	5,885.77			
13,845,125.46	6,328.84	13,971,722.90	6,439.40	8,897,344.12	4,659.11	1,827.20			
59,252.39	4,247.88	55,208.62	4,353.74	38,690.84	2,972.22	1,277.52			
27,819.20	1,579.74	28,954.86	1,644.22	20,555.58	1,197.20	676.26			
5,917.08	110.22	47,145.90	1,334.74	37,119.02	1,632.94	881.83			
216,111.24	2,879.17	221,432.02	2,950.97	140,389.14	1,869.03	1,081.04			
4,488,820.33	6,278.61	4,942,211.20	6,012.76	3,924,813.33	5,503.60	1,409.07			
9,170,460.51	4,776.23	3,220,419.36	4,905.97	1,516,836.53	3,237.99	1,508.08			
22,561.28	924.64	22,672.06	929.15	31,632.89	1,596.43	1,267.25			
19,640.28	2,455.03	19,640.28	2,455.03	15,587.74	1,978.46	476.56			
1,322,376.48	3,599.95	1,274,784.54	3,454.89	705,881.36	1,913.96	1,541.83			
60,754.96	2,119.11	61,968.96	2,150.99	61,138.71	2,132.49	15.49			
189,809.87	1,775.80	189,516.00	1,777.82	144,988.80	1,369.12	454.69			
22,735.38	2,115.01	22,900.97	2,139.32	16,000.28	1,496.77	633.55			
82,137.01	35,259.03	259,177.13	105,356.58	361,253.08	146,850.85	141,494.27			361,253.08 17.96
1,149,810.30	5,504.12	1,161,810.39	5,561.56	915,560.56	4,382.77	1,178.79			
439,984.48	5,513.30	460,631.05	5,811.65	330,885.51	4,388.63	1,323.49			
\$71,121,345.74	\$ 7,140.08	\$72,628,159.20	\$ 7,281.33	\$50,885,064.39	\$ 5,108.51	\$ 2,172.82			\$ 7,732,133.47

TABLE No. 54—MILEAGE

Railroads	Miles Run			
	By Trains Earning Revenue			
	Passenger trains	Freight trains	Mixed trains	Total
Ames & College	13,072	4,203	6,086	23,361
Atchison, Topeka & Santa Fe	83,660	90,359	7,317	181,376
Chicago, Anamosa & Northern			25,121	25,121
Chicago, Burlington & Quincy				
Chicago Great Western	1,013,088	1,422,938		2,436,026
Mason City & Ft. Dodge	839,415	537,809		1,377,224
Wisconsin, Minnesota & Pacific	23,788	18,937	343	43,068
Chicago, Milwaukee & St. Paul	3,035,232	5,133,234	334,427	8,502,893
Chicago & North-Western	4,160,286	4,993,312	187,172	9,340,770
Chicago, St. P., M. & Omaha	302,917	235,228	11,007	549,152
Chicago, Rock Island & Pacific	4,155,034	3,965,886	301,543	8,422,463
Colfax Northern	5,230	14,293	10,622	30,145
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	93,675	54,750		148,425
Des Moines Union				
Des Moines Western	1,594,017	1,832,318	13,084	3,439,419
Dubuque & S. C. (Ill. Cent.)	512,720	848,478	197,577	1,558,775
Iowa Central			31,575	31,575
Albia & Centerville			27,434	27,434
Manchester & Oneida	295,235	299,096	15,933	712,194
Minneapolis & St. Louis			42,540	42,540
Muscatine, North & South	65,000	72,010		137,010
Newton & Northwestern			14,921	14,921
Tabor & Northern				
Union Pacific	9,160	11,000		20,160
Wabash	225,330	272,977	4,309	502,616
William & Sioux Falls (G. N.)	105,194	215,297		320,491
Totals	16,682,006	20,029,422	1,232,552	37,943,979

*Including miles run by switching trains.

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	Construction and others									
101,400	27,966	25,220								
		310,859	33	29	7	1,081,321	1,542,972	491,922	230,080	
		25,135	2	1	1	9,755	4,924	11,645	15,282	
391,346	35,331	2,891,607	26	19	7	14,951,882	12,407,117	3,309,941	6,445,133	
56,315	8,296	1,441,295	23	17	6	4,821,740	4,015,218	1,435,972	2,033,070	
2,838	1,620	47,545	11	8	3	70,436	78,136	30,970	31,395	
		8,550,993								
1,209,468	575,533	11,222,771	28	19	9	60,733,697	50,139,419	21,523,427	20,902,548	
107,603	9,848	624,126				1,399,322	1,738,620	1,005,911	499,036	
1,178,452	345,687	9,965,401	23	17	6	31,915,000	38,796,943	14,251,317	12,055,109	
		30,205	8	4	4	101,771	8,016	210	99,306	
38,088	17,229	55,308								
	9,500	158,915				184,477	179,284	91,465	100,102	
450,502	40,729	3,220,550	24	18	6	15,209,573	17,490,795	6,889,347	4,927,959	
	15,831	1,574,922	19	14	5	345,165	6,124,306	1,256,933	3,619,211	
		31,575	8	2	1	49,279	28,970	5,306	21,738	
		27,434								
	16,782	728,976	15	12	3	1,830,472	1,975,988	681,015	449,622	
		42,540	4	3	1	88,781	68,145	11,412	28,834	
		137,010				343,622	299,704	106,944	259,154	
		14,921								
315,948	4,441	340,617	44	33	11	151,859	213,188	60,953	49,311	
	*143,714	643,950	27	20	7	3,077,359	2,458,503	889,677	1,298,312	
	10,375	330,830	12	10	2	1,139,355	1,105,450	323,358	174,580	
3,023,100	1,964,500	43,141,039	19	14	5	127,757,935	138,508,447	51,883,595	53,252,153	

TABLE No. 55—MILEAGE

Railroads	Passenger	
	Number of passengers carried	Number of passengers carried one mile
Ames & College	408,460	798,851
Archison, Topeka & Santa Fe	8,082,613	806,927,725
Chicago, Anamosa & Northern	11,999	148,006
Chicago, Burlington & Quincy	16,498,395	802,747,607
Chicago Great Western	1,088,722	97,501,157
Mason City & Ft. Dodge	359,851	80,835,453
Wisconsin, Minnesota & Pacific	299,421	6,972,168
Chicago, Milwaukee & St. Paul	12,246,478	549,507,987
Chicago & North-Western	25,574,510	805,560,727
Chicago, St. P. M. & Omaha	5,132,835	155,331,649
Chicago, Rock Island & Pacific	14,953,636	676,807,606
Colfax Northern	123,780	625,342
Crooked Creek		
Davenport, R. I. & N. W.		
Des Moines, Iowa Falls & N.	91,347	2,211,807
Des Moines Union		
Des Moines Western		
Dubuque & S. C. (Ill. Cent.)	1,295,389	59,988,322
Iowa Central	737,438	22,640,824
Albia & Centerville	19,315	245,222
Manchester & Oelids	25,924	207,392
Minneapolis & St. Louis	1,114,607	51,064,856
Muscatine, North & South	11,945	188,170
Newton & Northwestern	18,376	625,123
Tabor & Northern	14,010	150,607
Union Pacific	3,078,538	415,527,715
Wabash	5,250,496	399,294,716
Willmar & Sioux Falls (Gr. N.)	344,690	13,336,376
Totals	94,752,279	4,957,637,508

TRAFFIC—ENTIRE LINE.

Average distance carried—miles	Passenger					
	Total passenger revenue	Average amount received from each passenger	Average receipts per passenger per mile	Total passenger earnings	Passenger earnings per mile of road	Passenger earnings per train mile
1.98	\$ 16,541.86	\$.041	.02071	\$ 16,541.86	\$ 8,344.47	.78229
100.00	17,848,913.25	2.14645	.02150	22,419,918.00	2,245.12	1.46957
12.25	3,844.81	.33042	.02597	5,975.78	304.88	.23792
54.21	18,478,176.52	1.08335	.02039	23,348,932.73	9,634.31	1.39626
89.65	1,990,329.50	1.82813	.02041	2,451,563.07	2,065.70	.99772
53.94	416,356.42	1.12895	.01998	469,680.46	1,216.00	.57192
29.88	155,012.16	.59753	.02223	193,963.50	712.41	.77365
44.88	12,102,106.22	.98822	.02202	16,228,700.26	2,231.19	1.19461
31.50	16,111,788.70	.92999	.02	19,306,364.23	2,156.51	1.19159
62.01	2,769,724.25	1.18157	.02271	4,320,837.31	2,574.88	1.13279
45.27	15,105,174.25	1.01013	.02232	17,881,614.87	3,564.24	1.13211
5.03	8,474.85	.06847	.01232	8,569.06	659.23	.53258
	1,035.08			2,945.41	115.02	
				5,441.24	111.00	
24.31	55,072.34	.6029	.02489	61,997.38	820.04	.69756
46.51	1,320,201.31	1.01922	.02201	1,694,152.90	2,137.38	.96631
31.45	607,915.56	.6879	.02243	614,572.53	1,100.54	.73008
17.97	7,443.83	.5389	.02209	9,175.83	875.06	.2906
8.90	7,221.54	.28339	.03579	8,329.15	1,041.14	.3033
45.81	984,214.91	.88302	.01927	1,185,085.27	1,306.72	1.04232
15.75	7,240.39	.60613	.03947	8,241.31	237.45	.19461
28.20	14,288.09	.73295	.02070	22,084.36	138.41	.9987
19.75	5,433.78	.36785	.03908	6,928.50	644.06	.46434
131.33	8,127,812.74	2.64015	.01965	11,190,822.00	3,723.67	1.68315
70.34	6,801,288.83	1.3125	.01806	8,507,253.39	3,417.30	1.13321
38.70	846,301.13	1.09435	.02560	1,037,221.21	690.10	.7052
52.32	103,773,205.42	1.06519	.02093	120,474,808.00	2,682.06	1.83733

TABLE No. 56—MILEAGE TRAFFIC

Railroads	Freight Traffic			
	Number of freight cars carried	Number of tons carried	Average distance of one ton	Total freight revenue
Ames & College	7,742	15,229	1.98	\$ 3,870.87
Atchison, Topeka & Santa Fe	14,190,589	5,072,730,719	401.00	52,845,504.50
Chicago, Anamosa & Northern	11,371	144,516	12.71	10,728.74
Chicago, Burlington & Quincy	25,077,910	7,114,845,293	283.71	56,018,683.54
Chicago Great Western	2,557,838	904,889,456	351.33	6,535,088.69
Mason City & Ft Dodge	1,023,030	147,388,597	144.00	1,427,587.49
Wisconsin, Minnesota & Pacific	521,082	28,745,833	55.10	497,730.76
Chicago, Milwaukee & St. Paul	28,536,041	5,155,622,231	180.29	44,115,959.15
Chicago & North-Western	37,579,529	5,428,771,597	144.00	49,083,849.33
Chicago, St. P. M. & Omaha	7,352,604	1,005,924,828	213.04	9,433,213.04
Chicago, Rock Island & Pacific	16,159,293	3,835,008,943	237.33	36,531,944.91
Colfax Northern	345,500	2,945,870	8.53	46,652.43
Crooked Creek	33,823			25,604.05
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	301,534	7,230,675	23.95	154,513.85
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	2,713,744	519,527,923	191.44	3,678,919.43
Iowa Central	2,381,954	399,474,429	169.07	2,508,527.42
Albia & Centerville	53,371	1,335,577	24.36	11,385.45
Manchester & Oneida	14,367	114,936	8.00	11,311.13
Minneapolis & St. Louis	2,432,960	238,801,401	97.28	2,681,350.79
Muscatine, North & South	112,110	5,054,288	27.25	52,515.65
Newton & Northwestern	243,199	8,833,252	36.34	109,225.01
Tabor & Northern	14,721	158,250	10.75	15,807.88
Union Pacific	8,830,686	3,446,856,577	390.33	33,059,536.25
Wabash	13,540,584	3,322,314,821	245.25	15,465,286.23
Willmar & Sioux Falls (G. N.)	945,725	145,703,303	154.00	1,500,733.70
Totals	106,061,857	37,510,463,087	225.92	\$ 318,764,495.22

—ENTIRE LINE—CONTINUED.

Freight Traffic									
Average amount received for freight	Average receipts per ton per mile	Total freight earnings	Freight earnings per ton per mile of road	Freight earnings per train mile	Average cost per ton per mile of freight	Average number of freight cars in train	Average number of freight tons in each loaded car	Average number of freight tons in each car L. C. L.	
\$.50	\$.25254	\$ 3,870.87	\$ 1,954.98	\$.34396					
3.73187	.00032	52,991,908.86	7,999.95	3.02773			334.00	16.00	
.94352	.07424	10,728.74	547.38	.4231			9.00	9.00	
2.33378	.00787	56,018,683.54	6,385.84	3.10297			394.00	17.55	
1.79321	.00056	6,535,088.69	7,739.50	2.09011			308.00	15.00	
1.3154	.0009	1,427,587.49	3,606.02	2.5451			233.00	10.00	
.95400	.01731	497,730.76	1,836.72	5.07227			176.71	17.68	
1.36112	.00856	44,141,555.92	6,968.75	2.38592			278.08	14.73	
1.5427	.00884	49,348,660.27	6,535.69	2.46977			271.36	16.00	
1.38102	.00884	9,447,803.40	5,540.67	2.10651			205.92	15.02	
2.23074	.00953	36,531,944.91	5,258.92	2.53316			118.17	28.14	2.30
1.1593	.01582	46,652.43	5,588.65	1.86946					
.7369		25,775.89	1,463.70						
.51243	.02137	151,513.85	2,058.54	2.82917					
1.35596	.00708	3,689,428.63	4,855.28	1.92787			271.47	15.42	
1.05305	.00028	2,508,527.42	4,491.75	1.8111			288.36	15.02	
.2928	.01025	13,385.45	548.58	.42323			41.35	16.88	
.7873	.09841	11,311.13	1,413.89	.4123			257.10	14.75	
1.09315	.0123	2,681,350.79	3,092.32	2.38995			72.23	20.81	1.00
.46841	.01717	52,515.65	1,831.65	1.24028					
.60583	.01914	109,225.01	1,587.47	2.225					
1.07383	.00989	15,807.88	1,470.50	1.09043			375.70	16.13	
3.74372	.00959	33,059,536.25	11,930.36	3.03320			359.89	18.07	6.00
1.2837	.00556	15,465,286.23	7,486.77	2.04031			283.35	19.49	
1.68302	.01091	1,500,733.70	3,047.57	3.00734					
1.31761	.00844	\$ 319,657,517.99	\$ 6,579.63	2.84347			242.13	16.73	

TABLE No. 57—MILEAGE TRAFFIC

Railroads	Passenger and Freight Traffic		
	Passenger and Freight Revenue		
	Amount	Miles	Per mile
Ames & College	\$ 30,412.75	1.98	\$ 10,909.46
Atchison, Topeka & Santa Fe	70,194,417.75	6,959.03	10,150.31
Chicago, Anamosa & Northern	14,573.55	19.00	856.99
Chicago, Burlington & Quincy	74,400,800.05	8,803.40	8,405.09
Chicago Great Western	8,324,028.19	818.36	10,234.12
Mason City & Ft Dodge	1,845,943.91	386.35	4,779.36
Wisconsin, Minnesota & Pacific	652,742.92	271.00	2,408.65
Chicago, Milwaukee & St. Paul	50,217,255.38	7,273.59	7,728.95
Chicago & North-Western	65,195,031.90	7,569.94	8,534.37
Chicago, St. P. M. & Omaha	13,183,947.39	1,641.61	8,030.45
Chicago, Rock Island & Pacific	51,637,119.16	6,937.18	7,405.10
Colfax Northern	55,127.28	15.00	4,240.50
Crooked Creek	29,839.11	17.61	1,519.73
Davenport, R. I. & N. W.	5,441.24	49.02	111.00
Des Moines, Iowa Falls & N.	209,580.20	75.06	2,805.57
Des Moines Union			
Des Moines Western			
Dubuque & S. C. (Ill. Cent.)	4,990,210.74	759.88	6,578.95
Iowa Central	3,016,242.98	558.43	5,401.29
Albia & Centerville	29,829.28	24.40	851.60
Manchester & Oneida	18,735.97	8.00	2,341.96
Minneapolis & St. Louis	3,605,565.70	867.10	4,227.39
Muscatine, North & South	59,754.04	28.67	2,084.20
Newton & Northwestern	185,315.10	106.90	1,721.51
Tabor & Northern	31,241.60	8.79	1,975.97
Union Pacific	41,187,408.99	5,005.32	13,704.83
Wabash	25,356,576.12	2,015.90	10,078.93
Willmar & Sioux Falls (G N.)	1,006,934.83	436.72	4,455.09
Totals	\$ 422,537,700.64	48,647.15	\$ 8,685.78

*Deficit.

—ENTIRE LINE—CONTINUED.

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
\$ 20,412.75	\$10,309.46	\$ 30,429.99	\$10,318.18	\$ 8,775.74	\$ 4,432.19	\$ 11,654.25	\$5,885.98
75,411,826.55	10,914.97	79,639,367.70	11,062.64	47,161,988.05	6,836.14	29,477,380.75	4,335.50
16,705.52	856.99	16,797.17	856.99	12,845.67	655.28	3,951.50	201.71
79,414,739.57	9,940.83	81,795,397.33	9,218.23	58,184,494.90	6,504.56	23,590,902.44	2,653.70
8,785,331.70	10,735.20	8,897,481.21	10,872.33	7,075,335.77	8,645.82	1,822,085.44	2,225.51
1,807,397.95	4,912.02	1,956,096.16	5,066.06	1,150,349.47	3,081.82	706,046.69	1,954.85
890,794.26	2,545.00	720,417.39	2,717.41	465,321.51	1,561.74	315,185.89	1,155.67
60,870,373.88	8,269.54	69,545,554.45	8,324.44	39,400,410.14	5,416.91	30,145,144.31	2,907.53
68,655,064.50	9,092.61	68,878,931.33	9,123.39	44,789,025.35	5,931.82	24,089,905.99	3,190.44
13,888,730.71	8,115.65	14,042,845.78	8,235.35	9,171,115.81	5,974.35	4,871,727.97	2,857.00
54,413,550.78	7,805.36	55,536,487.45	7,984.56	38,690.84	2,976.22	16,907.78	1,277.52
55,822.39	4,247.88	55,822.39	4,247.88	30,552.56	1,167.39	8,309.28	576.96
27,819.30	1,560.08	29,954.86	1,644.22	17,450.17	1,430.10	12,504.69	1,064.11
5,441.24	111.00	87,063.32	1,776.05	140,980.11	1,869.09	81,142.88	1,061.04
216,111.24	2,579.17	224,432.02	2,950.07				
5,319,581.88	6,962.60	5,825,807.09	7,825.89	4,058,767.88	5,841.33	1,767,120.14	2,325.53
8,132,369.93	5,592.39	8,210,240.72	6,750.44	2,156,834.06	3,809.81	1,059,415.67	1,597.13
23,501.28	924.64	22,672.00	929.13	31,633.59	1,206.45	9,868.53	367.25
19,640.28	2,455.03	19,640.28	2,455.03	15,827.74	1,975.46	3,812.54	476.50
8,890,430.00	4,459.04	4,150,556.97	4,789.48	2,558,542.41	2,950.69	1,594,411.56	1,838.79
69,754.96	2,119.10	61,008.96	2,150.99	61,138.71	2,132.49	520.25	15.49
189,309.87	1,775.89	189,516.90	1,777.83	144,368.50	1,390.12	4,810.69	633.50
29,736.38	2,115.01	22,900.97	2,199.32	25,834,134.74	8,500.13	19,678,798.80	6,574.99
44,259,418.35	14,724.12	45,512,983.54	15,144.12	29,425,619.75	8,113.14	7,141,400.65	2,538.53
27,432,473.52	10,504.27	27,505,029.40	10,956.77			674,559.50	1,544.57
2,012,333.42	6,807.67	2,027,611.53	4,642.71	1,950,058.02	3,066.14		
\$ 450,132,415.09	\$ 9,253.31	\$ 457,991,438.03	\$ 9,414.97	\$ 302,907,503.28	\$ 6,223.62	\$ 155,083,934.75	\$ 3,188.95

TABLE No. 58—MILEAGE TRAFFIC

Railroads	Miles Run			
	By Trains Earning Revenue			
	Passen- ger	Freight	Mixed	Total
Ames & College	13,972	4,898	6,096	25,266
Archison, Topeka & Santa Fe	13,947,833	15,469,584	2,028,425	30,755,782
Chicago, Anamosa & Northern		25,121		25,121
Chicago, Burlington & Quincy	15,440,476	16,773,037	1,281,971	33,495,484
Chicago Great Western	2,447,008	3,130,103	5,335	5,582,346
Mason City & Ft Dodge	882,922	530,016		1,443,908
Wisconsin, Minnesota & Pacific	247,032	162,329	843	410,274
Chicago, Milwaukee & St. Paul	12,194,535	17,110,405	1,250,430	30,695,370
Chicago & North-Western	19,395,103	18,837,550	1,197,438	39,370,171
Chicago, St. P. M. & Omaha	3,341,847	3,911,695	967,000	7,720,572
Chicago, Rock Island & Pacific	15,132,959	13,749,529	671,950	29,554,438
Colfax Northern	5,250	14,293	10,092	30,305
Crooked Creek				
Davenport, R. I. & N. W.				
Des Moines, Iowa Falls & N.	99,675	54,750		148,425
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	1,667,694	1,900,651	13,054	3,581,429
Iowa Central	656,904	1,187,398	197,577	2,040,879
Albia & Centerville			31,375	31,375
Manchester & Oneida			27,434	27,434
Minneapolis & St. Louis	1,113,266	900,731	22,292	2,042,289
Muscatine, North & South			42,340	42,340
Newton & Northwestern	65,096	72,010		137,096
Tabor & Northern			14,921	14,921
Union Pacific	6,819,683	9,099,871	74,716	15,994,270
Wabash	7,444,280	9,080,248	142,315	16,675,283
Willmar & Sioux Falls (G. N.)	447,950	397,539	146,075	992,154
Totals	97,417,075	112,372,237	7,908,520	217,697,832

*Including miles run by switching trains.

—ENTIRE LINE—CONTINUED.

Miles Run		Grand total train mileage	Average number of freight cars in train	Average number of passenger cars in train	Average number of empty cars in train	Car Mileage				
By Other Trains	Switch- ing					Loaded freight cars east or north	Loaded freight cars west or south	Empty cars north or east	Empty cars south or west	
		25,226								
5,984,946	1,901,083	38,841,811	29	21	7	137,811,990	208,047,909	89,647,334	49,004,876	
		25,121	2	1	1	9,755	4,924	11,645	16,282	
		33,495,484	30	22	7	55,270,224	88,417,550	7,123,513	14,787,947	
		5,582,346	27	20	4	5,162,542	4,229,147	1,514,632	2,132,000	
		840,584	25	17	6	795,699	839,705	395,520	238,589	
		5,250	24	10	4	173,737,128	171,328,058	69,499,781	73,039,193	
		18,055	30	19	7	162,428,697	179,579,054	76,428,823	68,446,907	
		30,695,370	24	17	4	30,905,970	26,058,349	16,019,731	8,491,127	
		5,697,630	30,469,487	24	18	113,494,029	141,939,699	54,037,348	40,131,973	
		432,702	39,305	8	4	101,771	5,616		219	
		1,466,823								
		99,508								
		158,015								
		17,320								
		9,500								
		4,005,024	24	18	6	15,738,101	17,955,145	7,023,000	5,045,272	
		2,000,045	19	14	5	11,579,564	8,851,615	1,794,333	4,854,462	
		19,166	3	2	1	49,279	28,070	5,306	21,738	
		27,434								
		2,137,166	22	18	4	7,827,718	8,938,394	2,197,555	1,814,225	
		42,340	5	4	1	38,785	58,145	14,413	38,884	
		137,096				343,962	259,704	106,944	259,154	
		14,921								
		19,475,129	31	23	8	101,361,631	109,470,829	33,578,541	28,997,165	
		21,465,350	27	20	7	101,311,694	81,050,106	22,988,583	43,210,594	
		1,099,539	18	15	3	8,800,904	3,737,884	1,102,022	737,583	
		30,545								
		259,147,869	20	15	5	956,512,323	992,135,887	366,361,929	351,690,397	
		13,520,050								
		29,923,900								

TABLE No. 59—

Railroads	Products of Agriculture					
	Grain	Flour	Other mill products	Hay	Tobacco	Fruit and vegetable
Ames & College						
Atchison, Topeka & Santa Fe						
Chicago, Anamosa & Northern	9,095	174		608		
Chicago, Burlington & Quincy						
Chicago Great Western	441,818	320,040	25,495	16,851		54,787
Mason City & Ft Dodge	177,919	74,140	7,414	19,710		17,179
Wisconsin, Minnesota & Pacific	50,432	32,017	8,630	5,180		9,037
Chicago, Milwaukee & St. Paul	758,040	44,865	67,805	20,024	123	19,330
Chicago & North-Western	1,114,497	23,519	45,530	29,777	232	81,900
Chicago, St. P. M. & Omaha	57,267	7,452	7,155	11,192	1	9,300
Chicago, Rock Island & Pacific	982,100	259,947	119,867	74,477		179,922
Colfax Northern	523	191	12	150		35
Crooked Creek	7,380	77				
Davenport, R. I. & N. W.	43,781	431	337	730		233
Des Moines, Iowa Falls & N.						
Des Moines Union						
Des Moines Western						
Dubuque & S. C. (Ill. Cent.)	550,891	72,885	84,370	25,041	43	71,089
Iowa Central	268,643	116,077	10,432	10,088		15,330
Albia & Centerville	134	373		151		383
Manchester & Oneida						
Minneapolis & St. Louis	241,942	29,834	27,576	12,577		4,771
Muscatine, North & South	3,126	1,032		230		4,903
Newton & Northwestern	41,450	900	301	217		152
Tabor & Northern						
Union Pacific	337,800	28,707	12,303	16,278	265	243,434
Wabash	48,540	6,848	6,800	8,181	221	7,290
Willmar & Sioux Falls (G.N.)						
Totals	5,131,880	1,025,469	416,343	251,691	985	719,664

*Including cheese.

TONNAGE—IOWA.

Products of Agriculture					Products of Animals							
Grass seed	Other agricultural products	Butter	Eggs	Cheese	Live stock	Dressed meats	Other packing house products	Poultry, game and fish	Wool	Hides and leather	Milk	
		100	82		2,811							
					103,817	136,424	188,689	4,424	2,712	2,179		
					25,598	54,429	31,735	1,085	271	2,441		
					19,702	6,644	10,965	831	238	831		
	14,000	*17,390	17,191		371,153	67,656	115,848	6,965	5,506	8,199		
893		*3,440	7,342		398,385	33,947	40,516	5,781	5,050	4,714	8,095	
					73,005	329	21,107	495	143	812		
	8,254				425,974	71,640	57,569	37,977	4,043	8,132		
					714	3						
					1,050							
					5,371	318	124	149			161	
	159	*10,624			198,912		59,058	10,745	7,322	2,324		
	36	1,113	3,908	54	75,645	10,706	14,915	2,433	1,808	960		
		1	1		400							
	17	1,530	3,532		43,640	3,870	273	2,600	27	405		
	71				2,030		59			132		
					5,948			69				
	30,270				37,594	64	10,474	27,308	26,687	9,218		
	903				12,381	7,548	6,640		214	2,222		
893	53,805	34,258	32,067	54	1,802,539	393,773	558,772	100,943	53,985	42,521	8,256	

TABLE No. 60—TONNAGE

Railroads	Products of Mines					
	Anthracite coal	Bituminous coal	Coke	ores	Stone, sand and other like articles	Salt
Ames & College						
Atchison, Topeka & Santa Fe						
Chicago, Anamosa & Northern	306	2,372			249	
Chicago, Burlington & Quincy	74,036	406,936			93,907	
Chicago Great Western	40,000	61,651			19,439	
Mason City & Ft. Dodge		79,399			15,201	
Wisconsin, Minnesota & Pacific	998	480,121	8,117	7,552	97,748	2,470
Chicago, Milwaukee & St. Paul	13,419	700,167	730	1,990	68,378	17,409
Chicago & North-Western	9,573	15,822	136	143	25,311	
Chicago, St. P., M. & Omaha	85,977	973,325	51,731	49,398	141,983	30,435
Chicago, Rock Island & Pacific	206	336,300			30	
Colfax Northern	280	5,648			14,151	28
Crooked Creek						
Davenport, R. I. & N. W.	338	194,450	100		20,451	537
Des Moines, Iowa Falls & N.						
Des Moines Union						
Des Moines Western						
Dubuque & S. C. (Ill. Cent.)	22,908	511,297	11,871	3,073	65,602	17,783
Iowa Central	20,555	847,168	7,173	902	30,241	5,161
Albia & Centerville	180	38,015	57		6,145	
Manchester & Oneida	5,943	143,980	281		9,800	2,639
Minneapolis & St. Louis	2,097	38,242	51		11,276	
Muscatine, North & South	475	139,083	209		4,547	
Newton & Northwestern						
Tabor & Northern						
Union Pacific	22,678	44,411	21,380	17,673	15,886	
Wabash	11,986	104,165	2,040	1,943	15,489	
Willmar & Sioux Falls (G. N.)						
Totals	315,070	5,171,175	98,795	82,409	650,737	70,408

*Including telegraph, telephone and electric light poles.

†Including brick.

‡Including scrap iron.

§Including brick and tile.

—IOWA—CONTINUED.

Products of Forests			Manufactures						
Lumber	Ties, logs and other forest products	Telegraph, telephone and electric light poles	Petroleum and other oils	Sugar	Iron, pig and bloom	Iron and steel rails	Other castings and machinery	Bar and sheet metal	Cement and lime
315	270								445
136,156	53,490		34,244	12,939	10,341	14,103	26,037	3,882	155,000
24,256			16,365	5,515			8,864	271	15,732
39,152	11,046		6,094	3,082	2,562		4,086	360	7,271
70,062	49,393		6,143		10,141		9,970	11,268	17,815
146,071	27,710	4,170	39,096	10,389	22,697	16,913	10,802	84,547	43,103
9,624	*807		4,370	2,658		124	713	198	122,018
385,139			69,307	71,365	12,262	19,776	56,714	135,263	104,744
5,415			163	15		164	121		88
677						43			137
13,994			254	322	401	3,159	699		2,714
175,790	145		20,440	27,447	2,680	18,918	37,925	66,444	1136,656
112,383	5,808	2,637	15,013	5,468	9,881	35,313	4,790	14,271	17,898
603				13		20	37		205
47,308	5,236	3,558	6,000	7,712	6,950	140	3,243	1,071	63,912
20,698	8,501		242		84	1579	228		9,458
22,308			53	131	436	6,840	1,335		85,579
179,741	1,785		23,614	45,137	7,528	136,148	129,799	64,491	331,002
22,439	6,874		4,054	2,030	2,673	5,079	5,270	11,630	113,991
1,863,077	171,034	10,371	240,266	193,327	88,656	243,328	300,388	344,292	549,488

TABLE No. 61—TONNAGE—IOWA—CONTINUED.

Railroads	Manufactures—Continued							Other				Grand total Iowa	Originating on own road	From other roads	
	Brick	Tile	Agricultural im- plements	Wagons, trucks, trails, etc.	Wines, liquors and beers	Household goods and fur- niture	Ice	Merchan- dise	Miscella- neous						
Ames & College															
Atchison, Topeka & Santa Fe															
Chicago, Anamosa & Northern		10		40		60	161	1,734	175			11,371	6,420	4,951	
Chicago, Burlington & Quincy															
Chicago Great Western			11,076	9,901	3,561	13,629		234,538	159,475			3,712,204			
Mason City & Ft. Dodge			7,596	7,956				129,385	157,151			904,144			
Wisconsin, Minnesota & Pacific		1,212	1,454	960	3,438			29,564	14,627			346,257			
Chicago, Milwaukee & St. Paul	85,028		9,654	3,696	11,222	32,641	8,730	231,683				2,775,590			
Chicago & North-Western	75,346	62,942	10,911	16,748	4,810	7,395	23,222	281,468	121,157			3,625,539	3,186,852	439,687	
Chicago, St. P., M. & Omaha			1,629	311	3,107	10,554		58,028	25,749			375,151	226,382	148,709	
Chicago, Rock Island & Pacific															
Colfax Northern	57,912	136,926	96,048	54,536	32,108	89,592	8,858	529,531	707,771			6,125,094	5,717,586	406,508	
Crooked Creek				54	7			346	839			345,500	338,320	7,240	
Davenport, R. I. & N. W.		5,700				62		410	107			33,828	31,705	2,123	
Des Moines, Iowa Falls & N.				97	54	1,083	952	8,540	686			301,534	276,722	24,812	
Des Moines Union															
Des Moines Western															
Dubuque & S. C. (Ill. Cent.)															
Iowa Central	31,793	17,889	17,054	10,457	11,206	10,905	7,899	297,209	129,812			2,703,636	1,633,128	1,670,530	
Albia & Centerville	234	10,070	9,743	5,119	10,988	10,227	3,361	127,447	112,971			1,994,545	1,851,227	643,316	
Manchester & Onelda				56		142		2,900	3,508			53,706	44,384	9,319	
Minneapolis & St. Louis			1,415	981	2,854	7,311	505	66,323	20,343			14,367	2,707	11,660	
Muscatine, North & South			58	60	154	170		30,843	837,174			616,846	220,288		
Newton & Northwestern			696	50	421	661		15,711	3,383			112,110	31,336	80,774	
Tabor & Northern								5,010	5,553			243,199	200,184	43,015	
Union Pacific	22,402	35,896	39,554	51,798				190,153	234,631			2,167,321	447,981	1,719,340	
Wabash			1,284	2,882	3,947	1,328		28,653	59,542			696,215			
Willmar & Sioux Falls (G. N.)															
Totals	293,956	311,225	208,307	165,606	87,064	186,014	53,695	2,298,992	1,854,847			26,087,590	13,511,775	5,431,413	

TABLE No. 62—TONNAGE—ENTIRE LINE.

Railroads	Products of Agriculture											Butter	Eggs	Cheese
	Grain	Flour	Other mill stuffs	Hay	Tobacco	Fruit and vegetables	Other prod- ucts of ag- riculture	Cotton						
Ames & College														
Atchison, Topeka & Santa Fe	1,611,084	370,618	137,391	257,114		725,815	130,138	56,441						
Chicago, Anamosa & Northern	9,095	174		692								160	23	
Chicago, Burlington & Quincy														
Chicago Great Western	605,188	332,658	46,252	25,261		111,004								
Mason City & Ft. Dodge	196,932	83,888	8,389	21,688		19,949								
Wisconsin, Minnesota & Pacific	88,738	52,168	4,950	5,112		15,442								
Chicago, Milwaukee & St. Paul	4,196,770	712,245	504,015	302,837	50,270	388,318	593,438							
Chicago & North-Western	3,711,421	325,221	298,516	292,048	19,946	841,709	12,900							
Chicago, St. P., M. & Omaha	1,492,168	274,666	185,024	108,670	334	164,122		30				127,380	22,038	
Chicago, Rock Island & Pacific	2,640,419	491,592	308,858	155,446		330,147	407,829							
Colfax Northern	523	191	12	150		35								
Crooked Creek	7,380	77												
Davenport, R. I. & N. W.														
Des Moines, Iowa Falls & N.	43,781	431	337	739		233								
Des Moines Union														
Des Moines Western														
Dubuque & S. C. (Ill. Cent.)	557,773	79,083	84,404	25,041	43	71,900		159						
Iowa Central	306,671	117,527	10,498	10,725		15,623	345					110,624	4,813	54
Albia & Centerville	134	873		161		383						1,221	1	1
Manchester & Onelda														
Minneapolis & St. Louis	618,422	247,274	62,076	14,790		45,608	54					4,608	5,501	32
Muscatine, North & South	3,126	1,032		230		4,563	71							
Newton & Northwestern	41,459	960	361	217		152								
Tabor & Northern														
Union Pacific	1,163,594	218,756	60,340	111,018	725	735,874	46,321	143						
Wabash	1,618,011	228,255	228,652	106,042	7,358	243,297		32,295						
Willmar & Sioux Falls (G. N.)	442,833	7,303	8,576	8,477		11,982	8,600					11,394		
Totals	19,347,531	3,544,482	1,944,357	1,346,498	78,682	3,519,546	909,769	89,028	45,388			31,865		87

†Including cheese.
‡Including eggs and 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	Milk	Anthracite coal	Bituminous coal	Coke	Ores	Stone, sand, etc.	Salt	
Ames & College	894,527	36,849	64,673	40,112	16,131	12,974		8,666	2,526,804	272,132	399,245	866,138		
Atchison, Topeka & Santa Fe	2,311							203	2,272			249		
Chicago, Anamosa & Northern											7,116	106,870		
Chicago, Burlington & Quincy	229,942	314,896	198,527	4,981	3,913	6,018		75,070	433,345			22,000		
Chicago Great Western	27,008	59,817	36,011	1,023	613	3,069		41,432	65,678			1,617	24,631	
Mason City & Ft. Dodge	32,083	11,268	15,129	1,069	574	1,095		893,416	3,001,088	633,407	2,473,406	1,386,435		
Wisconsin, Minnesota & Pacific	1,148,362	312,762	115,613	21,346	12,397	84,679		892,774	4,325,272	288,144	8,017,478	1,914,587	104,760	
Chicago, Milwaukee & St. Paul	1,349,225	206,724	73,436	50,499	23,156	89,942	289,061	193,292	719,408	48,305	63,902	143,206		
Chicago & North-Western	349,973	13,432	89,310	14,772	2,834	12,147		175,674	2,889,787	170,198	138,423	834,692		
Chicago, St. P., M. & Omaha	885,265	95,176	92,022	78,066	4,722	15,787		206	336,200			30		
Chicago, Rock Island & Pacific	714	3						289	3,648			14,151	28	
Colfax Northern	1,059													
Crooked Creek														
Davenport, R. I. & N. W.	5,371	318	124	149			161	338	194,450	100		20,454	537	
Des Moines, Iowa Falls & N.														
Des Moines Union														
Des Moines Western			59,058	10,745	7,322	3,324		32,068	511,297	11,871	3,973	70,260	17,783	
Dubuque & S. C. (Ill. Cent.)	198,947		16,808	2,840	2,129	1,325		2,301	1,019,928	7,721	902	35,322	5,569	
Iowa Central	97,660	10,790						186	38,015	57		6,145		
Albia & Centerville	400													
Manchester & Oneida	67,999	19,721	6,174	4,661	972	981		28,198	390,530	5,099	994	25,681	8,030	
Minneapolis & St. Louis	2,030			59		132		2,007	28,242	51		11,276		
Muscatine, North & South	5,948			50				475	139,683	203		4,547		
Newton & Northwestern														
Tabor & Northern	632,149	17,522	88,291	43,491	30,498	13,949		27,390	1,775,056	28,038	508,072	259,071		
Union Pacific	412,690	251,586	221,313		7,133	74,000		399,520	3,472,198	68,049	64,768	516,397		
Wabash	72,781	3,045	334	49		1,850		25,115	75,292	831	227	26,817	2,106	
Willmar & Sioux Falls (G. N.)														
Totals	6,308,792	1,853,919	1,026,653	275,421	112,396	239,362	289,224	2,779,451	23,033,493	1,534,206	11,675,057	6,301,510	138,896	

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

Railroads	Products of Forests			Manufactures							
	Lumber	Ties, logs, cordwood and other forest prod- ucts	Telegraph tel- ephone and electric light poles	Petroleum and other oils	Sugar	Iron, pig and bloom	Iron and steel rails	Other castings and machin- ery	Bar and sheet metal	Cement and lime	Brick
Ames & College											
Atchison, Topeka & Santa Fe	808,592	511,606		265,010	97,015	41,771	77,634	306,297	106,341	*754,800	
Chicago, Anamosa & Northern	318	279								445	
Chicago, Burlington & Quincy											
Chicago Great Western	170,776	54,079		38,426	20,280	12,037	14,587	33,769	3,913	*78,628	
Mason City & Ft. Dodge	30,690			18,416	5,627			9,023	619	19,130	
Wisconsin, Minnesota & Pacific	27,322	7,396		15,546	3,917	4,069	2,400	5,947	626	121,911	
Chicago, Milwaukee & St. Paul	2,171,083	1,623,065		297,597	33,085	467,080	219,008	390,823	147,797	*853,900	
Chicago & North-Western	2,523,354	2,909,077	137,955	330,842	99,499	495,298	234,935	556,714	679,310	441,513	486,014
Chicago, St. P., M. & Omaha	916,508	1,029,827		41,008	30,550	48,422	23,755	43,541	13,330	*169,329	
Chicago, Rock Island & Pacific	1,580,886			147,389	113,890	67,977	64,468	107,904	233,876	794,507	
Colfax Northern	5,415			163	15			121	88		
Crooked Creek	677						43		137		
Davenport, R. I. & N. W.											
Des Moines, Iowa Falls & N.	13,994			254	322	401	3,159	699		3,714	
Des Moines Union											
Des Moines Western											
Dubuque & S. C. (Ill. Cent.)	179,425	145		30,440	27,447	2,680	18,918	37,947	66,481	*136,688	
Iowa Central	119,835	7,995	2,669	17,953	5,563	10,992	47,716	6,924	24,757	18,640	34,300
Albia & Centerville	603				13		20	37		265	294
Manchester & Oneida											
Minneapolis & St. Louis	303,535	23,028	10,304	24,915	14,596	19,797	15,644	25,523	11,441	83,118	69,900
Muscatine, North & South	29,652	8,501		242		84	1579	228		9,458	
Newton & Northwestern	22,308			53	131	489	6,849	1,335		15,579	
Tabor & Northern											
Union Pacific	683,995	5,836		52,768	130,545	39,827	233,636	155,301	95,003	*277,325	
Wabash	747,973	229,147		135,135	67,802	89,147	169,280	175,662	387,335	1466,397	
Willmar & Sioux Falls (G. N.)	102,503	828,685		6,439		4,363	49	3,211	1,464	7,997	7,185
Totals	10,422,335	6,444,753	150,928	1,842,265	650,327	1,394,467	1,122,853	1,862,439	1,772,377	4,143,489	597,602

*Including brick.

†Including scrap iron.

‡Including brick and tile.

§Including telegraph, telephone and electric light poles.

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 goods and furniture	Ice	Merchandise	Miscellaneous			
Ames & College		47,677	33,873	90,568	110,348		987,359	1,434,811	14,100,569		
Atchison, Topeka & Santa Fe		10		40	60	101	1,734	175	11,371	6,420	4,951
Chicago, Anamosa & Northern											
Chicago, Burlington & Quincy											
Chicago Great Western		11,741	10,674	7,116	14,943		300,058	252,983	3,557,538		
Mason City & Ft. Dodge		9,307	9,309				154,706	167,363	1,023,030		
Wisconsin, Minnesota & Pacific		4,069	4,730	3,182	2,839		39,178	39,049	521,682		
Chicago, Milwaukee & St. Paul		170,931	88,815	518,115	138,230		2,748,580	2,333,600	38,595,041	34,698,539	3,897,511
Chicago & North-Western	112,883	213,368	310,577	351,048	162,146	640,953	2,083,140	1,987,259	37,579,550	32,309,560	5,179,970
Chicago, St. P., M. & Omaha		33,880	15,647	23,430	65,880		552,353	410,156	7,312,601	5,007,588	2,305,013
Chicago, Rock Island & Pacific		164,827	95,072	111,237	177,789		1,092,190	1,701,399	16,159,268	11,618,954	4,541,314
Colfax Northern		54	7		281		440	839	345,560	338,329	7,240
Crooked Creek	5,769				62		410	107	35,888	31,705	2,121
Davenport, R. I. & N. W.											
Des Moines, Iowa Falls & N.		97	54		1,083	958	8,540	686	301,534	276,722	21,812
Des Moines Union											
Des Moines Western											
Dubuque & S. C. (Ill. Cent.)		17,908	17,074	10,437	11,213	10,605	288,614	136,948	2,715,744	1,085,121	1,628,613
Iowa Central	19,443	12,547	6,914	14,619	11,979	3,801	167,245	159,330	2,381,964	1,795,351	676,613
Albia & Centerville			56	142			2,909	3,508	55,703	44,381	9,319
Manchester & Oneida									14,307	2,707	11,600
Minneapolis & St. Louis	41,578	11,126	4,587	17,440	18,128	11,481	172,566	110,783	2,453,890	1,635,603	817,287
Muscatine, North & South		606	50	424	601		15,711	3,383	112,110	31,236	80,774
Newton & Northwestern							5,010	5,553	245,190	200,181	45,015
Tabor & Northern											
Union Pacific		41,682	35,123	65,715	79,454		514,229	690,922	8,830,686	4,622,822	4,206,864
Wabash		42,787	39,066	131,574	44,251		955,084	1,871,323	13,540,584		
Willmar & Sioux Falls (G. N.)		3,451	770	1,093	961		42,692	36,100	945,725		
Totals	197,581	805,314	720,950	1,387,196	834,009	695,343	10,182,758	11,157,939	140,361,816	82,765,426	25,416,952

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

Railroads	Bituminous Coal		Wood				Total Fuel Consumed		Average pounds consumed per mile	
	Tons	Average cost	Hard		Soft		Tons	Average price at distributing point		
			Cords	Average cost	Cords	Average cost				
Ames & College	1,150.00	\$ 2.50					1,150.00	\$ 2.50	25,286.00	91.00
Atchison, Topeka & Santa Fe	17,866.59	1.52	171.05	\$ 2.12			17,866.59		241,622.00	148.83
Chicago, Anamosa & Northern	787.00	2.42			39.00		803.50		25,121.00	64.20
Chicago, Burlington & Quincy										
Chicago Great Western	229,534.00	2.25			1,064.00	\$ 2.00	230,598.00	2.25	2,908,249.00	160.18
Mason City & Ft. Dodge	97,943.00	2.25			611.00	2.17	98,554.50	2.25	1,476,915.00	133.01
Wisconsin, Minnesota & Pacific	2,638.00	2.25			43.00	2.15	2,680.50	2.25	47,546.00	113.13
Chicago & North-Western	787,614.00	1.86	2,022.00	2.48	4,052.00	2.48	793,688.00		11,799,975.00	134.07
Chicago, St. P., M. & Omaha	33,405.00	2.83			450.00	1.51	33,855.00	2.83	641,919.00	104.29
Chicago, Rock Island & Pacific	711,437.31	2.08	5,319.00	2.01			716,756.31	2.08	10,330,076.00	137.61
Colfax Northern	3,924.00	1.77					3,955.00	1.79	30,295.00	251.88
Crooked Creek	1,427.00	2.25					1,427.00		16,000.00	178.40
Davenport, R. I. & N. W.	2,456.00	1.81	12.00	1.75			2,468.00	1.87	57,308.00	87.10
Des Moines, Iowa Falls & N.	7,912.00	2.00					7,930.00	2.00	148,425.00	107.00
Des Moines Union	5,751.00	1.90					5,751.00	1.90		
Des Moines Western										
Dubuque & S. C. (Ill. Cent.)	298,780.00	1.34	809.00	2.41			299,589.33	1.34	4,024,807.00	148.75
Iowa Central	134,387.00	1.57	1,008.00	3.29			135,050.00	1.59	2,150,661.00	125.00
Albia & Centerville										
Manchester & Oneida	894.25	3.47					834.25	3.47	27,434.00	63.00
Minneapolis & St. Louis	49,801.00	2.28			295.00	2.70	49,948.00	2.29	846,413.00	116.65
Muscatine, North & South	3,285.00				34.00		3,319.00		42,340.00	109.00
Newton & Northwestern	9,574.00	1.85	34.00	1.35			9,608.00		137,096.00	140.25
Tabor & Northern	693.00	3.65					693.00	3.65	14,921.00	92.88
Union Pacific	26,500.32	2.49	51.60	1.81			26,526.14	2.49	359,803.00	148.69
Wabash										
Willmar & Sioux Falls (G. N.)										
Totals	2,433,893.40		9,978.68		6,692.00		2,446,587.41		35,510,005.00	

TABLE No. 67—TONNAGE CROSSING

Railroads	Mississippi River			
	Location of Bridge	East bound	West bound	Total
Ames & College				
Atchison, Topeka & Santa Fe	Fort Madison	720,374	915,102	1,644,476
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	Burlington	1,758,921	1,783,680	3,542,601
Chicago Great Western				
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	North McGregor	344,024	300,297	643,921
Chicago & North-Western	Sabula	1,931,302	1,946,800	3,878,103
Chicago, St. R. M. & Omaha	Clinton	2,339,287	1,730,638	4,069,925
Chicago, Burlington & Pacific				
Colfax Northern	Davenport	1,771,938	1,857,277	3,629,215
Crooked Creek				
Davenport, R. L. & N. W.				
Des Moines, Iowa Falls & N.				
Des Moines Union				
Des Moines Western				
Dubuque & S. C. (Ill. Cent.)	Dubuque	1,061,555	1,073,874	2,135,429
Iowa Central	Kethsburg	434,783	705,313	1,140,096
Albia & Centerville				
Manchester & Oneida				
Minneapolis & St. Louis				
Muscatine, North & South				
Newton & Northwestern				
Taylor & Northern				
Union Pacific	Council Bluffs			2,167,361
Wabash				
Willmar & Sioux Falls (G. N.)				
Totals		10,371,787	10,971,927	22,343,714

MISSISSIPPI AND MISSOURI RIVERS.

Missouri River			
Location of Bridge	East bound	West bound	Total
Council Bluffs Blair, Nebraska	408,106	400,468	806,569
Omaha, Nebraska	576,539	444,053	1,021,193
Sioux City	355,482	80,810	845,038
	265,616	220,182	590,798
Council Bluffs	110,402	115,622	226,024
Council Bluffs			2,167,361
	1,644,085	1,275,530	5,080,978

TABLE No. 68

Railroads	Killed										
	Passengers	Employees	Others	Total	Cause of Death						
					Derailment	Collision	Caught in frog or switch	Coupling cars	Falling from trains	Getting on or off train	
Ames & College				1	1						1
Atchison, Topeka & Santa Fe				1							1
Chicago, Anamosa & Northern				1							1
Chicago, Burlington & Quincy	1	16	19	36		2		2	4	2	
Chicago Great Western		3		3		2					
Mason City & Ft. Dodge	1	1		2		1					2
Wisconsin, Minnesota & Pacific		1		1							1
Chicago, Milwaukee & St. Paul	2	15	19	36	1	2		2	4		
Chicago & North-Western	1	4	40	45	6	1					8
Chicago St. P., M. & Omaha		1	2	3							
Chicago, Rock Island & Pacific	2	13	39	47		1		1	1	2	
Colfax Northern											
Crooked Creek											
Davenport, R. I. & N. W.		1	1	2		1					1
Des Moines, Iowa Falls & N.											
Des Moines Union											
Des Moines Western											
Dubuque & S. C. (Ill. Cent.)	4	9	19	26	1		1	2	1		
Iowa Central		1	1	2							1
Albia & Centerville											
Manchester & Oneida											
Minneapolis & St. Louis											
Muscatine, North & South											
Newton & Northwestern			2	2						1	
Tabor & Northern			1	1							
Union Pacific				1						1	
Wabash	1	2	1	4						1	
Willmar & Sioux Falls (G. N.)											
Totals	19	64	134	217	19	8	1	8	19	13	

—ACCIDENTS.

Killed						Injured															
Cause of Death						Cause of Injury															
Highway crossings	Miscellaneous	Overhead obstructions	Stealing rides	While intoxicated	Trespassers on track	Passengers	Employees	Others	Total	Derailment	Collision	Caught in frog of switch	Coupling cars	Falling from train	Got on or off trains	Highway crossings	Miscellaneous	Overhead obstructions	Stealing rides	While intoxicated	Trespassers on track
9	9	1	3	2	9	1	74	5	78	1	1	3	3	1	1	2	70	5	7	3	7
	1					24	370	36	406	12	14	20	1	33	49	17	281	8	1	1	1
						35	66	2	103	17	30	1	9	12	5		29	8			
						9	15		24					7	7		8	1			
	37					22	139	12	173	21			18	18	16		84	1			
5	19		7	2		39	545	73	657	26	16		19	49	73	14	493	5	7		10
6	10	1	2		22	1	86	3	49	8			5	14	2	2	34	1			5
						32	16	56									12	1			
						1											1				
						4	1	5		1							5				1
3	2		2	4	10	18	98	9	125	3	3		11	4	29	4	62	2			1
					1	5	77	8	90	3	2		3	5	9	2	62	1			2
						4	26	2	33				1	9	4	1	15	1			1
							2	1	3								1				
	1						2	4	26				1				1				
	3					12	33	3	44	5	10			2		2	28	1			
					1		32	4	36		1		2	1			19				
							3	2			1		2	4	3		28				
16	73	2	14	8	44	178	1,584	173	1,935	88	103	6	80	150	207	47	1,191	14	18	8	26

RETURNS OF

Interurban Electric Railways

TABLE No. 1—INCOME—(ELECTRIC LINES).

Lines	Gross earnings	Operating expenses	Net earnings	Miscellaneous income	Gross income less operating expenses	Deductions From Income				Net income	Dividends paid	Surplus for year	Surplus at beginning of year	Credits	Debits	Surplus at close of year
						Taxes	Interest	Other deductions	Total							
Boone Sub.	\$ 6,423.58	\$ 3,720.72	\$ 2,702.86	—	\$ 2,702.86	\$ 200.96	—	—	\$ 200.96	\$ 2,498.00	\$ 1,950.00	\$ 548.00	—	—	—	\$ 548.00
C. R. & I. C.	107,716.96	67,536.64	40,180.32	—	40,180.32	2,157.54	—	—	2,157.54	38,022.78	—	38,022.78	—	—	—	—
C. R. & Mar.	43,347.26	38,151.03	15,196.23	—	15,196.23	1,504.34	—	—	1,504.34	13,691.89	—	13,691.89	—	—	—	—
Iowa & Ill.	124,014.21	85,915.20	38,008.95	\$11.52	38,110.47	2,938.57	\$ 52,500.00	—	55,438.57	\$17,328.10	—	\$17,328.10	—	—	—	—
Inter-Urban	319,595.00	124,844.85	94,750.75	—	94,750.75	4,919.63	61,840.50	\$ 76.25	66,839.38	27,914.37	—	27,914.37	—	—	—	—
M. C. & C. L.	50,387.08	44,245.54	6,041.54	—	6,041.54	1,894.95	6,113.55	—	8,008.50	\$1,966.96	13,000.00	\$4,966.96	—	—	—	—
Tama & Tol.	13,529.82	8,817.24	4,712.58	—	4,712.58	381.97	765.00	—	1,146.97	3,565.61	800.00	2,765.61	—	—	—	—
W., C. F. & N.	205,320.81	113,424.03	91,896.78	—	91,896.78	5,340.83	33,307.00	\$25,000.97	67,549.75	21,347.03	—	21,347.03	—	—	—	—
Totals	\$770,338.35	\$476,755.34	\$293,583.01	\$11.52	\$293,594.53	\$19,344.84	\$157,536.95	\$25,077.22	\$302,849.01	\$80,745.52	\$ 5,750.00	\$84,995.52	\$102,434.30	—	—	\$113,569.56

*Deficit.

†Payments on bonds.

‡Rent of leased lines.

TABLE No. 2—EARNINGS—(ELECTRIC LINES).

Lines	Car Earnings								Miscellaneous earnings	Total earnings
	Passenger	Chartered cars	Freight	Mail	Baggage and express	Other cars	Switching			
Boone Suburban	\$ 6,423.58								\$ 6,423.58	
Cedar Rapids & Iowa City	89,415.83		\$ 15,750.07	\$ 1,194.84	\$ 1,347.22				107,716.96	
Cedar Rapids & Marion	39,582.70				3,983.80			\$ 181.76	43,347.36	
Iowa & Illinois	98,786.62	\$ 190.00	14,637.01	300.30	2,334.40			7,663.91	124,014.24	
Inter-Urban	156,704.63	518.15	56,497.62		415.12			5,460.08	219,595.60	
Mason City & Clear Lake	36,595.48			309.05				1,367.37	50,387.08	
Tama & Toledo	10,675.19		1,861.84	338.45	551.31			15,929.82	13,529.82	
Waterloo, Cedar Falls & Northern	106,522.49		91,803.30	1,631.02	5,363.97			108.00	205,320.81	
Totals	\$ 544,721.52	\$ 708.15	\$ 192,674.15	\$ -3,832.66	\$13,624.85			\$ 14,776.02	\$ 770,338.35	

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

Lines	Maintenance									
	Way and Structures				Equipment					
	Track and roadway	Electric line	Buildings and fixtures	Total	Steam plant	Electric plant	Cars	Electric equipment of cars	Miscellaneous equipment	Shop expenses
Boone Suburban							\$ 272.55			\$ 272.55
Cedar Rapids & Iowa City	\$ 5,280.54	\$ 972.16	\$ 372.36	\$ 9,625.06	\$ 460.49	\$ 127.19	\$ 3,024.07	\$ 2,000.55	\$ 17.50	\$ 1,575.85
Cedar Rapids & Marion	2,538.22	414.74	461.15	3,714.11	1,058.90	23.16	2,033.12	2,404.57		226.37
Iowa & Illinois	9,223.28	733.91	106.45	10,063.64	1,286.09	97.46	2,346.70	1,730.50		382.74
Inter-Urban	11,376.70	1,495.53	354.30	16,226.53		145.28	4,751.80	2,808.70	2,512.74	104.50
Mason City & Clear Lake	7,239.01	660.65	140.18	8,040.74	1,355.74	1,144.45	4,042.82	5,502.30		
Tama & Toledo	910.44	138.43	122.72	1,161.59	141.70	50.76	407.05	550.22	40.70	26.13
Waterloo, Cedar Falls & Northern	12,274.50	1,320.24	374.68	13,978.42	364.24	42.46	2,006.47			6,637.67
Totals	\$ 55,149.59	\$ 5,734.60	\$ 1,031.00	\$ 62,915.19	\$ 4,067.16	\$ 1,640.70	\$ 20,422.24	\$ 15,707.40	\$ 2,571.03	\$ 8,954.40
										\$ 54,033.05

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

Lines	Transportation						
	Operation of Power Plant						Total
	Wages	Fuel	Water	Lubricant and waste	Miscellaneous, etc.	Hired power	
Boone Suburban							\$ 6,570.84
Cedar Rapids & Iowa City	\$ 1,543.11	\$ 4,691.24		\$ 136.15	200.34		2,361.03
Cedar Rapids & Marion	1,075.92	1,639.28			105.83		22,114.53
Iowa & Illinois	8,116.40	13,420.32		248.04	229.80		17,446.64
Inter-Urban	2,010.45	5,708.12		297.63		\$ 17,446.64	7,976.20
Mason City & Clear Lake	711.86	1,772.17	104.59	97.55			2,036.17
Tama & Toledo	6,347.18	18,525.24	364.01		713.38		25,949.81
Waterloo, Cedar Falls & Northern							
Totals	\$ 19,804.92	\$ 45,756.37	\$ 468.60	\$ 332.37	\$ 1,240.35	\$ 17,446.64	\$ 85,505.25

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

Lines	Transportation								
	Operation of Cars								
	Superin- tendence	Wages of conductors	Wages of motormen	Wages of other car service employees	Wages of car house em- ployees	Car service supplies	Miscellaneous car service expense	Hired equip- ment	Removal of snow and ice†
Boone Suburban		\$ 800.00	\$ 800.00		\$ 752.17				\$ 2,352.17
Cedar Rapids & Iowa City	\$ 5,038.79	7,028.59	7,599.30	734.88	1,655.14	1,083.29	\$10,802.75	\$ 619.11	\$ 1,123.09
Cedar Rapids & Marion		4,543.01	4,720.48	779.95	765.50	311.94			189.80
Iowa & Illinois		12,430.08		792.81	1,693.94	1,016.19			2.56
Inter-Urban	5,321.92	12,897.82	18,124.03	18,562.44	2,751.47	1,679.97	3,007.90	1,063.10	300.82
Mason City & Clear Lake		3,021.51	3,642.89			608.76	504.17		484.88
Tama & Toledo		2,254.14		29.30					19.11
Waterloo, Cedar Falls & Northern	3,022.50	10,296.89	10,015.23	5,456.59			12,787.91		148.69
Totals	\$ 11,013.21	\$53,093.98	\$39,905.48	\$86,656.01	\$ 7,621.31	\$ 4,709.09	\$27,502.73	\$ 1,682.21	\$ 2,399.80
									\$ 177,447.85

*Including wages of motormen. †Including "cleaning and sanding track, etc."

TABLE No. 6—OPERATING EXPENSES—(ELECTRIC LINES)—CONTINUED.

Lines	General							
	Salaries of general officers	Salaries of clerks	Printing and stationery	Office ex- penses	Stores ex- penses	Stable ex- penses	Advertising and attrac- tions	Miscella- neous
Boone Suburban	\$ 720.00							\$ 171.06
Cedar Rapids & Iowa City	*929.97		32.48	97.83	52.78		1,853.54	191.88
Cedar Rapids & Marion	1,064.04		123.01				13.31	490.36
Iowa & Illinois	4,874.82	3,818.73	772.88	910.30			4,080.16	1,799.47
Inter-Urban	4,869.06	3,383.51	2,077.89	538.78	316.35	138.00	968.15	2,835.61
Mason City & Clear Lake	2,497.50	600.00	244.68	880.39			321.45	585.13
Tama & Toledo	1,021.60		61.69	37.32			39.68	105.72
Waterloo, Cedar Falls & Northern		5,564.09	2,010.30				548.56	6,240.35
Totals	\$ 16,886.69	\$ 16,395.33	\$ 5,325.00	\$ 2,173.55	\$ 369.13	\$ 138.00	\$ 7,764.85	\$ 12,227.51

*Including salaries of clerks.

TABLE No. 7—OPERATING EXPENSES—(ELECTRIC LINES)—CONTINUED.

Lines	General—Continued							Grand total
	Damages	Legal ex- penses in damage cases	Other legal expenses	Rent of land and build- ings	Rent of track and ter- minals	Insurance	Total	
Boone Suburban	\$ 40.00			\$ 91.50		\$ 67.50	\$ 1,093.00	\$ 5,717.72
Cedar Rapids & Iowa City	1,235.05	10.95	307.83	135.00		2,527.33	7,405.37	67,536.64
Cedar Rapids & Marion	339.49	842.65	411.46			305.02	4,549.97	28,151.03
Iowa & Illinois	3,429.31	114.90		2,961.90	7,310.00	884.78	30,903.81	85,915.29
Inter-Urban	1,746.41		192.42	2,740.72	1,300.00	1,104.37	21,838.27	124,844.85
Mason City & Clear Lake	827.90	281.10		558.45		847.50	7,354.12	44,345.54
Tama & Toledo	4.04		78.35	77.77		22.00	1,148.17	8,817.24
Waterloo, Cedar Falls & Northern	1,932.90	373.45				2,501.68	22,307.33	113,421.93
Totals	\$ 9,645.70	\$ 1,623.08	\$ 950.04	\$ 6,565.40	\$ 8,516.00	\$ 8,320.75	\$ 66,800.04	\$ 476,752.34

TABLE No. 8—CONSTRUCTION AND EQUIPMENT—(ELECTRIC LINES).

Lines	Total Cost to June 30, 1907							
	Organization	Engineering and super- intendence	Right of way	Track and roadway construc- tion	Electric line construc- tion	Real estate used in op- eration of road	Buildings and fix- tures in op- eration of road	Investment real estate
Boone Suburban								
Cedar Rapids & Iowa City								
Cedar Rapids & Marion								
Iowa & Illinois	\$20,485.46	\$29,239.65	\$ 308,113.26	\$ 512,589.51	\$ 101,632.75	\$ 3,945.00	\$18,789.28	\$ 1,500.00
Inter-Urban	8,735.58	46,519.00	117,157.84	936,936.81	153,501.58	293.62	48,996.23	
Mason City & Clear Lake								
Tama & Toledo								
Waterloo, Cedar Falls & Northern								
Totals	\$29,221.04	\$85,758.74	\$ 325,271.10	\$ 1,749,526.32	\$ 255,234.33	\$ 4,238.62	\$32,785.61	\$ 1,500.00

TABLE No. 9—CONSTRUCTION AND EQUIPMENT—CONTINUED.

Lines	Total Cost to June 30, 1907								Additions for year
	Shop tools and machinery	Cars	Electric equipment of cars	Miscellaneous equipment	Interest and discount	Miscellaneous	Other	Total	
Boone Suburban									
Cedar Rapids & Iowa City									
Cedar Rapids & Marion									
Iowa & Illinois	\$ 1,027.10	\$ 50,839.37	\$20,850.75	\$ 4,694.38	\$ 63,555.16			\$ 1,504,464.97	\$ 22,371.48
Inter-Urban	155.83	85,071.08	47,228.96	12,583.30	106,500.00	\$ 4,744.45		1,025,927.10	188,068.98
Mason City & Clear Lake									
Tama & Toledo									
Waterloo, Cedar Falls & Northern									
Totals	\$ 1,182.93	\$ 136,510.95	\$77,079.71	\$17,277.77	\$ 170,055.16	\$ 4,744.45		\$ 3,130,392.07	\$ 205,439.46

TABLE No. 10—CAPITAL STOCK AND FUNDED DEBT (ELECTRIC LINES).

Lines	Capital Stock								
	Total par value authorized	Number of shares issued	Par value	Total par value issued	Per Mile		Dividends paid during year	Total number stockholders No. stockholders in Iowa	Amount of stock held in Iowa
					Miles	in excess			
Boone Suburban	\$ 15,000.00	150	\$ 100.00	\$ 15,000.00	4.70	\$ 3,191.49	\$ 1,950.00	3	\$ 15,000.00
Cedar Rapids & Iowa City									
Cedar Rapids & Marion									
Iowa & Illinois	2,000,000.00	20,542	100.00	2,051,200.00	36.75	55,839.64		21	2,010,500.00
Inter-Urban	1,300,000.00	11,000	100.00	1,100,000.00	72.50	15,987.21		20	
Mason City & Clear Lake	300,000.00	3,000	100.00	300,000.00	17.34	11,331.00			
Tama & Toledo	40,000.00	400	100.00	40,000.00	2.75	14,515.00	800.00	6	40,000.00
Waterloo, Cedar Falls & Northern	12,000.00	12,000	100.00	1,200,000.00	34.30	34,921.33			
Totals	\$ 3,755,000.00	45,092		\$ 4,699,200.00	138.46	\$ 27,716.90	\$ 2,750.00	33	\$ 2,035,500.00

TABLE No. 11—CAPITAL STOCK AND FUNDED DEBT (ELECTRIC LINES)—CONTINUED.

Lines	Funded Debt						Stock and Debt Per mile	
	Amount authorized	Amount outstanding	Interest		Miles	Debt per mile	Miles	Amount
			Rate	Amount accrued during year				
Boone Suburban								
Cedar Rapids & Iowa City								
Cedar Rapids & Marion								
Iowa & Illinois	\$ 2,000,000.00	\$ 1,050,000.00	5%	\$2,500.00	35.75	\$ 29,053.68	35.75	\$ 81,953.32
Inter-Urban		1,100,000.00	5	\$5,750.40	72.50	15,987.21	72.50	\$1,974.42
Mason City & Clear Lake	100,000.00	70,000.00	6	\$300.00	17.34	4,382.32	17.34	15,915.56
Tama & Toledo	12,500.00	12,500.00	6	\$75.00	2.75	4,545.00	2.75	19,009.00
Waterloo, Cedar Falls & Northern	800,000.00	600,000.00	5	\$3,000.00	34.30	17,462.16	34.30	\$2,386.49
Totals	\$ 2,912,500.00	\$ 2,838,500.00	5%	\$ 143,155.40	193.70	\$ 17,099.68	193.70	\$ 46,120.54

TABLE No. 12—DESCRIPTION OF ROAD AND EQUIPMENT.

Lines	Miles											Line operated under trackage rights	Total line operated
	Road Owned					Road Leased							
	First main track	Second main track	Total main track	Sidings and turnouts	Total single track	First main track	Second main track	Total main track	Sidings and turnouts	Total single track			
Boone Suburban	4.70		4.70		4.70								4.70
Cedar Rapids & Iowa City	27.63		27.63	1.90	29.53	.83		.83		.86			30.39
Cedar Rapids & Marion	*2.80		*2.80		*2.80								*2.80
Iowa & Illinois	33.07		33.07	3.68	36.75						3.63		40.38
Inter-Urban	64.58		64.58	7.98	72.56								72.56
Mason City & Clear Lake	14.62		14.62	2.72	17.34								17.34
Tama & Toledo	2.75		2.75		2.75								2.75
Waterloo, Cedar Falls & Northern	34.30	.55	34.91	4.75	39.66	19.51		19.51	.55	20.06	7.96		68.01
Totals	184.51	.55	185.06	21.03	206.09	20.70		20.70	.55	21.25	11.59		238.93

*Mileage from east city limits of Cedar Rapids to Marion.

TABLE No. 15—MILEAGE TRAFFIC AND MISCELLANEOUS—CONTINUED—AND ACCIDENTS—(ELECTRIC LINES).

Lines	Operating Expenses						Officials and Employees 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		
									Passengers	Employees	Others	Passengers	Employees	Others
Boone Suburban						57.9	61.1							
Cedar Rapids & Iowa City	\$.138	\$.142				62.8	68.4					1	1	
Cedar Rapids & Marion	.134	.142	\$ 1.17	\$ 1.23		64.9	68.4							
Iowa & Illinois	.1731	.179				69.28	71.65	\$ 19,055.56			1	2	20	
Inter-Urban	.1205	.1315	1.07	1.75		56.55	59.09					4	10	6
Mason City & Clear Lake						88.	91.7							
Tama & Toledo						65.2	67.9					1		
Waterloo, Cedar Falls & Northern						55.2	57.8							
Totals	\$.1406	\$.1459	\$ 1.55	\$ 1.61	61.9	63.1	\$ 19,055.56				1	9	31	9

TABLE No. 16—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—(ELECTRIC LINES)—CLOSE OF YEAR ENDING JUNE 30, 1907.

Lines	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 & Iowa City								
Cedar Rapids & Marion	\$ 1,504,464.97			\$ 1,605,000.00	\$ 2,838.40		\$ 6,950.01	\$ 4,381.97
Iowa & Illinois	2,459,299.13	\$ 257,464.31			18,210.37		19,171.45	7,901.74
Inter-Urban	367,322.97				735.28		1,918.61	1,967.66
Mason City & Clear Lake								
Tama & Toledo								
Waterloo, Cedar Falls & Northern	1,979,537.23				841.45		4,515.12	17,485.25
Totals	\$ 6,310,624.30	\$ 257,464.34		\$ 1,605,000.00	\$ 23,658.50		\$ 32,556.09	\$ 31,736.62

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

Lines	Current Assets				Total assets	Increase	Decrease
	Prepaid accounts	Miscellaneous	Sinking and other special funds	Deficit			
Boone Suburban							
Cedar Rapids & Iowa City							
Cedar Rapids & Marion							
Iowa & Illinois	\$ 2,125.00	\$ 10,394.44		\$ 21,309.94	\$ 3,158,493.03		
Inter-Urban	550.47	3,584.89	\$ 2,440.90		2,511,158.95	\$ 264,850.13	
Mason City & Clear Lake		3,280.05			375,225.17		
Tama & Toledo							
Waterloo, Cedar Falls & Northern		66,925.21			2,009,377.20		
Totals	\$ 2,675.47	\$ 83,255.19	\$ 3,440.90	\$ 21,309.94	\$ 8,114,255.01	\$ 264,850.13	

TABLE No. 18—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—(ELECTRIC LINES)
CLOSE OF YEAR ENDING JUNE 30, 1907.

Lines	Capital Stock		Funded debt	Real estate mortgages	Current Liabilities					
	Preferred	Common			Loans and notes payable	Accounts payable	Matured interest on funded debt unpaid	Miscellaneous matured interest unpaid	Remains due and unpaid	Dividends unpaid
Boone Suburban										
Cedar Rapids & Iowa City										
Cedar Rapids & Marion										
Iowa & Illinois	\$ 554,300.00	\$ 1,500,000.00	\$ 1,050,000.00		\$ 45,321.74	\$ 6,638.02				
Inter-Urban		1,100,000.00	1,100,000.00			39,134.05				
Mason City & Clear Lake		300,000.00	70,000.00		29,200.00	6,394.02	\$ 2,000.00			
Tama & Toledo										
Waterloo, Cedar Falls & Northern		1,200,000.00	600,000.00		92,172.30	28,470.48				
Totals	\$ 554,300.00	\$ 4,000,000.00	\$ 2,886,000.00		\$ 166,755.07	\$ 80,629.58	\$ 2,000.00			

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

Lines	Current Liabilities	Accrued Liabilities, Not Yet Due					Surplus	Total Liabilities	Increase	Decrease
	Miscellaneous	Taxes	Interest on funded debt accrued	Miscellaneous interest	Rentals	Miscellaneous				
Boone Suburban	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cedar Rapids & Iowa City	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cedar Rapids & Marion	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Iowa & Illinois	\$ 150.00	-----	-----	-----	-----	\$ 2,183.87	-----	\$ 3,158,498.63	-----	-----
Inter-Urban	-----	\$ 2,204.34	\$ 14,500.00	-----	-----	-----	\$ 135,330.60	2,511,136.95	\$ 264,859.13	-----
Mason City & Clear Lake	1,412.40	-----	-----	-----	-----	-----	60,068.75	375,285.17	-----	-----
Tama & Toledo	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Waterloo, Cedar Falls & Northern	64,625.19	-----	-----	-----	-----	-----	81,108.20	2,069,377.20	-----	-----
Totals	\$ 66,187.59	\$ 2,204.34	\$ 14,500.00	-----	-----	\$ 2,183.87	\$ 279,507.61	\$ 8,114,255.01	\$ 264,859.13	-----

STEAM RAILWAY COMPANIES

OF

MILEAGE, OFFICERS AND DIRECTORS

MILEAGE, OFFICERS AND DIRECTORS OF RAIL-
WAY COMPANIESAMES AND COLLEGE RAILWAY COMPANY
PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Ames & College Ry.....	Ames, Iowa.....	Campus, Iowa...	1.98	1.98

OFFICERS

Title	Name	Location of Office
President	S. R. Dyer.....	Boone, Iowa.
Secretary	W. Chamberlain....	Boone, Iowa.
General Counsel	S. R. Dyer.....	Boone, Iowa.
Auditor	W. Chamberlain....	Boone, Iowa.
General Manager	J. L. Blake.....	Boone, Iowa.
General Freight Agent.....	C. H. Crooks.....	Boone, Iowa.
General Passenger Agent.....	C. H. Crooks.....	Boone, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
S. R. Dyer.....	Boone, Iowa.....	April 1, 1908.
C. E. Rice.....	Boone, Iowa.....	April 1, 1908.
W. H. Beun.....	Boone, Iowa.....	April 1, 1908.
C. O. Elbert.....	Boone, Iowa.....	April 1, 1908.
C. W. Kenworthy.....	Boone, Iowa.....	April 1, 1908.
W. Chamberlain	Boone, Iowa.....	April 1, 1908.

- Total number of stockholders at date of last election, 7.
- Postoffice address of general office, Ames, Iowa.
- Postoffice address of operating office, Boone, Iowa.

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
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 Atchison, Topeka & Santa Fe Ry.	Chicago (Stewart Ave.) Ill.	Near Needles, Cal.	1,922.51	
	Ottawa, Kas.	Texas State Line.	308.02	
	Chanute Kas.	Longton, Kas.	44.12	
	Florence, Kas.	Winfield, Kas.	73.73	
	Newton, Kas.	Pauls Valley, I. T.	272.91	
	Hutchinson, Kas.	Kinsley, Kas.	83.63	
	La Junta, Colo.	Denver, Colo.	181.08	
	Isleta, N. M.	Deming, N. M.	220.40	
	Hincon, N. M.	Texas State Line	56.40	
	Kern Jct., Cal.	Point Richmond, Cal.	306.48	
	Barstow, Cal.	National City, Cal.	279.10	
	San Bernardino, Cal.	Orange, Cal.	47.30	3,879.54
1. b Atchison, Topeka & Santa Fe Ry.	Ancona, Ill.	Streator Jct., Ill.	30.73	
	Pekin Jct., Ill.	Pekin, Ill.	21.30	
	Lexington Jct., Mo.	St. Joseph, Mo.	76.40	
	Holliday, Kan.	Emporia Jct., Kas.	111.03	
	Wilder, Kas.	Topeka, Kas.	52.70	
	Lawrence, Kas.	Hawthorne, Kas.	45.41	
	Burlingame, Kas.	Ottawa, Kas.	27.19	
	Osage City, Kas.	Alma, Kas.	34.30	
	Burlington Jct., Kas.	Quenemo, Kas.	19.42	
	Chanute, Kas.	Gridley, Kas.	52.32	
	Emporia, Kas.	Yates Center, Kas.	24.71	
	Madison Jct., Kas.	Chicopee, Kas.	57.71	
	Cherryvale, Kas.	Moline, Kas.	83.20	
	Independence, Kas.	Benedict Jct., Kas.	40.57	
	Havanna, Kas.	Coffeyville, Kas.	17.98	
	State Line, Kas.	Cedarvale, Kas.	54.79	
	Strong City, Kas.	Caney, Kas.	5.39	
	Neva, Kas.	Tulsa, I. T.	67.13	
	Abilene, Kas.	Bazar, Kas.	11.08	
	Manchester, Kas.	Nebraska State Line	151.83	
	Florence, Kas.	Salina, Kas.	22.56	
	Little River, Kas.	Barnard, Kas.	43.56	
	Augusta, Kas.	Ellinwood, Kas.	98.21	
	Newkirk, Okla.	Holyrood, Kas.	28.30	
	Guthrie Jct., Okla.	Wellington, Kas.	28.38	
	Ripley, Okla.	Purcell, I. T.	149.40	
	Seward, Okla.	Cushing Jct., Okla.	47.85	
	Pauls Valley, I. T.	Esau Jct., Okla.	40.41	
	Davis, I. T.	Cashion, Okla.	10.60	
	Hutchinson, Kas.	Lindsey, I. T.	24.18	
	Wichita, Kas.	Sulphur, I. T.	9.28	
	Attica, Kas.	Ponca City, Okla.	141.38	
	Wellington, Kas.	Pratt, Kas.	79.77	
	Great Bend, Kas.	Englewood, Kas.	169.33	
	Larned, Kas.	Medicine Lodge, Kas.	21.08	
	Canon Jct., Colo.	Caldwell, Kas.	30.44	
	Clelland, Colo.	Tonkawa, Okla.	43.36	
	Las Vegas, N. M.	Scott City, Kas.	120.07	
		Jetmore, Kas.	45.33	
		Rockvale, Colo.	24.21	
		Canon City, Colo.	6.83	
		Las Vegas Hot Springs N. M.	9.01	

BOARD OF RAILROAD COMMISSIONERS

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From--	To--		
	Lamy, N. M.	Santa Fe, N. M.	18.13	
	Socorro, N. M.	Magdalena, N. M.	27.39	
	Nutt, N. M.	Lake Valley, N. M.	13.52	
	Deming, N. M.	Silver City, N. M.	46.50	
	Whitewater, N. M.	Santa Rita, N. M.	18.80	
	Hanover Jct., N. M.	Pierro, N. M.	6.66	
	Corcoran Jct., Cal.	Calwa Jct., Cal.	68.53	
	San Bernardino, Cal.	Highland Jct. via Mentone, Cal.	25.29	
	Highgrove, Cal.	Temecula, Cal.	45.23	
	Perris, Cal.	San Jacinto, Cal.	19.44	
	Elsinore Jct., Cal.	Alberhill, Cal.	7.76	
	Redondo Jct., Cal.	Redondo, Cal.	20.69	
	Los Angeles Jct., Cal.	Fallbrook, Cal.	18.05	
	Escondido Jct., Cal.	Escondido, Cal.	21.30	537.97
2. R. G. & E. P. R. R.	Texas State Line.	El Paso, Tex.	20.17	
	Western Arizona Ry.	McConnico, Ariz.	21.57	
	California Eastern Ry.	Goffs, Cal.	45.21	
	Barwell & Searchlight Ry.	Ivanpah, Cal.	45.21	
	Randsburg Ry.	Searchlight, Nev.	23.00	
	Fresno County Ry.	Johannesburg, Cal.	28.64	
	Oakdale Western Ry.	Wahtoke, Cal.	6.68	
	Oakland & East Side R. R.	Riverbank, Cal.	6.30	
		Richmond, Cal.	11.32	102.50
3. Southern Pacific R. R.	Near Needles, Cal.	Mojave, Cal.		242.55
5. C. & W. I. R. R.	Dearborn Sta., Chicago, Ill.	Stewart Ave. Chicago	1.43	
T. P. & W. Ry.	Streator Jct., Ill.	Pekin Jct., Ill.	5.91	
K. C. Belt Ry.	Big Blue Jct., Mo.	Kansas City, Mo.	6.50	
Union Depot Co.	Kansas City Terminal, Mo.	Kansas City, Mo.	.16	
		Kansas City, Mo.	.03	
Union Depot Co.	St. Joseph, Mo.	St. Joseph, Mo.	.21	
St. Joseph Terminal R. R.	St. Joseph, Mo.	Winthrop, Mo.	.97	
C. R. I. & P. Ry.	St. Joseph, Mo.		.30	
Atchison Bridge	Atchison, Kas.		.12	
Atchison U. D. & R. R.	Atchison, Kas.		.30	
Missouri Pac. Ry.	Caney, Kas.	Kansas State Line	1.33	
C. & N. W. Ry.	Kansas State Line	Superior, Neb.	2.53	
Midland Valley R. R.	Tulsa, I. T.		.75	
Union Depot Co.	Denver, Colo.		.17	
Colorado & Southern Ry.	Denver, Colo.		.05	
Southern Pac. R. R.	Mojave, Cal.	Kern Jct., Cal.	67.01	106.25
Total				5,928.30

OFFICERS

Title	Name	Location of Office
President	E. P. Ripley.....	Chicago.
Assistant to President.....	A. M. Payson.....	San Francisco.
Second Vice President.....	J. W. Kendrick.....	Chicago.
Third Vice President.....	Geo. T. Nicholson.....	Chicago.
Fourth Vice President.....	W. B. Jansen.....	Chicago.
Secretary and Treasurer.....	E. L. Copeland.....	Topeka.
Assistant Secretary.....	L. C. Deming.....	New York.
Assistant Secretary.....	W. J. Eddy.....	Chicago.
Assistant Treasurer.....	H. W. Gardiner.....	New York.
General Counsel.....	Walker D. Hines.....	New York.
Comptroller.....	D. L. Gallup.....	New York.
Deputy Comptroller.....	A. E. Waterhouse.....	New York.
General Auditor.....	W. E. Bailey.....	Chicago.
Assistant General Auditor.....	J. E. Baxter.....	Chicago.
Auditor of Disbursements.....	A. L. Conrad.....	Topeka.
Freight Auditor.....	A. A. Hayes.....	Topeka.
Assistant Freight Auditor.....	E. L. Mooney.....	Topeka.
Ticket Auditor.....	J. P. Mitchell.....	Topeka.
Consulting Auditor.....	H. C. Whitehead.....	Chicago.
General Manager.....	J. E. Hurley.....	Topeka.
Chief Engineer, System.....	W. B. Storey, Jr.....	Chicago.
Chief Engineer.....	C. A. Morse.....	Topeka.
Consulting Engineer.....	James Dun.....	Chicago.
General Superintendent.....	F. C. Fox.....	Topeka.
General Superintendent.....	R. J. Parker.....	La Junta.
Superintendent of Telegraph.....	C. H. Gaunt.....	Topeka.
Signal Engineer.....	T. S. Stevens.....	Topeka.
Superintendent of Transportation.....	C. W. Kouns.....	Chicago.
Car Accountant.....	J. W. Nowers.....	Topeka.
Superintendent of Motive Power.....	Alfred Lovell.....	Chicago.
Asst. Supt. of Motive Power.....	H. W. Jacobs.....	Topeka.
General Purchasing Agent.....	W. E. Hodges.....	Chicago.
Asst. General Purchasing Agent.....	M. J. Collins.....	Chicago.
Asst. General Purchasing Agent.....	F. E. Connors.....	Chicago.
General Solicitor.....	Gardiner Lathrop.....	Chicago.
General Attorney.....	Robert Dunlap.....	Chicago.
Claims Attorney.....	F. T. A. Junkin.....	Chicago.
Tax Commissioner.....	J. D. M. Hamilton.....	Topeka.
Chief Surgeon.....	E. T. Cartledge.....	Topeka.
Freight Traffic Manager.....	J. P. Kaster.....	Topeka.
Asst. Freight Traffic Manager.....	J. E. Gorman.....	Chicago.
Asst. Freight Traffic Manager.....	F. B. Houghton.....	Chicago.
Passenger Traffic Manager.....	E. Chambers.....	San Francisco.
Asst. Passenger Traffic Manager.....	W. J. Black.....	Chicago.
General Freight Agent.....	J. J. Byrne.....	Los Angeles.
Asst. General Freight Agent.....	W. A. Bissell.....	San Francisco.
Asst. General Freight Agent.....	J. R. Koontz.....	Topeka.
Asst. General Freight Agent.....	R. G. Merrick.....	Topeka.
Asst. General Freight Agent.....	F. C. Maegly.....	Chicago.
Asst. General Freight Agent.....	F. H. Manter.....	Chicago.
Asst. General Freight Agent.....	C. W. Cook.....	Chicago.
Asst. General Freight Agent.....	J. J. Coleman.....	Chicago.
General Passenger Agent.....	J. M. Connell.....	Topeka.
Asst. General Passenger Agent.....	E. J. Shakeshaft.....	Topeka.
General Baggage Agent.....	P. Walsh.....	Topeka.

ORGANIZATION

Names of Directors	Address	Date of Expiration of Term
H. Rieman Duval.....	New York.....	1907
Thomas P. Fowler.....	New York.....	1907
Charles S. Gled.....	Topeka.....	1907
Victor Morawetz.....	New York.....	1907
Edward J. Berwind.....	New York.....	1908
John G. McCullough.....	Vermont.....	1908
Henry C. Frick.....	Pittsburg.....	1908
Andrew C. Jones.....	Wichita, Kans.....	1908
Benjamin P. Cheney.....	Boston.....	1909
George G. Haven.....	New York.....	1909
Henry H. Rogers.....	New York.....	1909
Howel Jones.....	Topeka.....	1910
Edward P. Ripley.....	Chicago.....	1910
Byron L. Smith.....	Chicago.....	1910
Charles Steele.....	New York.....	1910

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

1. Total number of stockholders at date of last election, 17,424.
2. Date of last meeting of stockholders for election of directors, October 25, 1906.
3. Postoffice address of general office, Topeka, Kansas.
4. Postoffice address of operating office, Topeka, Kansas.

CHICAGO, ANAMOSA & NORTHERN RAILWAY

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—		
Chicago, Anamosa & Northern Ry.	Anamosa	Coggon	19.00	

OFFICERS

Title	Name	Location of Office
President	Henry Kiene	Dubuque, Iowa.
First Vice President	Peter Kiene	Dubuque, Iowa.
Secretary	T. W. Ruete	Dubuque, Iowa.
Treasurer	C. H. Eighmey	Dubuque, Iowa.
Assistant Treasurer	Paul Kiene	Anamosa, Iowa.
Attorney, or General Counsel	H. C. Kenline	Dubuque, Iowa.
General Manager	John Wunderlich	Anamosa, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Peter Kiene	Dubuque, Iowa.	January 18, 1908.
C. H. Eighmey	Dubuque, Iowa.	January 18, 1908.
T. W. Ruete	Dubuque, Iowa.	January 18, 1908.
Henry Kiene	Dubuque, Iowa.	January 18, 1908.
B. A. Scott	Detroit, Mich.	January 18, 1908.

- Total number of stockholders at date of last election, 5.
- Date of last meeting of stockholders for election of directors, January, 18, 1907.
- Postoffice address of general office, Anamosa, Iowa.
- Postoffice address of operating office, Anamosa, Iowa.

CHICAGO, BURLINGTON & QUINCY 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 Chicago, Burl. & Quincy R.R.	Chicago, Ill.	Pacific Jct. Ia.	471.65	
	Galesburg, Ill.	Quincy, Ill.	92.91	
	Galesburg, Ill.	Peoria, Ill.	52.77	
	Pacific Jct., Ia.	Kearney, Neb.	195.68	822.41
1. b Chicago, Burl. & Quincy R.R.	Aurora, Ill.	W. Chicago, Ill.	12.35	
	Peoria & Hannibal R. R.	Lewistown, Ill.	30.13	
	Chicago & Iowa R. R.	Kushville, Ill.	32.66	
	Chicago, Rock & Mo. R. R.	Forreston, Ill.	78.45	
	Ottawa, Osw. & Fox R. R.	Flag Center, Ill.	23.50	
	Ill. Valley & Nor. R. R.	Rockford, Ill.	67.25	
	Chicago & Rock River R. R.	Streator, Ill.	59.52	
	Joliet, Rock & Nor. R. R.	Shabbona, Ill.	47.98	
	Ill. Grand Trunk R. R.	Sheridan Jct.	19.54	
		Mendota, Ill.	65.40	
	Dixon, Peoria & Han. R. R.	Buda, Ill.	44.82	
	Galesburg & Rio R. R.	Galesburg, Ill.	12.22	
	American Central R. R.	Galva, Ill.	50.83	
	Dixon & Quincy R. R.	Keithsburg Jct.	6.55	
	Carthage & Burl. R. R.	Carthage Jct.	71.21	
	Quincy & Warsaw R. R.	Carthage	40.44	
	St. L., R. I. & Chicago R. R.	Sterling	228.98	
		Rock Island	17.13	
	Jackson & Concord R. R.	Gladstone	9.56	
	Jackson & St. Louis R. R.	Concord	111.96	
	Northern & Sou. Ill. R. R.	Jacksonville	52.80	
	F. C. N. G.	Centralia	57.29	
	Quincy, Alton & St. L. R. R.	Galesburg	46.33	
		Albia, Ia.	32.97	
	Albia, Knoxville & D. M.	Knoxville, Ia.	32.92	
	Des M. & Knoxville R. R.	Des Moines, Ia.	55.82	
	Chicago, Ft. M. & D. M. R.R.	Pt. Madison, Ia.	36.54	
	Burl. & Mo. R. R.	Chariton, Ia.	44.61	
		Creston, Ia.	39.17	
		Red Oak, Ia.	57.72	
	Leon, Mt. Ayr & S. W. R. R.	Bethany, Ia.	45.56	
		Albany, Mo.	46.18	
	St. Jos. & Des M. R. R.	Grant City, Mo.	19.98	
	Grant City & Sou. R. R.	Chariton, Ia.	39.49	
	Char., Des M. & Sou. R. R.	Fontanelle, Ia.	27.50	
	Creston & Nor. R. R.	Cumberland, Ia.	20.53	
	Western Iowa R. R.	Villisca, Ia.	35.02	
	Brownville & Nod. Val. R. R.	Clarinda, Ia.	17.85	
	Clarinda, Colo. Sp. & SW.	Red Oak, Ia.	18.04	
	Red Oak & Atl. R. R.	Hastings, Ia.	21.12	
	Neb. City & Nor. E. R. R.	Hastings, Ia.	15.79	
	Hastings & Avoca R. R.	Oregon, Ill.	319.42	
	Chicago, Burl. & Nor. R.R.	Fulton, Ill.	16.49	
		E. Winona, Wis.	1.34	
		Galena Jct.	3.62	
		At Dubuque, Ia.	.53	

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Republican Valley R. R.	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.	Colo. State Line	239.41	
	Aurora, Neb.	Gr. Island, Neb.	18.51	
	Aurora, Neb.	Hastings, Neb.	27.75	
	Table Rock	Lester, Neb.	143.26	
Omaha & So. Western R. R.	Omaha, Neb.	Oreapolis, Neb.	16.88	
	Crete, Neb.	Beatrice, Neb.	31.04	
	Pappio, Neb.	Gilmore Jct., Neb.	3.47	
Neb. Railway	Nemaha, Neb.	York, Neb.	130.53	
	Neb. Cy. Bdg. Line		5.02	
Lincoln & N. W. R. R.	Lincoln, Neb.	Columbus, Neb.	73.49	
Atch. & Neb. R. R.	Atchison, Kas.	Lincoln, Neb.	144.05	
	Rule Bdg. Line		3.42	
St. Joseph & Neb. R. R.	Napier, Mo.	Roswell, Mo.	5.86	
Neb. & Colo. R. R.	Chester, Neb.	Fairmont, Neb.	45.19	
	Kenesaw, Neb.	Oxford, Neb.	60.07	
	De Witt, Neb.	Colo. State Line	298.32	
	Edgar, Neb.	Superior, Neb.	28.53	
	Odell, Jct.	Concordia, Kan.	71.04	
Chicago, N. & Kas. R. R.	Republican, Neb.	Oberlin, Kan.	78.23	
Rep. Valley, Kan. & S.W.	Orleans, Neb.	Kan. State Line	59.61	
Oxford & Kan. R. R.	Colo. St. Line, Neb.	Denver, Colo.	174.89	
Burl. & Colo. R. R.	Colo. St. Line, Neb	Wyo. St. Line, Col.	144.58	
Colorado & Wyoming R. R.	Colo. St. Line, Wyo	Cheyenne Wyo.	29.01	
Cheyenne & Burlington	Neb. State Line	St. Francis, Kas.	74.18	
Beaver Valley R. R.	Central City, Neb.	Ericson, Neb.	62.94	
Lincoln & Blk. H. R. R.	Greeley Center, Neb.	Burwell, Neb.	49.38	
	Palmer, Neb.	Sargent, Neb.	73.29	
Gr. Isl. & Wyo. Cen. R. R.	Grand Island, Neb.	Wyo. St. Line, S.D.	401.32	
	Edgemont Jct., S.D	Deadwood, S.D.	106.40	
	Minnekahta, S. D.	Hot Springs	13.34	
	Englewood, S. D.	Spearfish, S. D.	31.91	
	Hill City Jct.	Keystone, S. D.	9.50	
Kan. City & Omaha R. R.	Stromsburg, Neb.	Alma, Neb.	149.55	
	McColl Jct., Neb.	K C & O Jct., Neb	43.53	
Gr. Island & No. Wyoming	Wyo. St. Line, Neb.	Mont. St. Line,		
	Wyo.		299.59	
Newcastle, Wyo.		Cambria, Wyo.	7.00	
Big Horn Sou. R. R.	Mont. State Line	Huntley, Mont.	101.74	
Denver, Utah & Pac.	Denver, Colo.	Utah Jct., Colo.	3.00	
	Burns Jct., Colo.	Lyons, Colo.	32.67	
Rep. Valley & Wyo. R. R.	Culbertson, Neb.	Imperial, Neb.	49.17	
Omaha & North Platte	Omaha, Neb.	Schuyler, Neb.	50.50	
	At So. Omaha, Neb		.60	
Neb., Wyo. & Western R. R.	Alliance Jct.	Guernsey, Wyo.	137.68	
	Northport, Neb.	Colo. State Line	83.28	
Denver & Montana R. R.	Colo.-Neb. St. Line	Sterling, Colo.	27.85	
	Union, Colo.	Brush, Colo.	11.39	
Chic., Burl. & Quincy R. R.	Toluca, Mont.	Cody, Wyo.	130.15	
Black Hills & Ft. P.	Lead, S. D.	Piedmont, S. D.	36.57	
	Bucks	Este, S. D.	18.21	
Big Horn R. R.	Frannie	Worland	91.04	
Sioux City & Western Ry.	Ashland Jct.	Sioux City Jct.	102.99	
Keokuk & Western R. R.	Alexandria, Mo.	Van Wert, Ia.	142.71	
Ham. & Shen. R. R.	Van Wert, Ia.	Shenandoah, Ia.	95.34	
Des M. & Kansas City	Des Moines, Ia.	Gainsville, Mo.	105.62	
Kan. City & St. Jos. R. R.	Hannibal, Mo.	St. Joseph, Mo.	206.52	
	At St. Joseph		2.87	
Quincy Bdg. R. R. Co.	At Quincy, Ill.	At Quincy, Ill.	1.04	
Quincy & Palmyra R. R.	Quincy, Ill.	Palmyra Jct.	12.85	
	At Quincy Ill		1.02	
Kan. City & Cameron R. R.	Cameron Jct. Mo.	Kansas City, Mo.	52.83	
Keokuk & St. Paul R. R.	Burlington, Ia.	Keokuk, Ia.	42.33	
St. L. R. & N. W. R. R.	Keokuk, Ia.	St. Louis, Mo.	167.13	
Old Monroe & Mexico	Old Monroe	Felton	63.27	

BOARD OF RAILROAD COMMISSIONERS

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Keokuk & N. W. R. R.	Mt. Pleasant Jct.	Keokuk, Ia.	48.01	
Kan. Cy. St. J. & C. B. R. R.	Kansas City, Mo.	Council Bluffs, Ia.	130.80	
	E. Leavenworth	Stillings, Mo.	1.05	
	Armour, Mo.	Winthrop, Mo.	3.81	
	Amazonia, Mo.	Hopkins, Mo.	50.44	
	Bigelow, Mo.	Burlington Jct.	81.54	
	Corning, Mo.	Northboro, Ia.	27.61	
	C. B. & K. C. R. R.	Bloomfield, Ia.	50.79	
	Moulton, Ia.	Carrollton, Mo.	121.24	
	Sedan, Ia.	Morcyville, Mo.	52.04	
	Mediapolis, Ia.	Oskaloosa, Ia.	90.88	
	Oskaloosa, Ia.	Tracey, Ia.	13.16	
	Winfield, Ia.	Washington, Ia.	18.84	
	Pluma, S. D.	Lead City, S. D.	2.00	
	Kirk, S. D.	Terry, S. D.	3.60	
	Nevada Gulch Line		2.56	
	White Tail above		1.07	
	Extension up North	Fork of White Tail	.90	
	Galena Jct., S.D.	Galena, S. D.	6.95	7,876.97
5. Penn. R. R.	At Chicago, Ill.	E. Dubuque, Ill.	1.22	
	Ill. Central R. R.	Portage Curve	12.41	
	Dun. & Dub. Bdg. Co.	E. Dubuque, Ill.	1.12	
	C. & N. W. Ry.	Clinton, Ia.	.98	
	C. C. & St. L. Ry.	E. Alton, Ill.	19.05	
	D. R. I. & N. W. Ry.	Rock Island, Ill.	38.02	
	Wabash R. R.	Bloomfield, Ia.	14.11	
	Union Pacific Ry.	Moulton, Ia.	2.79	
		U. P. Transfer	4.54	
		Gilmore, Neb.	23.67	
		Sterling, Colo.	11.45	
		St. Paul, Minn.	.58	
Great Northern Ry.	At Minneapolis		2.31	
St. Paul U. D. Co.	At Minneapolis		.98	
Minneapolis Union Ry. Co.	Winona Bdg. Ry.	Winona, Minn.	7.03	
Winona Bdg. Ry.	At St. Louis, Mo.	to E. St. Louis, Ill.	.39	
Terminal R. R. Assn.	At Hannibal, Mo.		.44	
Mo. Kan. & Tex. Ry.	At Hannibal, Mo.		.03	
Wabash R. R.	At Keokuk, Ia.		.34	
Keokuk & Ham. Bdg. Co.	At Louisiana, Mo.		.30	
Chicago & Alton R. R.	At Kansas City		.39	
Kansas City Union Dep. Co.	Winthrop, Mo.	State Line	.10	
Atchison & Kas. Bdg. Co.	At Atchison, Kan.		1.73	
Atch. Union Dep. & R. R. Co.	Stillings, Mo.	Leavenworth, Kas.	.41	
Leav. Bdg. & Term. Co.	At So. Omaha, Neb.		11.30	
So. Omaha S. Y. Co.	Utah Jct., Colo.	Burns Jct., Colo.	13.62	
Colo. & Sou. Ry. Co.	Huntley, Mont.	Billings, Mont.	.23	
Northern Pac. Ry.	At Carson, Ia.		2.07	
C. R. I. & P. Ry.	E. Louisiana, Ill.	Louisiana, Mo.	13.77	
Chicago & Alton Ry.	Burlington, Ia.	Mediapolis, Ia.	12.00	
C. R. I. & P. Ry.	At St. Joseph, Neb.	Endicott, Neb.	2.65	
Union Pacific Ry.	At Fairfield, Neb.		2.89	
St. J. & G. I. R. R.	At Des Moines, Ia.		.52	
	At Milan, Mo.		.02	
Des Moines Union R. R. Co.	At Felton, Mo.		.07	
Quincy, Omaha & K. C. Ry.	At Jacksonville		.48	
Chicago & Alton R. R.	At Jacksonville		4.27	
Jacksonville Midland	Wann	Alton	.58	
C. P. & St. L. Ry.	West Alton	Wann	.69	
Chicago & Alton R. R.	At Sioux City		3.19	
M. & I. B. & B. R. R.	Sioux City Jct.	Jct. with Combination bridge track	1.18	215.00
C. M. & St. P. Ry.				
Great Northern Rd.				
Combination Bridge Co.	At Sioux City			
Total				8,875.97

OFFICERS

Title	Name	Location of Office
President	Geo. B. Harris	Chicago, Ill.
Assistant to President	W. W. Baldwin	Burlington, Iowa.
First Vice President	D. Miller	Chicago, Ill.
Second Vice President	D. Willard	Chicago, Ill.
Secretary	T. S. Howland	Chicago, Ill.
Treasurer	T. S. Howland	Chicago, Ill.
General Counsel	J. W. Blythe	Burlington, Iowa.
General Solicitor	C. M. Dawes	Chicago, Ill.
General Auditor	C. F. Manderson	Omaha, Nebr.
General Auditor	O. M. Spencer	St. Joseph, Mo.
Assistant General Auditor	C. L. Sturgis	Chicago, Ill.
Auditor	Geo. B. Dunbar	Chicago, Ill.
General Manager	W. P. Durkee	Omaha, Nebr.
General Manager	J. M. Gruber	Chicago, Ill.
Chief Engineer	G. W. Holdredge	Omaha, Nebr.
General Superintendent	T. E. Calvert	Chicago, Ill.
General Superintendent	H. D. Judson	Chicago, Ill.
General Superintendent	W. B. Throop	Burlington, Iowa
General Superintendent	Geo. T. Ross	St. Louis, Mo.
General Superintendent	H. E. Byram	Lincoln, Nebr.
General Superintendent	L. B. Allen	Alliance, Nebr.
Superintendent of Telegraph	W. W. Ryder	Chicago, Ill.
Freight Traffic Manager	G. H. Crosby	Chicago, Ill.
General Freight Agent	W. B. Hamblin	Chicago, Ill.
General Freight Agent	W. Gray	St. Louis, Mo.
General Freight Agent	C. E. Spens	Omaha, Nebr.
Asst. General Freight Agent	E. R. Puffer	Chicago, Ill.
Asst. General Freight Agent	Geo. Morton	Chicago, Ill.
Asst. General Freight Agent	G. P. Lyman	St. Paul, Minn.
Asst. General Freight Agent	A. L. West	St. Joseph, Mo.
Asst. General Freight Agent	A. B. Smith	Omaha, Nebr.
Asst. General Freight Agent	F. Montmorency	Omaha, Nebr.
Asst. General Freight Agent	W. W. Johnston	Omaha, Nebr.
Asst. General Freight Agent	W. A. Holley	Chicago, Ill.
Passenger Traffic Manager	P. S. Eustis	Chicago, Ill.
General Passenger Agent	Jno. Francis	Chicago, Ill.
General Passenger Agent	L. W. Wakeley	Omaha, Nebr.
Asst. General Passenger Agent	F. E. Bell	Chicago, Ill.
Asst. General Passenger Agent	W. A. Lator	St. Louis, Mo.
Asst. General Passenger Agent	J. E. Buckingham	Omaha, Nebr.
General Baggage Agent	John De Witt	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
John F. Talmage	New York City	November 6, 1907.
George F. Baker	New York City	November 6, 1907.
George C. Clark	New York City	November 6, 1907.
William P. Clough	New York City	November 6, 1907.
George B. Harris	Chicago, Ill.	November 6, 1907.
James J. Hill	St. Paul, Minn.	November 6, 1907.
James N. Hill	New York City	November 6, 1907.
John J. Mitchell	Chicago, Ill.	November 6, 1907.
Chas. E. Perkins	Burlington, Iowa	November 6, 1907.
Norman B. Ream	New York City	November 6, 1907.
Samuel Thorne	New York City	November 6, 1907.

1. Total number of stockholders at date of last election, 422.
2. Date of last meeting of stockholders for election of directors, November 7, 1906.
3. Postoffice address of general office, 209 Adams St., Chicago, Ill.
4. Postoffice address of operating office, 209 Adams St., Chicago, Ill.

CHICAGO GREAT WESTERN RAILWAY COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified 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 named road	Miles of line for each named road
	From—	To—		
1. a Chicago Great Western Ry.	Minneapolis Depot. St. Paul, Minn.	M. & St. L. Ry. Dubuque, Ia.	.41	
	Galena Jct., Ill.	Forest Home, Ill.	252.80	
	Oelwein, Ia.	Des Moines, Ia.	147.51	
	Freight Line through Des Moines, Ia.	St. Joseph, Mo.	130.32	
	So. Des Moines, Ia.	Beverly, Mo.	8.48	
	Bee Creek, Mo.		.33	
			156.42	712.99
			22.92	
1. b Mantorville Branch	Eden, Minn.	Mantorville, Minn.	6.95	
	Sycamore, Ill.	De Kalb, Ill.	5.81	
	Cedar Falls Branch	Wilson Jct., Ia.	7.48	30.24
2. De Kalb Great Western	Included in b.			
3. None.				738.23
4. None.				
5. Minneapolis & St. Louis Ry.	In Minneapolis		.11	
	Minneapolis	St. Paul	9.80	
	St. Paul & Northern Pacific		.69	
	St. Paul Union Depot Co.			
	Dubuque & Dunleith Bridge Co.	Dubuque, Ia.	.59	
	East Dubuque, Ill.	Portage Curve, Ill.	13.22	
	Illinois Central R. R.			
	Chicago, Burlington & Northern Ry.	Galena Jct., Ill.	.51	
	Chicago Terminal Transfer Co.	Portage Curve, Ill.		
	Forest Home, Ill.	Chicago, Ill.	19.34	
	Des Moines Union Ry.	In Des Moines, Ia.	2.23	
	Chicago, Burlington & Quincy Ry.	In Des Moines, Ia.	.52	
	Kansas City, St. Joe & Council Bluffs Ry.	In St. Joseph, Mo.	.81	
	St. Joe Terminal	In St. Joseph, Mo.	.40	
	Atchison, Topeka & Santa Fe Ry.	St. Joseph, Mo.	7.66	
	Chicago, Rock Island & Pacific Ry.	Beverly, Mo.	3.66	
	Leavenworth Br. & Terminal Ry.	Stillings, Mo.	1.38	
	Leavenworth, Topeka & S. W. Ry.	Leavenworth, Kan.	1.40	
	Atchison, Topeka & Santa Fe Ry.	S. Leavenworth, Kan.	2.30	
	Kansas City & Northwestern	Soldiers' Home, Kan.	27.31	
	Suburban Belt Ry.	Kansas City, Kas.	2.20	85.13
				818.35

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	A. B. Stickney.....	St. Paul, Minn.
President.....	A. B. Stickney.....	St. Paul, Minn.
First Vice President.....	Ansel Oppenheim.....	New York, N. Y.
Second Vice Pres. and Gen. Mgr.....	S. C. Stickney.....	St. Paul, Minn.
Third Vice President.....	L. S. Cass.....	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.....	See 2d Vice-President	
Chief Engineer.....	W. H. Chadbourn.....	St. Paul, Minn.
General Superintendent.....	G. A. Goodell.....	St. Paul, Minn.
Division Superintendent.....	C. E. Dafee.....	St. Paul, Minn.
Division Superintendent.....	C. P. Stempel.....	Chicago, Ill.
Division Superintendent.....	C. L. Nichols.....	Des Moines, Iowa.
General Freight Agent.....	W. E. Pinckney.....	St. Paul, Minn.
Asst. General Freight Agent.....	G. F. Thomas.....	St. Paul, Minn.
Asst. General Freight Agent.....	E. E. Watson.....	St. Paul, Minn.
Asst. General Freight Agent.....	F. H. Tibbitts.....	Chicago, Ill.
Asst. General Freight Agent.....	J. C. Iise.....	Chicago, Ill.
Asst. General Freight Agent.....	C. R. Berry.....	St. Joseph, Mo.
General Passenger Agent.....	J. P. Elmer.....	St. Paul, Minn.
Asst. General Passenger Agent.....	R. F. Malone.....	St. Paul, Minn.
General Ticket Agent.....	J. P. Elmer.....	St. Paul, Minn.
Asst. General Ticket Agent.....	R. F. Malone.....	St. Paul, Minn.
General Baggage Agent.....	G. T. Spilman.....	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Frederick Weyerhauser.....	St. Paul, Minn.....	September, 1907.
A. B. Stickney.....	St. Paul, Minn.....	September, 1907.
Ansel Oppenheim.....	St. Paul, Minn.....	September, 1908.
J. W. Lusk.....	St. Paul, Minn.....	September, 1909.
S. C. Stickney.....	St. Paul, Minn.....	September, 1909.
R. C. Wight.....	St. Paul, Minn.....	September, 1909.
C. O. Kalman.....	St. Paul, Minn.....	September, 1907.
T. H. Wheeler.....	New York, N. Y.....	September, 1908.
H. E. Fletcher.....	Minneapolis, Minn....	September, 1908.

1. Total number of stockholders at date of last election, 5,243.
2. Date of last meeting of stockholders for election of directors, September 6, 1906.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn.

MASON CITY & FORT DODGE RAILROAD COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From--	To--		
1. a Mason City & Ft. Dodge R. Co.	Hayfield, Minn.	Clarion, Ia.	99.71	
	Clarion, Ia.	Ft. Dodge, Ia.	28.05	
	Ft. Dodge, Ia.	Council Bluffs, Ia.	132.90	
	Oelwein, Ia.	Clarion, Ia.	98.09	
	Spur to Ft. Dodge Depot .....		.79	359.54
1. b Lehigh Branch	Ft. Dodge, Ia.	Lehigh, Ia.	15.69	
Coalville Branch	Carbon Jet., Ia.	Coalville, Ia.	2.90	18.50
2. None.				378.13
3. None.				
4. None.				
5. Union Pacific Ry.	Council Bluffs, Ia.	Omaha, Neb.	3.11	
	Omaha, Neb.	So. Omaha, Neb.	5.01	8.12
Total				386.25

OFFICERS

Title	Name	Location of Office
President	A. B. Stickney	St. Paul, Minn.
Vice President	G. H. Prince	St. Paul, Minn.
Secretary	P. C. Weed	St. Paul, Minn.
Treasurer	R. O. Barnard	St. Paul, Minn.
Assistant Secretary	O. Cornelsen	St. Paul, Minn.
Attorney, or General Counsel	A. G. Briggs	St. Paul, Minn.
Auditor	C. O. Kalman	St. Paul, Minn.
General Manager	S. C. Stickney	St. Paul, Minn.
Chief Engineer	W. H. Chadbourn	St. Paul, Minn.
General Superintendent	G. A. Goodell	St. Paul, Minn.
Division Superintendent	L. M. Shipley	Clarion, Iowa
General Freight Agent	W. E. Pinckney	St. Paul, Minn.
General Passenger Agent	J. P. Elmer	St. Paul, Minn.
General Ticket Agent	J. P. Elmer	St. Paul, Minn.
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.	September 17, 1907
G. H. Prince	St. Paul, Minn.	September 17, 1907
Oliver Crosby	St. Paul, Minn.	September 17, 1907
A. H. Lindeve	St. Paul, Minn.	September 17, 1907
G. W. Wattles	St. Paul, Minn.	September 17, 1907

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors, September 17, 1906.
3. Postoffice address of general office, Ft. Dodge, Iowa.
4. 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 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 Wisconsin, Minnesota & Pacific R. R.	Mankato, Minn.	Red Wing, Minn.	95.79	213.90
	Red Wing, Minn.	Osage, Ia.	118.20	
1. b Wisconsin, Minnesota & Pacific R. R.	Winona, Minn.	Simpson, Minn.	54.20	57.10
	Claybank Jct., Minn.	Claybank, Minn.	1.30	
	Red Wing, Minn.	Sewer Pipe Works	.90	
Total				271.00

OFFICERS

Title	Name	Location of Office
President	F. B. Kellogg	St. Paul, Minn.
First Vice President	A. B. Stickney	St. Paul, Minn.
Secretary	G. F. Phillee	St. Paul, Minn.
Treasurer	H. O. Barnard	St. Paul, Minn.
Assistant Secretary	Homer L. Farr	New York, N. Y.
General Solicitor	F. B. Kellogg	St. Paul, Minn.
Auditor	C. O. Kalman	St. Paul, Minn.
General Manager	S. C. Stickney	St. Paul, Minn.
Chief Engineer	W. H. Chadbourn	St. Paul, Minn.
General Superintendent	G. A. Goodell	St. Paul, Minn.
Division Superintendent	C. L. Weston	Red Wing, Minn.
General Freight Agent	W. E. Pinckney	St. Paul, Minn.
Asst. General Freight Agent	E. E. Watson	St. Paul, Minn.
General Passenger Agent	J. P. Elmer	St. Paul, Minn.
Asst. General Passenger Agent	R. F. Malone	St. Paul, Minn.
General Ticket Agent	J. P. Elmer	St. Paul, Minn.
Asst. General Ticket Agent	R. F. Malone	St. Paul, Minn.
General Baggage Agent	G. T. Spillman	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. B. Kellogg	St. Paul, Minn.	
A. B. Stickney	St. Paul, Minn.	
R. C. Wright	St. Paul, Minn.	
Kenneth Clark	St. Paul, Minn.	
C. A. Severance	St. Paul, Minn.	

1. Total number of stockholders at date of last election, 6.
2. Postoffice address of general office, St. Paul, Minn.
3. Postoffice address of operating office, St. Paul, Minn.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY

PROPERTY OPERATED

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

Miles of Road by States June 30, 1907

Name	Terminals		Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
	From—	To—									
Chicago & Milwaukee Division	Chicago	Milwaukee	45.06	27.92							82.98
	Rondout	Janesville	31.07	34.57							65.64
	Libertyville	Branch	.66								.66
Chicago & Evanston Division	Chicago	Llewellyn Park	13.75								13.75
Chicago & Council Bluffs Division (in Illinois)	North Chicago	Pacific Junction	3.39								3.39
	Pacific Junction	Savanna	133.18								133.18
	Galewood	Dunning	2.98								2.98
	Savanna	Iowa Line	2.30								2.30
	Savanna	East Moline	47.79								47.79
	Ashdale	Ebner	15.10								15.10
Chicago & Council Bluffs Division (in Iowa)	Illinois Line	Council Bluffs			348.46						348.46
	Sabula Junction	Green Island			11.90						11.90
	Green Island	Browns			11.68						11.68
	Elk River Junction	Clinton			10.58						10.58
	Davenport	Connection			.54						.54
	Davenport	Jackson Junction			153.37						153.37
	Eldridge	Hurricane			34.61						34.61
	Paralta	Farley			45.63						45.63
Kansas City Division	Marion	Ottumwa			97.00						97.00
	Ottumwa Junction	Coburg			62.27						62.27
	Sandbury	Rutledge			76.30				140.37		202.54
											76.30

Racine & Southwestern Division	Racine	Kittredge	50.63	69.23							119.86
	Janesville	Beloit		13.86							13.86
	Elkhorn	Eagle		16.50							16.50
	Rockton	Rockford	14.94								14.94
Dubuque Division	Rockton	River Junction			124.50	24.93					35.77
	Green Island	Cascade (Nar'w Gauge)			58.34						58.34
	Belleme	West Union			22.95						22.95
	Durkey River Jct.	Waukon			57.77						57.77
Superior Division	Waukon Junction	Preston			4.46						4.46
	Reno	Isinours							57.79		57.79
	Preston	Champion		195.41							195.41
	North Milwaukee	Spur		.61							.61
La Crosse Division	Green Bay	Appleton		20.44							20.44
	Hilbert Junction	Neenah		1.39							1.39
	Menasha	Oconto		11.94							11.94
	Oconto Junction	Menominee		21.05					1.52		22.57
Northern Division	Ellis Junction	Grand Junction		17.65							17.65
	Wausaukee	Grand Junction									
	Channing	Ontonagon							6.91		6.91
	Kelso	Crystal Falls		196.69							196.69
Wisconsin Valley Division	Milwaukee (Reed St.)	La Crosse		96.48							96.48
	Watertown Junction	Madison		23.01							23.01
	Portage City	East Madison		32.17							32.17
	Viroqua Junction	Viroqua		3.76							3.76
River Division	North La Crosse	North Milwaukee		6.17							6.17
	Merrill Park	North Milwaukee		6.29							6.29
	Chestnut St. Milwaukee	Portage City		89.10							89.10
	North Milwaukee	Branch		2.70							2.70
Wisconsin Valley Division	Beaver Dam	Branch		1.06							1.06
	Fox Lake	Branch		20.08							20.08
	Cement Line Junction	Rock		30.94							30.94
	Granville	North Lake		42.30							42.30
River Division	Iron Ridge	Fond du Lac		11.49							11.49
	Horicon	Berlin		19.09							19.09
	Brandon	Markesan		14.80							14.80
	Ripon	Oshkosh		31.68							31.68
Wisconsin Valley Division	Rush Lake Junction	Winneconne		28.72							28.72
	New Lisbon	Babcock		151.58							151.58
	Babcock	Star Lake		9.97							9.97
	Babcock	Pittsville		8.42							8.42
River Division	Pittsville Junction	Vesper		27.65							27.65
	Dexterville	Romadka		2.92							2.92
	Nekoosa	Branch		7.60							7.60
	Otis	Heinemann		3.56							3.56
River Division	Heinemann	Southward		30.48							30.48
	Glenwood	St. Paul		1.35							1.35
	North La Crosse	St. Paul				128.43					128.43
	St. Paul	Minneapolis				22.63					22.63
	St. Croix Junction	Stillwater									

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY—CONTINUED

Name	Terminals		Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
	From—	To—									
Wabasha Division	Wabasha	Zumbrota				51.21					51.21
Chippewa Valley Division	Wabasha	Chippewa Falls	61.18			1.83					63.01
Hastings & Dakota Division	Red Cedar Junction	Menominee	16.32								16.32
	South Minneapolis	Ortonville				177.27					177.27
	Ortonville Junction	Aberdeen				1.47		107.02			108.49
	Hastings	Benton Junction				53.71					53.71
	Hopkins	Lake Minnetonka				7.84					7.84
	Glencoe	Hutchinson				13.45					13.45
	Milbank	Sisseton						37.21			37.21
	Andover	Harlem						38.71			38.71
Fargo Division	Ortonville	Fargo				46.20	69.40	1.38			116.97
James River Division	Mitchell	Aberdeen						138.65			138.65
	Aberdeen	Edgeley					31.61	39.72			64.33
	Aberdeen	Bowdle						57.02			57.02
	Bowdle	Everts						37.47			37.47
	Roscoe	Eureka						31.50			31.50
	Eureka	Linton						15.58			15.58
	Roscoe	Orient						40.99			40.99
Southern Minnesota Division	La Crosse	Woonsocket				296.28		97.30			393.58
	Woonsocket	Wessington Springs						15.58			15.58
	Wells	Mankato				38.30					38.30
	Madison	Bristol						108.02			108.02
Prairie du Chien Division	Madison	Colton						19.12			19.12
	Milwaukee	Prairie du Chien		195.26							195.26
	Prairie du Chien	North McGregor		1.14							1.14
	Mazomanie	Prairie du Sac		10.37							10.37
Mineral Point Division	Lone Rock	Richland Center		16.32							16.32
	Milton	Shullsburg		76.81							76.81
	Brodhead	New Glarus		22.78							22.78
	Warren	Mineral Point	1.01	31.28							32.29
Iowa & Minnesota Division	Calmar	Minneapolis		17.14							17.14
	Conover	Decorah			41.38	130.04					171.42
	Austin	Mason City			10.00						10.00
	Faribault	Zumbrota			27.95	11.34					39.29
	Northfield	Cannon Junction				33.47					33.47
	Faribault	Mankato				31.98					31.98
	Faribault	St. Paul				55.48					55.48
	Mendota	St. Paul				5.50					5.50
Iowa & Dakota Division	North McGregor	Chamberlain			291.48			149.77			441.25
	Murdo MacKenzie	Westward						110.97			110.97
	Beulah	Elkader			19.20						19.20
	Rapid City, S. D.	Eastward			30.15						30.15
	Spencer	Spirit Lake			8.90						8.90
	Rock Valley	Hudson						62.85			62.85
	Marion Junction	Running Water						75.58			75.58
	Chamberlain	Murdo MacKenzie			90.97						90.97
Sioux City & Dakota Division	Manilla	Sioux City			5.63			82.22			87.85
	Sioux City	Scottland Junction						47.67			47.67
	Scottland	Mitchell						30.45			30.45
	Tripp	Armour						20.67			20.67
	Armour	Corsica						21.21			21.21
	Napa	Pyndall						60.79			60.79
	Pyndall	Platte						13.96			13.96
	Colton	Renner			34.92			67.81			102.73
	Elk Point	Sioux Falls Junction			111.98						111.98
Des Moines Division	Des Moines	Fonda			43.48						43.48
	Fonda	Spencer			38.58						38.58
	Clive	Boone			34.97						34.97
	Rockwell City	Storm Lake									
Rochelle & Southern Division	Granville	Ogishy	10.50								10.50
	Steward	Mendota	22.08								22.08
	Mendota	Ladd	12.38								12.38
	Ladd	Santonville Junction	2.25								2.25
	Ladd	Cherry	8.12								8.12
Totals			412.62	1,731.75	1,871.13	1,206.63	153.31	1,512.86	140.37	159.12	7,186.69

RECAPITULATION.

	Entire Line	Iowa
Miles of road as per table attached	7,186.69	1,871.13
Deduct one-half of joint mileage	14.05	1.01
Total mileage owned	7,172.64	1,870.12
Add one-half of joint mileage	14.05	1.01
Miles used under trackage rights	294.13	68.90
Total mileage operated	7,410.82	1,940.03

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	Roswell Miller.....	New York, N. Y.
President.....	A. J. Earle.....	Chicago, Ill.
Second Vice President.....	E. W. McKenna.....	Chicago, Ill.
Third Vice President.....	J. H. Hiland.....	Chicago, Ill.
Secretary.....	E. V. Adams.....	Milwaukee, Wis.
Treasurer.....	F. G. Ranney.....	Chicago, Ill.
Assistant Treasurer.....	J. McNab.....	Chicago, Ill.
General Solicitor.....	Burton Hanson.....	Chicago, Ill.
General Counsel.....	George R. Peck.....	Chicago, Ill.
Comptroller.....	H. G. Haugan.....	Chicago, Ill.
General Auditor.....	W. D. Winne.....	Chicago, Ill.
Assistant General Auditor.....	F. Dudley.....	Chicago, Ill.
General Manager.....	W. J. Underwood.....	Chicago, Ill.
Chief Engineer.....	D. J. Whittemore.....	Chicago, Ill.
General Superintendent.....	D. L. Miller.....	Chicago, Ill.
Asst. General Superintendents.....	3 in number.	
Division Superintendents.....	23 in number.	
Superintendent of Telegraphs.....	J. J. Miller.....	Milwaukee, Wis.
Freight Traffic Manager.....	E. S. Keely.....	Chicago, Ill.
General Freight Agent.....	H. E. Pierpont.....	Chicago, Ill.
General Freight Agents.....	5 in number.	
General Passenger Agent.....	D. L. Miller.....	Chicago, Ill.
Asst. General Passenger Agents.....	3 in number.	
General Baggage Agent.....	W. D. Carrick.....	Milwaukee, Wis.
Land Commissioner.....	H. G. Haugan.....	Milwaukee, Wis.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
J. Ogden Armour	Chicago, Ill.	September, 1907.
Fredrick Layton	Milwaukee, Wis.	September, 1907.
Spencer Milbank	New York, N. Y.	September, 1907.
Percy A. Rockefeller	New York, N. Y.	September, 1907.
Walter O. Bliss	New York, N. Y.	September, 1908.
Frank S. Bond	New York, N. Y.	September, 1908.
A. J. Edging	Chicago, Ill.	September, 1908.
Chas. W. Harkness	New York, N. Y.	September, 1908.
Henry H. Rogers	New York, N. Y.	September, 1908.
Roswell Miller	New York, N. Y.	September, 1909.
Wm. Rockefeller	New York, N. Y.	September, 1909.
John A. Stewart	New York, N. Y.	September, 1909.

1. Total number of stockholders at date of last election, 5,611.
2. Date of last meeting of stockholders for election of directors, September 29, 1906.
3. Postoffice address of general office, Chicago, Ill.
4. Postoffice address of operating office, Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

L. Railroad line represented by capital stock:

4 Main line.

b Branches and spurs.

2. Proprietary companies whose entire capital stock is owned by this company.

2. Proprietary companies whose entire capital is owned by the Government.

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.

MILES OF COMPLETED ROAD JUNE 30, 1907.

Name of Terminals			Lines represented by capital stock of Chicago & Northwestern Ry. Co.									
From—	To—	Total	Illinois	Iowa	Wisconsin	Michigan	Minnesota	South Dakota	North Dakota	Nebraska	Wyoming	
Chicago	Concell Bluffs	431.00	127.88	353.12								
Chicago	Fresport	131.00	131.00									
Chicago	Waver (Chicago)	4.50	4.50									
Chicago	Waver (Chicago)	11.50	11.50									
St. Charles	Adair	11.80	11.80		15.22							
Cortland	Sycamore	4.64	4.64									
Selma	St. Charles	75.78	75.78									
Selma	St. Charles	82.38	82.38									
Clinton	Con. P. & P. U., Peoria	73.57	73.57									
Clinton	Anamosa (Quarry)	8.50	8.50									
Stamwood	Union Rapids	50.00	50.00									
Des Moines	Coal Banks	3.25	3.25									
Boonville	Coal Banks	3.25	3.25									
Boonville	Coal Banks (end of track)	17.00	17.00									
Manning	Adair	17.00	17.00									
Belle Plaine	Sark	60.26	60.26									
Belle Plaine	End of track (Buxton)	34.15	34.15									
Belle Plaine	St. Charles	161.56	161.56									
Tuna	Elmore	103.37	103.37									
Elmore	St. Charles	34.40	34.40									
Elmore	St. Charles	35.40	35.40									
Grove	St. Charles	83.40	83.40									
Eurt	Fox Lake, Minn.	45.26	45.26									
		12.39	12.39									

CHICAGO & NORTH-WESTERN RAILWAY COMPANY—CONTINUED.

Name of Terminals		Total	Illinois	Iowa	Wisconsin	Michigan	Minnesota	South Dakota	North Dakota	Nebraska	Wyoming
From—	To—										
Jewell Jct.	Onawa	141.53		141.53							
Maple River	Carnarvon	13.00		13.00							
Wall Lake	Sargent's Bluff	24.80		24.80							
Wall Lake	Denison	24.80		24.80							
Boyer	Mondamin	61.30		61.30							
Missouri Valley	Stoux City	75.65		75.65							
California Jct.	Deadwood, S. D.	357.06		4.82				131.73		450.53	
Omaha	Arlington	27.73								27.73	
Fremont	Hastings	127.26								127.26	
Linwood	Kansas State Line beyond Superior	124.14								124.14	
Platte River	Lincoln	45.11								45.11	
Jct. near Irvington to So. Omaha Inc. con. to U. S. Yards and Omaha		10.36								10.36	
Jct. near Scribner to Oakdale.	Via Albion	113.91								113.91	
Norfolk Jct.	End of track Gregory, S. D.	149.40						35.50		113.81	
Dakota Jct.	Casper	188.45								188.45	
Buffalo Gap, S. D.	Hot Springs, S. D.	14.12						14.12		58.02	130.46
Whitehead, S. D.	Belle Fourche, S. D.	21.19						21.19			
Gayville	Central City	2.92						2.92			
Narrow Gauge above Deadwood Inc. Branches to Mines.		17.84						17.84			
Chicago	Ft. Howard	243.29	69.73		172.47						
Chicago (N. 40th Ave.)	No. Evanston	12.89	12.89								
Appleton Water Power Extn.		3.63			3.63						
Kenosha	Rockford	72.19	44.05		28.07						
Chicago	Milwaukee	85.00	44.00		40.40						
Milwaukee	Fond du Lac	62.63			62.63						
Sheboygan	Marshfield	164.09			164.09						
Red Granite Jct.	Red Granite	7.85			7.85						
Nekoosa Jct.	Nekoosa	6.88			6.88						
Milwaukee	Montfort	140.88			140.88						
Galena	Woodman	76.84	10.30		66.54						
Ipswich	Platteville	4.00			4.00						
Lancaster Jct.	Lancaster	12.01			12.04						
Belvidere	Winona	227.00	21.00		206.87		.13				
Kaneville	Afton	6.10			6.10						
Evansville	Janesville	15.68			15.68						
Winona	La Crosse	3.96			3.96						
Trempealeau	Galesville	6.71			6.71						
Green Bay	Republic	282.64			42.45						
Clowrie	Marshfield	19.44			182.19						
Wabik	Champion	1.23			10.44						
Powers	Watersmeet	104.33			1.23						
Stager	Amasa	24.10			10.90						
Naranta	Metropolitan	31.89			24.10						
Branches to Mines:											
Off Main Line		42.27			42.27						
Off E. & L. S. Line		8.44			8.44						
Off Menom. Riv. Line		30.13			4.71						
Off Ashland Div.		31.22			4.80						
Branches to Industries off Ashland Div.											
Lake Shore Jct.	Ashland, Wis.	21.44			20.92		.52				
Monico	Hurley	386.15			319.24		66.80				
Two River Jct.	Two Rivers	83.11			83.11						
Hortonville	Oshkosh	6.35			6.35						
Eland Jct.	Marshfield	22.10			22.10						
Marathon City	Rib Falls	63.87			63.87						
Eland Jct.	Rosholt	4.75			4.75						
North of Antigo	N. Bryant Switch	19.74			19.74						
E. Bryant Switch	Wolf River Jct.	7.27			7.27						
Pratt Jct.	Harrison	15.61			15.61						
Parrish Jct.	Parrish	17.53			17.53						
Pellcan	Crandon	4.54			4.54						
Conover	Hackley	17.84			17.84						
Mercer, Wis.	Posterville	9.33			9.33						
Watersmeet	Choate	19.40			19.40						
Craigsmere	Robbins	22.21			22.21						
Hurley	End of track	3.47			3.47						
Potato River Jct.	End of track	12.97			12.97						
Extension through Sec. 34		3.60			2.60						
Nor. Jct.	Sunders, Mich.	1.34			1.34						
Winona	Pierre	90.54			80.63	.91					
Eyota	Chatfield	486.01					276.90	209.11			
Eyota	Plainview	11.46									
Rochester	Zumbrota	15.01									
Mankato Jct.	Mankato	24.48									
Mankato	New Ulm	3.75									
Sleepy Eye	Redwood Falls	25.58									
Evau	Marshall	24.40									
Sanborn	Vesta	45.82									
Tracy	Gettysburg	36.40									
		238.73					58.00	180.73			

CHICAGO & NORTH-WESTERN RAILWAY COMPANY—CONTINUED.

Name of Terminals		Total	Illinois	Iowa	Wisconsin	Michigan	Minnesota	South Dakota	North Dakota	Nebraska	Wyoming
From—	To—										
Doland	Groton	38.84						38.84			
Tyler	Astoria	32.30					25.40	6.90			
Watertown Jct.	Watertown	43.83						43.83			
Iroquois	Hawarden (St. L.)	125.49						125.49			
Centerville	Yankton	28.46						28.46			
James Valley Jct.	Oakes	131.95						117.67	14.28		
Totals		7,391.05	676.95	1,574.53	1,780.00	519.88	650.30	974.32	14.28	1,070.90	130.46
Proprietary lines, viz.:											
Princeton & Western Ry.											
Valley Junction	Necedah	16.00			16.00						
DePue, Ladd & Eastern Ry.		3.25									
Ladd	Seatonville		3.25								
Manitowoc, Green Bay & N. W. Ry.		113.68									
Calumet Jct.	Manitowoc Jct.										
(Green Bay) Inc. Y con. at Montrose											
Duck Creek					36.25						
Shavano Jct.	Southern Jct.				30.06						
Pulaski	Eland Jct.				30.47						
	Gillette				15.50						
Totals		132.99	3.25		129.74						
Leased lines, viz.:											
St. Paul Eastern Grand Trunk Ry.		60.02									
Clintonville	Oconto				56.00						
Spurs					4.02						
Totals		60.02			60.02						

RECAPITULATION

Name of Terminals		Total	Illinois	Iowa	Wisconsin	Michigan	Minnesota	South Dakota	North Dakota	Nebraska	Wyoming
From—	To—										
Represented by capital stock C. & N. W. Ry.		7,391.05	676.95	1,574.53	1,780.00	519.88	650.30	974.32	14.28	1,070.90	130.46
Proprietary lines		132.99	3.25		129.74						
Leased lines		60.02			60.02						
Total		7,584.06	680.20	1,574.53	1,969.76	519.88	650.30	974.32	14.28	1,070.90	130.46
Add trackage rights:											
Council Bluffs (Broadway)	S. Omaha	8.73		3.07						5.66	
Peoria Junction	Un. Pass. Dep., Peoria	2.02	2.02								
Omaha, Neb.	Blair, Neb.	21.70								24.70	
Ladd	Churchill, Ill.	2.30	2.30								
Grand totals		7,622.91	685.02	1,577.60	1,969.76	519.88	650.30	974.32	14.28	1,101.26	130.46

OFFICERS

Title	Name	Location of Office
President	Marvin Hughitt	Chicago, Ill.
Vice President	Eugene E. Osborn	New York, N. Y.
Vice President, Operat. & Maint.	H. R. McCullough	Chicago, Ill.
Vice President, Accounting	W. A. Gardner	Chicago, Ill.
Vice President, Construction	M. M. Kirkman	Chicago, Ill.
Secretary	J. M. Whitman	Chicago, Ill.
Treasurer	Eugene E. Osborn	New York, N. Y.
General Counsel	R. H. Williams	New York, N. Y.
Auditor	Lloyd W. Bowers	Chicago, Ill.
General Manager	J. B. Redfield	Chicago, Ill.
Assistant General Manager	R. H. Ashton	Chicago, Ill.
Chief Engineer	W. D. Cantillon	Chicago, Ill.
General Superintendent	E. C. Carter	Chicago, Ill.
Asst. General Superintendent	W. E. Morse	Chicago, Ill.
Division Supt., Iowa Lines	T. A. Lawson	Chicago, Ill.
Division Supt., Iowa Lines	W. H. Whalen	Boone, Iowa
Division Supt., Iowa Lines	O. H. McCarty	Mason City, Iowa
Division Supt., Iowa Lines	E. E. Smith	Eagle Grove, Ia.
Division Supt., Iowa Lines	S. H. Brown	Sioux City, Iowa
Superintendent of Telegraph	G. W. Dalley	Chicago, Ill.
Freight Traffic Manager	M. Hughitt, 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	J. F. Cleveland	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	October, 1907.
Frank Work	New York, N. Y.	October, 1907.
James Stillman	New York, N. Y.	October, 1907.
Oliver Ames	Boston, Mass.	October, 1907.
Zenas Crane	Dalton, Mass.	October, 1907.
W. K. Vanderbilt	New York, N. Y.	October, 1908.
F. W. Vanderbilt	New York, N. Y.	October, 1908.
H. McK. Twombly	New York, N. Y.	October, 1908.
Byron L. Smith	Chicago, Ill.	October, 1908.
Cyrus H. McCormick	Chicago, Ill.	October, 1908.
Chauncey Keep	Chicago, Ill.	October, 1908.
Chauncey M. Depew	New York, N. Y.	October, 1909.
Samuel F. Barger	New York, N. Y.	October, 1909.
James C. Fargo	New York, N. Y.	October, 1909.
H. C. Erick	Pittsburgh, Pa.	October, 1909.
David P. Kimball	Boston, Mass.	October, 1909.
*Albert Keep	Chicago, Ill.	October, 1909.

*Deceased May 11, 1907.

1. Total number of stockholders at date of last election, 4,574.

2. Date of last meeting of stockholders for election of directors, October 18, 1906.

3. Postoffice address of general office, Chicago and New York.

4. Postoffice address of operating office, Chicago, Ill.

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

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each road named
	From—	To—		
1. a Main Line, C. St. P., M. & O. Ry.	Elroy	St. Paul	192.82	
	Northline	Bayfield	177.57	
	Eau Claire	Spooner	81.51	
	Trego	Duluth	71.70	
	St. Paul	Le Mars	241.49	
	Cliff	St. Paul Jct.	1.02	
	Missouri River	Omaha	123.00	
	St. Croix Draw			
	Bridge	Stillwater Sw.	4.55	
	Stillwater Jct.	Stillwater	3.30	
	Hudson	Ellsworth	21.82	
	Merrillan	Marshfield	38.67	
	Ashland Jct.	Ashland	4.38	
	Ashland Shore Line		1.31	
	West Eau Claire	Shaw's Mills	2.71	
	Fairchild	Mondovi	36.75	
	Menomonee Jct.	Menomonee City	3.01	
	Lake Crystal	Elmore	43.69	
	Heron Lake	Pipestone	55.19	
	Madella	Fairmont	29.38	
	Bingham Lake	Currie	38.63	
	Trent	Mitchell	130.73	
	Laverne	Doon	28.00	
	Coburn	Newcastle	26.95	
	Emerson	Norfolk	46.50	
	Wakefield	Crofton	49.14	
	Wayne	Bloomfield	43.14	
	Emerald	Weston	26.87	
	Tuscola	Draper	56.00	
	Chippewa Falls	Yellow River	49.28	1,641.61
5. St. Louis River Bridge Co. (Nor. Pac. Ry.)	Superior	Rice's Point	1.59	
Great Northern	St. Paul	Minneapolis	11.40	
Minneapolis & St. Louis R. R.	Minneapolis	Merriam	27.00	
Illinois Central R. R.	Le Mars	Sioux City	25.30	
Sioux City Bridge Co.	Bridge across Missouri River and tracks at Sioux City		3.90	
Chicago & Northwestern Ry.	Sioux City	Sioux City Bridge Company's track	.50	69.50
Total				1,711.80

OFFICERS

Title	Name	Location of Office
President	M. E. Hughtitt	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 and 2d Asst. Secretary	R. H. Williams	New York, N. Y.
Asst. Treas. and 3d Asst. Secy.	M. B. VanZandt	New York, N. Y.
General Counsel	Thomas Wilson	St. Paul, Minn.
General Attorney	Jas. B. Sheehan	St. Paul, Minn.
Comptroller	L. R. Johnson	St. Paul, Minn.
Auditor of Expenditures	W. H. Stennett	Chicago, Ill.
General Manager	Chas. F. Nash	St. Paul, Minn.
Chief Engineer	C. W. Johnson	St. Paul, Minn.
General Superintendent	S. G. Strickland	St. Paul, Minn.
Division Superintendent	T. W. Kennedy	Eau Claire, Wis.
Division Superintendent	L. L. Slaker	St. James, Minn.
Purchasing Agent	F. E. Woods	Omaha, Nebr.
Superintendent of Telegraph	Isaac Seddon	St. Paul, Minn.
Freight Traffic Manager	H. C. Hope	St. Paul, Minn.
General Freight Agent	H. M. Pearce	St. Paul, Minn.
Asst. General Freight Agent	E. Ober	St. Paul, Minn.
General Passenger Agent	F. C. Gifford	Minneapolis, Minn.
Asst. General Passenger Agent	T. W. Tiesdale	St. Paul, Minn.
General Baggage Agent	G. H. MacRae	St. Paul, Minn.
Car Service Agent	E. F. Woods	St. Paul, Minn.
Land Claim Agent	G. L. Ossman	St. Paul, Minn.
Land Commissioner	E. L. Poole	St. Paul, Minn.
Tax Commissioner	G. W. Bell	Hudson, Wis.
Superintendent D. & B. Cars	T. J. Leys	St. Paul, Minn.
Division Claim Agent	G. W. Steen	Minneapolis, Minn.
Division Freight Agent	C. F. Shanley	St. Paul, Minn.
Division Frt. and Pass. Agent	A. M. Fenton	Duluth, Minn.
	L. Sholes	Omaha, Nebr.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
*Albert Keep	Chicago, Ill.	October, 1907
W. M. Twombly	New York, N. Y.	October, 1907
W. S. Vanderbilt	New York, N. Y.	October, 1907
F. W. Vanderbilt	New York, N. Y.	October, 1907
Marvin Huggitt	Chicago, Ill.	October, 1908
D. P. Kimball	Boston, Mass.	October, 1908
Zenas Crane	New York, N. Y.	October, 1908
B. L. Smith	Chicago, Ill.	October, 1908
E. E. Osborn	New York, N. Y.	October, 1908
J. M. Whitman	New York, N. Y.	October, 1908
Thos. W. Thompson	Chicago, Ill.	October, 1909
J. A. Humbird	St. Paul, Minn.	October, 1909
	St. Paul, Minn.	October, 1909

• Deceased

1. Total number of stockholders at date of last election, 1,108.
2. Date of last meeting of stockholders for election of directors, October 19, 1906.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn. (For roads taking operating reports.)
5. Name and address of officer to whom correspondence regarding this report should be addressed, L. A. Robinson, Comptroller, St. Paul, Minn.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY
PROPERTY OPERATED

1. Railroad line represented by capital stock;
2. Branches and spurs;
3. Property companies whose entire capital stock is owned by this company.
4. Line operated under lease for a term of years;
5. Line operated under license or where the rental is contingent upon earnings or other considerations.
6. Line operated under franchise or where the rental is contingent upon earnings or other considerations.
7. Line operated under trackage rights.

Name	From—	Terminals	Miles of line for	
			each class of road named	each class of road named
1. a Chicago, Rock Island & Pacific Ry. Co.-----	Chicago, Ill.			
	M. P. 10—Blue Island, Ill.			16.00
	Rock Island, Ill.			128.99
	Council Bluffs, Mo.			128.74
	Rock Island, Mo.			128.74
	Phillipsburg, Kan.			115.16
	Colo.—Kan. line w. Kanorado, Kan.			137.52
	Colorado Springs, Colo.			132.59
	Atchison via St. Joseph, Mo.			132.79
	Leavenworth Jct. at Stillings, Mo.			94.35
	St. Joseph, Mo.			296.20
	St. Joseph, south of Caldwell			223.30
	Horton Jct., Kan.			1.87
	Jct. Line to Caldwell			267.13
	St. Line south of Liberal, Kan.			55.54
	State Line south of Liberal, Kan.			55.54
	Wyoming St. at Kansas City, Mo.			281.55
	St. Line so. of Gordonville, Minn.			4.14
	Conus Jct., C. M. & St. P.			12.48
	Newport Jct., Minn.			8.83
	St. Line so. of Gordonville, Minn.			7.70
	North of C. M. & St. P. crossing			5.38
	Waverly, Ia.			

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for road named	Miles of line for road named
	From—	To—		
1. Chicago, Rock Island & Pacific Ry. Co.	Vinton, Ia.	St. Line east of Ellsworth, Ia.	247.77	
	State Line east of Ellsworth	State Line east of Ward	55.34	
	State Line east of Ward	Watertown, S. D.	72.30	
	Gowrie, Ia.	Sibley, Ia.	109.73	
	Jct. Line to Salina	H. B. stockyards track, Herington	3,144.15	
2. Chicago, Rock Island & Pacific Ry. Co.	Gresham, Ill.	South Chicago, Ill.	7.43	
	Gresham, Ill.	Blue Island, Ill. (Suburban Line)	6.68	
	Peoria—Bridge St.	Rock Island, 29th St., Ill.	90.49	
	Peoria, Ill.	Iowa Jct., Ill.	3.08	
	Milan, Ill.	Cable, Ill.	22.37	
	Preemption, Ill.	Sherrard, Ill.	17.02	
	Newton, Ia.	Monroe, Ia.	11.02	
	Des Moines, Ia.	Winterset, Ia.	41.03	
	Somerset Jct., Ia.	Indianola, Ia.	6.40	
	Menlo, Ia.	Guthrie Center, Ia.	14.31	
	Atlantic, Ia.	Audubon, Ia.	25.15	
	Avoca (Harlan Jct.) Ia.	Griswold, Ia.	14.22	
	Wilton, Ia.	Harlan, Ia.	11.88	
	Washington, Ia.	Carson, Ia.	17.75	
	Mt. Zion, Ia.	Muscatine, Ia.	11.47	
	Horton, Kan.	Knoxville (Inc. Beacon cut-off)	79.31	
	State Line east of BuBois	Keosauqua, Ia.	4.50	
	Fairbury, Neb.	State Line east of BuBois, Neb.	37.11	
	McFarland, Kan.	Jansen, Neb.	69.90	
	Herington, Kan.	Nelson, Neb.	51.65	
	Bucklin, Kan.	Belleville, Kan.	103.19	
	North End, O. T.	Salina, Kan.	48.30	
	Kingsdaler, O. T.	Dodge City, Kan.	29.57	
	Chickasha, I. T.	Billings, O. T.	26.73	
	Chickasha, I. T.	Cashion, O. T.	16.03	
	Chickasha, I. T.	Lindsey, I. T.	24.75	
	El Reno Cut Off	Mangum, O. T.	97.78	
			2.01	

3. Choctaw, Oklahoma & Gulf Railroad Co.	Enid, O. T.	Greenfield Jct.	67.98	
	Bridgeport, O. T.	Anadarko, O. T.	27.47	
	Anadarko, O. T.	Waurika, O. T.	77.06	
	Chandler, O. T.	Guthrie, O. T.	28.45	
	Lawton, O. T.	Chattanooga, O. T.	80.98	
	Lian Jct.	Decorah	114.30	
	Postville Jct.	Postville	2.30	
	Elmira (via Bennett)	Davenport	55.76	
	Bennett	Clinton	44.34	
	Muscatine, Ia.	Montezuma	87.31	
	Thornburg	What Cheer	5.15	
	Elmira (via Iowa City)	Iowa Jct., Ia.	20.91	
	Ellsworth	State Line w. of Ellsworth	2.35	
	State Line west of Ellsworth	State Line west of Granite	30.28	
	State Line west of Granite	Sioux Falls	9.80	
	Lake Park	State Line east of Round Lake	4.20	
	State Line east of Round Lake	Hardwick	49.06	
	Worthington	C., St. P., M. & O. Yard	1.27	
	Trosky	Jasper	70.84	
	Dows	Germania	24.70	
4. Rock Island, Arkansas & Louisiana R'd Co.	Garner	Titonka	50.76	
	Escherville	State Line south of Bricelyn	31.40	
	State Line south of Bricelyn	Albert Lea	37.50	
	De Valls Bluff	Seary	6.54	1,781.31
	Coalgate	Lehigh		
		State Line west of Hartford	282.34	
	Hopfield	H. B. Bakers Spur	85.20	
	State Line west of Hartford	State Line east of Earlsboro	68.27	
	H. B. Bakers Spur	State Line west of Texola	21.62	
	State Line east of Earlsboro	Hot Springs	34.97	
5. Rock Island, Arkansas & Louisiana R'd Co.	Benton	Malvern	5.27	
	Butterfield	Ardmore	117.65	
	Ardmore Jct.	Asher	25.41	
	Tecumseh Jct.	State Line north of Amorita	106.31	
	Geary	Anthony	14.73	
	State Line north of Amorita	Alva	15.56	
	Ingersoll	Halleyville	8.37	
	Wilburton			
	Haskells, Ark.	H. B. Tinsman, Ark.	975.97	
	Eldorado, Ark.	rk-La. St. Line at Junction City	64.25	
6. Rock Island, Arkansas & Louisiana R'd Co.	Ark-La. State Line at Jct. City	Wirend, end of track	92.30	
	H. B. Tinsman, Ark.	Crossett, Ark.	42.75	
	H. B. Tinsman, Ark.	Eldorado, Ark.	35.56	
	Main Line Y. at Eldorado, Ark.		.35	
			252.30	

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED

Name	From—	Terminals	To—	Miles of line for each road named	Miles of line for each class of roads named
Peoria & Bureau Valley Railway Co.	Bureau, Ill.		Peoria, Ill.	46.90	
White & Black River Valley Railroad Co.	Brinkley, Ark.		Jacksonport, Ark.	56.30	
Little Rock & Hot Springs Western Ry. Co.	Hot Springs, Ark.		Gregory, Ark.	5.96	
	Hot Springs, Ark.		Peoria, Ill.	21,971,359.49	
Keokuk & Des Moines Railway Co.	Keokuk		Des Moines	102.31	102.31
Iowa Central Railway Co.	Comins Jct., Minn.		Rosemount, Minn.	27.08	
Peoria & Pekin Union Railway Co.	Manly Jct., Ia.		Northwood, Ia.	11.22	
Union Pacific Railroad	Peoria (Bridge St.), Ill.		Peoria Union Depot, Ill.	.22	
	Connell Bluffs, Ia.		State Line east of Omaha	2.12	
	St. Joseph, Mo.		State Line	4.00	
	Kansas City, Mo.		State Line, Kansas City	.86	
	Lincoln, Colo.		N. Topeka, Kan.	66.85	
Hannibal & St. Joseph Railroad	St. Joseph, Mo.		Denver, Colo.	89.78	
St. Joseph & Grand Island Railroad	St. Joseph Jct. of R. I., Mo.		State Line east of St. Joe, Mo.	54.70	
Atchison Bridge Co.	Winthrop, Mo.		State Line with R. I., Kan.	.14	
Leavenworth Terminal Ry. & Bridge Co.	Stillings, Mo.		State Line	.18	
Des Moines & Ft. Dodge Railroad	State Line		State Line	.31	
Denver & Rio Grande Railroad	Des Moines, Ia.		Leavenworth, Kan.	66.63	
Atchison, Topeka & Santa Fe Railway	Denver		Gowrie, Ia.	110.09	
St. Louis & San Francisco Railroad	Atchison, Mo.		Pueblo	110.75	
Kansas Southwestern Railroad	Cashin, O. T.		Guthrie, O. T.	13.75	
Chicago, Burlington & Quincy Railway	Wichita, Kan.		Bridge Siding, Ark.	3.85	
	Harlem, Mo.		Wichita, Kan.	95.70	
			Caldwell, Kan.	45.70	
			Rushville, Mo.	607.15	
Total				7,057.41	

BOARD OF RAILROAD COMMISSIONERS

OFFICERS

Title	Name	Location of Office
Chairman of the Board	D. G. Reid	New York, N. Y.
Chairman of the Executive Com.	B. F. Yoakum	New York, N. Y.
President	B. L. Winchell	Chicago, Ill.
First Vice President	R. A. Jackson	Chicago, Ill.
Second Vice President	H. U. Mudge	Chicago, Ill.
Third Vice President	W. B. Biddle	Chicago, Ill.
Fourth Vice President	C. W. Hillard	Chicago, Ill.
Fifth Vice President	E. L. Pollock	Chicago, Ill.
Assistant to President	S. T. Fulton	New York, N. Y.
Asst. to Fourth Vice President	H. M. Sloan	Chicago, Ill.
Secretary and Treasurer	Geo. H. Crosby	New York, N. Y.
General Counsel	Robert Mather	Chicago, Ill.
General Solicitor	R. A. Jackson	Topeka, Kan.
General Attorney	M. A. Low	Chicago, Ill.
General Attorney	B. S. Cable	Chicago, Ill.
General Attorney	W. T. Rankin	Chicago, Ill.
General Attorney	E. C. Lindley	Chicago, Ill.
General Attorney	W. F. Evans	St. Louis, Mo.
General Attorney	K. B. Pierce	Chicago, Ill.
Commerce Counsel	Frank Noy	Chicago, Ill.
General Auditor	W. H. Burns	Chicago, Ill.
Assistant General Auditor	C. F. Balch	Chicago, Ill.
Auditor Disbursements	C. G. Weaver	Chicago, Ill.
Auditor Freight Traffic	A. Hermany	Chicago, Ill.
Auditor Passenger Traffic	F. O. Melcher	Chicago, Ill.
General Manager	W. S. Tinsman	Chicago, Ill.
Assistant General Manager	H. S. Cable	Davenport, Iowa.
General Supt. Central District	C. H. Hubbell	Cedar Rapids, Ia.
General Supt. Northern District	A. E. Sweet	Topeka, Kan.
General Supt. S. W. District	H. M. Hallock	Little Rock, Ark.
General Supt. Choctaw District	H. W. Robins	Fort Worth, Tex.
General Supt. Southern District	A. W. Kelso	Chicago, Ill.
Division Superintendent	J. B. Smalley	Rock Island, Ill.
Division Superintendent	C. W. Jones	Des Moines, Iowa.
Division Superintendent	C. L. Brown	Fairbury, Neb.
Division Superintendent	A. T. Abbott	Colorado Springs, Col.
Division Superintendent	G. A. Merrill	Cedar Rapids, Ia.
Division Superintendent	Garrett Davis	Cedar Rapids, Ia.
Division Superintendent	C. J. Wilson	Estherville, Iowa.
Division Superintendent	W. H. Given	Des Moines, Iowa.
Division Superintendent	W. M. Whitten	Trenton, Mo.
Division Superintendent	A. B. Copley	Kansas City, Mo.
Division Superintendent	G. W. Rourke	Herington, Kan.
Division Superintendent	H. P. Greenough	Dalhart, Tex.
Division Superintendent	H. R. Saunders	Little Rock, Ark.
Division Superintendent	J. C. Nolan	Ruston, La.
Division Superintendent	W. Rudd	Halleyville, I. T.
Division Superintendent	T. H. Beacom	El Reno, O. T.
Division Superintendent	John McGie	Geary, O. T.
Division Superintendent	M. McKernan	Fort Worth, Tex.
Division Superintendent	J. G. Jennings	Chicago, Ill.
Superintendent Telegraph	F. P. Jeffries	Chicago, Ill.
General Purchasing Agent	J. B. Berry	Chicago, Ill.
Chief Engineer	H. Gower	Chicago, Ill.
Freight Traffic Manager	H. H. Simmons	Chicago, Ill.
General Freight Agent	H. H. Embry	Kansas City, Mo.
General Freight Agent	H. W. Morrison	Little Rock, Ark.
Asst. General Freight Agent	H. A. Snyder	Chicago, Ill.
Asst. General Freight Agent	M. A. Patterson	Chicago, Ill.
Asst. General Freight Agent	S. H. Johnson	Chicago, Ill.
Asst. General Freight Agent	F. J. Shubert	Chicago, Ill.
Asst. General Freight Agent	R. G. Brown	Minneapolis, Minn.
Asst. General Freight Agent	K. M. Wharry	Kansas City, Mo.
Asst. General Freight Agent	G. B. Albright	St. Louis, Mo.
Asst. General Freight Agent	John Sebastian	Chicago, Ill.
Passenger Traffic Manager	L. M. Allen	Chicago, Ill.
General Passenger Agent	Geo. H. Lee	Little Rock, Ark.
General Passenger Agent	W. J. Leahy	Chicago, Ill.
Asst. General Passenger Agent	H. S. Ray	St. Louis, Mo.
General Baggage Agent	Geo. F. Lee	Chicago, Ill.
Real Estate and Tax Agent	J. T. Maher	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Expiration of Term
D. G. Reid.....	New York, N. Y.....	October, 1908.
Jas. Campbell.....	St. Louis, Mo.....	October, 1908.
Robert Mather.....	New York, N. Y.....	October, 1908.
John J. Mitchell.....	Chicago, Ill.....	October, 1908.
R. R. Cable.....	Chicago, Ill.....	October, 1909.
J. H. Moore.....	Chicago, Ill.....	October, 1909.
F. L. Hine.....	New York, N. Y.....	October, 1909.
Ogden Mills.....	New York, N. Y.....	October, 1909.
A. E. Orr.....	New York, N. Y.....	October, 1909.
W. H. Moore.....	New York, N. Y.....	October, 1907.
B. F. Yeakum.....	New York, N. Y.....	October, 1907.
B. L. Winchell.....	Chicago, Ill.....	October, 1907.
Geo. G. McMurty.....	New York, N. Y.....	October, 1907.

1. Total number of stockholders at date of last election, 584.
2. Date of last meeting of stockholders for election of directors, October 11, 1908.
3. Postoffice address of general office, Chicago, Ill.
4. Postoffice address of operating office, Chicago, Ill.

COLFAX NORTHERN RAILROAD 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.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Colfax Northern R. R.	Colfax, Ia.	Valeria, Ia.	6.00	6.00
2. Colfax Cons. Coal Co.	Colfax, Ia.	Severs, Ia.	5.00	5.00
	No. 3 Junction	No. 3 Shaft	2.00	7.00
Total				13.00

OFFICERS

Title	Name	Location of Office
President	J. L. Parrish.....	Des Moines, Iowa.
First Vice President.....	J. B. Ryan.....	Colfax, Iowa.
Secretary	Frank B. Hooper....	Colfax, Iowa.
Treasurer	W. Blakeley	Colfax, Iowa.
Auditor	W. Blakeley	Colfax, Iowa.
General Manager	Frank B. Hooper....	Colfax, Iowa.
Chief Engineer	G. F. Richards.....	Des Moines, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
J. L. Parrish.....	Des Moines, Iowa...	August 15, 1907.
F. H. Griggs.....	Davenport, Iowa...	August 15, 1907.
R. Ryan	Des Moines, Iowa...	August 15, 1907.
J. B. Ryan.....	Colfax, Iowa.....	August 15, 1907.
F. B. Hooper.....	Colfax, Iowa.....	August 15, 1907.

1. Total number of stockholders at date of last election, 7.
2. Date of last meeting of stockholders for election of directors, July 12, 1908.
3. Postoffice address of general office, Colfax, Iowa.
4. 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.
b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Crooked Creek Railroad & Coal Co.	Lehigh, Ia.	Webster City, Ia.	17.61	17.61
Total			17.61	17.61

OFFICERS

Title	Name	Location of Office
President	Geo. E. Burnham....	Milwaukee, Wis.
First Vice President.....	F. Paul Stone.....	Oconomowoc, Wis.
Secretary	Chas. L. Burnham....	Milwaukee, Wis.
Treasurer	L. A. McMurray....	Webster City, Ia.
Auditor	Ralph Addy	Lehigh, Iowa.
General Manager	W. H. Whiteford....	Lehigh, Iowa.
General Freight Agent.....	W. H. Whiteford....	Lehigh, Iowa.
General Passenger Agent.....	W. H. Whiteford....	Lehigh, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
John Q. Burnham.....	Milwaukee, Wis....	September 17, 1907
Geo. E. Burnham.....	Milwaukee, Wis....	September 17, 1907
F. Paul Stone.....	Oconomowoc, Wis....	September 17, 1907
Chas. F. Burnham.....	Milwaukee, Wis....	September 17, 1907
L. A. McMurray.....	Webster City, Iowa..	September 17, 1907
Charles L. Burnham.....	Milwaukee, Wis....	September 17, 1907

- Total number of stockholders at date of last election, 18.
- Date of last meeting of stockholders for election of directors, September 16, 1907.
- Postoffice address of general office, Lehigh, Iowa.
- Postoffice address of operating office, Lehigh, Iowa.

DES MOINES, IOWA FALLS & NORTHERN RAILWAY 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. Des Moines, Iowa Falls & Northern Ry. Co.	Iowa Falls	Des Moines	70.44	70.44
5. Des Moines Western Ry. Co.	Des Moines Terminals only		4.62	4.62
Total			75.06	75.06

OFFICERS

Title	Name	Location of Office
President	W. A. Bradford.....	Chicago, Ill.
First Vice President.....	Geo. A. Fernald.....	Boston, Mass.
Secretary	Geo. A. W. Dodge....	Winchester, Mass.
Treasurer	Geo. A. W. Dodge....	Winchester, Mass.
Attorney or General Counsel..	J. H. Funk.....	Iowa Falls, Iowa.
General Manager	W. J. Souder.....	Iowa Falls, Iowa.
Superintendent	W. J. Souder.....	Iowa Falls, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
W. A. Bradford.....	Ellsworth Bdg, Chgo.	December 10, 1907
Geo. A. Fernald.....	Boston, Mass.....	December 10, 1907
Geo. A. W. Dodge.....	Winchester, Mass....	December 10, 1907
G. H. Dodge.....	Indianapolis, Ind....	December 10, 1907
W. J. Souder.....	Iowa Falls, Iowa....	December 10, 1907

- Total number of stockholders at date of last election, 5.
- Date of last meeting of stockholders for election of directors, December 12, 1906.
- Postoffice address of general office, Iowa Falls, Iowa.
- Postoffice address of operating office, Iowa Falls, Iowa.

DES MOINES UNION RAILWAY COMPANY
PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Des Moines Union Railway Co.	Des Moines	Des Moines	4.00	
Total			4.00	

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.
Attorney or General Counsel...	N. T. Guernsey.....	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 2, 1903.
H. D. Thompson	Des Moines, Iowa....	January 2, 1903.
F. M. Hubbell.....	Des Moines, Iowa....	January 2, 1903.
G. C. Hubbell.....	Des Moines, Iowa....	January 2, 1903.
C. Huttenlocher	Des Moines, Iowa....	January 2, 1903.
E. W. McKenna.....	Chicago, Ill.....	January 2, 1903.
C. E. Vroman.....	Chicago, Ill.....	January 2, 1903.
E. B. Pryor.....	St. Louis, Mo.....	January 2, 1903.

- Total number of stockholders at date of last election, 11.
- Date of last meeting of stockholders for election of directors, January 18, 1907.
- Postoffice address of general office, Des Moines, Iowa.
- Postoffice address of operating office, Des Moines, Iowa.

DES MOINES WESTERN RAILWAY COMPANY.
PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Des Moines Western Railway Co.	E. Des Moines.....	E. Des Moines ..	4.00	
Total			4.00	

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	F. M. Hubbell.....	Des Moines, Iowa.
President	F. M. Hubbell.....	Des Moines, Iowa.
First Vice President.....	G. A. W. Dodge.....	Des Moines, Iowa.
Secretary and Treasurer.....	H. D. Thompson.....	Des Moines, Iowa.
General Superintendent.....	C. H. Hueston.....	Des Moines, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa....	January 2, 1903.
H. D. Thompson	Des Moines, Iowa....	January 2, 1903.
C. Huttenlocher	Des Moines, Iowa....	January 2, 1903.
G. A. W. Dodge.....	Iowa Falls, Iowa....	January 2, 1903.
W. J. Souder.....	Iowa Falls, Iowa....	January 2, 1903.

- Total number of stockholders at date of last election, 10.
- Date of last meeting of stockholders for election of directors, March 20, 1907.
- Postoffice address of general office, Des Moines, Iowa.
- Postoffice address of operating office, Des Moines, Iowa.

DUBUQUE & SIOUX CITY RAILROAD COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:

- a Main line.
b Branches and spurs.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Dubuque & Sioux City R. R.	Dubuque, Ia.	Sioux City, Ia.	41.85	289.20
1. b Dubuque & Sioux City R. R.	Manchester, Ia.	Cedar Rapids, Ia.	155.59	
	Onawa, Ia.	Sioux Falls, S. D.	133.38	
	Tara, Ia.	Council Bluffs, Ia.	94.88	
	Cedar Falls Jct., Ia.	Glenville Jct., Minn.	7.93	
	Stacyville Jct., Ia.	Stacyville, Ia.		433.68
Total				759.88

OFFICERS

Title	Name	Location of Office
President	J. T. Harahan	Chicago, Ill.
Vice President	W. J. Harahan	Chicago, Ill.
Second Vice President	I. G. Rawn	Chicago, Ill.
Assistant to the President	J. F. Titus	Chicago, Ill.
Secretary	J. F. Merry	Dubuque, Iowa.
Treasurer	E. T. H. Gibson	New York, N. Y.
Assistant Secretary	D. R. Burbank	New York, N. Y.
Assistant Secretary	W. G. Bruen	Chicago, Ill.
Comptroller	Con F. Krebs	Chicago, Ill.
General Manager	F. B. Harriman	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Stuyvesant Fish	New York, N. Y.	October, 1907.
E. H. Harriman	New York, N. Y.	October, 1907.
E. T. H. Gibson	New York, N. Y.	October, 1907.
J. W. Auchincloss	New York, N. Y.	October, 1907.
J. T. Harahan	Chicago, Ill.	October, 1907.
A. R. Loomis	Pt. Dodge, Iowa.	October, 1907.
Geo. C. Lichty	Waterloo, Iowa.	October, 1907.
H. M. Reed	Cedar Rapids, Iowa.	October, 1907.
W. G. Dows	Dubuque, Iowa.	October, 1907.
W. H. Torbert	Dubuque, Iowa.	October, 1907.
J. V. Rider	Dubuque, Iowa.	October, 1907.
J. T. Adams	Chicago, Ill.	October, 1907.
F. D. Stout	New York, N. Y.	October, 1907.
Walther Luttgen	New York, N. Y.	October, 1907.
A. G. Hackstaff		

- Total number of stockholders at date of last election, 29.
- Date of last meeting of stockholders for election of directors, October 13, 1906.
- Postoffice address of general office, Dubuque, Iowa.
- Postoffice address of operating office, Central Station, Chicago.

IOWA CENTRAL RAILWAY COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock:

- a Main line.
b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified 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 Main Line	Northwood, Ia.	Albia, Ia.	183.90	275.06
Eastern Division	Oskaloosa, Ia.	Ia.-Ill. St. Line.	96.90	
Illinois Division	Ia.-Ill. State Line.	Iowa Jct., Ill.	89.20	
1. b Belmond Branch	Hampton, Ia.	Belmond, Ia.	22.20	127.21
Story City Branch	Story City, Ia.	Story City, Ia.	34.51	
State Center Branch	Newburg, Ia.	State Center, Ia.	26.64	
Montezuma Branch	G. M. Jct., Ia.	Montezuma, Ia.	13.61	
Newton Branch	Newton, Ia.	Newton, Ia.	27.75	
	Lynnville Jct., Ia.	Lynnville, Ia.	2.50	
2. None.				
3. None.				
4. Iowa Central & Western Ry.	Belmond, Ia.	Algona, Ia.	37.00	37.00
5. Main Line	Northwood, Ia.	Albert Lea, Minn.	16.25	19.16
Illinois Division	Iowa Jct., Ill.	Peoria, Ill.	2.80	
Total			558.43	558.43

OFFICERS

Title	Name	Location of Office
President	Edwin Hawley	New York, N. Y.
Vice President	F. H. Davis	New York, N. Y.
Secretary	L. F. Day	Minneapolis, Minn.
Assistant Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
General Counsel	Joseph Gaskell	Minneapolis, Minn.
Chief Engineer	Geo. W. Seever	Minneapolis, Minn.
Auditor	L. G. Scott	Minneapolis, Minn.
General Manager	L. F. Day	Minneapolis, Minn.
General Superintendent	W. D. Wheeler	Minneapolis, Minn.
Superintendent of Telegraph	D. C. Noonan	Minneapolis, Minn.
Freight Traffic Manager	C. S. Hayden	Oskaloosa, Iowa.
Asst. General Freight Agent	S. J. Dunn	Minneapolis, Minn.
General Passenger Agent	J. N. Tittmore	Peoria, Ill.
General Ticket Agent	S. G. Lutz	Minneapolis, Minn.
General Baggage Agent	H. F. Marsh	Minneapolis, Minn.
	A. B. Cutts	Minneapolis, Minn.
	A. B. Cutts	Minneapolis, Minn.
	A. B. Cutts	Minneapolis, Minn.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
L. C. Weir.....	New York, N. Y.....	September, 1911.
Charles W. Osborn.....	New York, N. Y.....	September, 1911.
Frank Trumbull.....	New York, N. Y.....	September, 1911.
Edwin Hawley.....	New York, N. Y.....	September, 1907.
P. H. Davis.....	New York, N. Y.....	September, 1907.
Geo. Crocker.....	New York, N. Y.....	September, 1907.
T. P. Shonts.....	Chicago, Ill.....	September, 1908.
E. C. Bradley.....	New York, N. Y.....	September, 1908.
H. E. Huntington.....	New York, N. Y.....	September, 1908.
L. F. Day.....	Minneapolis, Minn.....	September, 1909.
Henry A. Gardner.....	Chicago, Ill.....	September, 1909.
William Shillaber.....	New York, N. Y.....	September, 1909.
Paul Morton.....	Chicago, Ill.....	September, 1910.
John E. Searles.....	New York, N. Y.....	September, 1910.
W. S. Crandell.....	New York, N. Y.....	September, 1910.

1. Total number of stockholders at date of last election, 583.
2. Date of last meeting of stockholders for election of directors, September 7, 1905.
3. Postoffice address of general office, Minneapolis, Minn.
4. Postoffice address of operating office, Minneapolis, Minn.

ALBIA & CENTERVILLE RAILWAY COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Albia & Centerville Ry. Co.	Albia, Ia.	Centerville, Ia.	24.40	24.40
Total			24.40	24.40

OFFICERS

Title	Name	Location of Office
First Vice President.....	T. P. Shonts.....	New York, N. Y.
Secretary.....	J. J. Slocum.....	New York, N. Y.
Assistant Treasurer.....	C. W. Osborn.....	New York, N. Y.
Attorney, or General Counsel.....	Geo. W. Seevers.....	Minneapolis, Minn.
Auditor.....	L. G. Scott.....	Minneapolis, Minn.
General Manager.....	L. F. Day.....	Minneapolis, Minn.
Chief Engineer.....	W. D. Wheeler.....	Minneapolis, Minn.
General Superintendent.....	D. G. Noonan.....	Minneapolis, Minn.
Superintendent.....	C. S. Hayden.....	Oskaloosa, Iowa.
Superintendent of Telegraph.....	S. J. Dunn.....	Oskaloosa, Iowa.
Traffic Manager.....	J. N. Tittmore.....	Minneapolis, Minn.
Assistant Freight Agent.....	S. G. Lutz.....	Peoria, Ill.
Assistant General Freight Agent.....	H. P. Marsh.....	Minneapolis, Minn.
General Passenger Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Ticket Agent.....	A. B. Cutts.....	Minneapolis, Minn.
General Baggage Agent.....	A. B. Cutts.....	Minneapolis, Minn.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Russell Sage.....	.....	.....
T. P. Shonts.....	New York, N. Y.....	December 2, 1907.
E. C. Osborn.....	New York, N. Y.....	December 2, 1907.
C. W. Osborn.....	New York, N. Y.....	December 2, 1907.
J. J. Slocum.....	New York, N. Y.....	December 2, 1907.

1. Total number of stockholders at date of last election, 8.
2. Date of last meeting of stockholders for election of directors, December 5, 1905.
3. Postoffice address of general office, New York, N. Y.
4. Postoffice address of operating office, Minneapolis, Minn.

MANCHESTER & ONEDIA RAILWAY COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each class of roads named
	From—	To—	
1. Manchester & Onedia Ry. Co	Manchester, Ia.	Onedia, Ia.	8.75

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	E. M. Carr.....	Manchester, Iowa.
President	Jos. Hutchinson	Manchester, Iowa.
First Vice President.....	A. Hollister	Manchester, Iowa.
Secretary	H. C. Haeblerle	Manchester, Iowa.
Treasurer	M. F. LeRoy.....	Manchester, Iowa.
Attorney, or General Counsel.....	F. Blair	Manchester, Iowa.
Auditor	Chas. J. Seeds.....	Manchester, Iowa.
Chief Engineer	D. H. Young.....	Manchester, Iowa.
Traffic Manager	E. E. Brewer.....	Manchester, Iowa.
General Freight Agent.....	A. Hollister	Manchester, Iowa.
General Passenger Agent.....	E. H. Hoyt.....	Manchester, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
E. M. Carr.....	Manchester, Iowa.....	1st Tu. Apr., 1909
E. H. Hoyt.....	Manchester, Iowa.....	1st Tu. Apr., 1909
Chas. J. Seeds.....	Manchester, Iowa.....	1st Tu. Apr., 1909
L. L. Hoyt.....	Manchester, Iowa.....	1st Tu. Apr., 1909
H. C. Haeblerle.....	Manchester, Iowa.....	1st Tu. Apr., 1910
A. S. Blair.....	Manchester, Iowa.....	1st Tu. Apr., 1910
L. Matthews.....	Manchester, Iowa.....	1st Tu. Apr., 1910
Wm. Hockaday.....	Manchester, Iowa.....	1st Tu. Apr., 1910
J. J. Houg.....	Manchester, Iowa.....	1st Tu. Apr., 1910
Jos. Hutchinson.....	Manchester, Iowa.....	1st Tu. Apr., 1908
M. F. LeRoy.....	Manchester, Iowa.....	1st Tu. Apr., 1908
R. R. Robinson.....	Manchester, Iowa.....	1st Tu. Apr., 1908
A. A. Morse.....	Manchester, Iowa.....	1st Tu. Apr., 1908
A. Hollister.....	Manchester, Iowa.....	1st Tu. Apr., 1908
B. W. Jewell.....	Omaha, Nebr.....	1st Tu. Apr., 1908

1. Total number of stockholders at date of last election, 304.
 2. Date of last meeting of stockholders for election of directors, April 2, 1907.
 3. Postoffice address of general office, Manchester, Iowa.
 4. 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.
 2. Proprietary companies whose entire capital stock is owned by this company.
 3. Line operated under lease for specified sum.
 4. Line operated under contract, or where the rental is contingent upon earnings or other considerations.
 5. Line operated under trackage rights.

Name	Terminals		Miles of line for each class of roads named	Miles of line for each class of roads named
	From—	To—		
1. a The Minneapolis & St. Louis R. R. Co.	Minneapolis, Minn.	Angus, Ia.	959.90	259.90
1. b The Minneapolis & St. Louis R. R. Co.	Kalo Jct., Ia.	Kalo, Ia.	1.14	
	Hopkins, Minn.	Watertown, S. D.	215.42	
	Manitou Jct., Minn.	Tonka Bay, Minn.	1.45	
	Winthrop, Minn.	Storm Lake, Ia.	153.50	371.51
2. None.				
3. None.				
4. Des Moines & Ft. Dodge R. Co.	Ruthven, Ia.	Des Moines, Ia.	137.01	
	Minn., Dak. & Pac. Ry.	At Ft. Dodge, Ia. ....	.61	137.62
		Cola, S. D.	114.13	
		Northville, S. D.	33.60	137.73
5. Nor. Pac. Ry. Co.	Minneapolis, Minn.	St. Paul, Minn.	10.11	
C. M. & St. P. Ry. Co.	Spencer, Ia.	Ruthven, Ia.	12.45	
Ill. Central R. R. Co.	Tara, Ia.	Ft. Dodge, Ia.	6.07	
Des Moines Union Ry. Co.		At Des Moines. ....	.58	29.21
Total			935.97	935.97

OFFICERS

Title	Name	Location of Office
President	Edwin Hawley	New York, N. Y.
Vice President	L. F. Day.....	Minneapolis, Minn.
Secretary and Asst. Treasurer.....	Joseph Gaskell	Minneapolis, Minn.
Treasurer	E. H. Davis.....	New York, N. Y.
General Counsel	Geo. W. Seevers.....	Minneapolis, Minn.
Auditor	L. G. Scott.....	Minneapolis, Minn.
General Manager	L. F. Day.....	Minneapolis, Minn.
Chief Engineer	W. D. Wheeler.....	Minneapolis, Minn.
General Superintendent	D. C. Noonan.....	Minneapolis, Minn.
Superintendent	E. D. Hogan.....	Minneapolis, Minn.
Freight Traffic Manager.....	J. N. Tittlemore.....	Minneapolis, Minn.
Asst. General Freight Agent.....	H. F. Marsh.....	Minneapolis, Minn.
Asst. General Freight Agent.....	S. G. Lutz.....	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
E. Hawley	New York, N. Y.	October, 1907.
F. E. Palmer	New York, N. Y.	October, 1907.
L. C. Weir	New York, N. Y.	October, 1907.
H. E. Huntington	New York, N. Y.	October, 1908.
J. N. Wallace	New York, N. Y.	October, 1908.
Frank Trumbull	New York, N. Y.	October, 1908.
F. H. Davis	New York, N. Y.	October, 1909.
J. E. Searles	New York, N. Y.	October, 1909.
L. F. Day	Minneapolis, Minn.	October, 1909.

1. Total number of stockholders at date of last election, 486.
2. Date of last meeting of stockholders for election of directors, October 2, 1906.
3. Postoffice address of general office, Minneapolis, Minn.
4. Postoffice address of operating office, Minneapolis, Minn.

MUSCATINE NORTH & SOUTH RAILWAY COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. M., N. & S. Ry. Co.	Muscatine	Elrick Jct.	28.67	
Total			28.67	

OFFICERS

Title	Name	Location of Office
President	Chas. Howard	Muscatine, Iowa.
Secretary and Treasurer	George Reeder	Muscatine, Iowa.
Attorney, or General Counsel	Henry Jayne	Muscatine, Iowa.
Auditor	George Reeder	Muscatine, Iowa.
General Manager	Chas. Howard	Muscatine, Iowa.
Superintendent of Telegraph	J. A. Coe	Muscatine, Iowa.
General Freight Agent	G. B. Birch	Muscatine, Iowa.
General Passenger Agent	G. B. Birch	Muscatine, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Chas. Howard	Muscatine, Iowa.	February 1, 1908.
J. S. Clark	Philadelphia, Pa.	February 1, 1908.
Jno. Graham	Philadelphia, Pa.	February 1, 1908.

1. Total number of stockholders at date of last election, 4.
2. Date of last meeting of stockholders for election of directors, January 1, 1907.
3. Postoffice address of general office, Muscatine, Iowa.
4. Postoffice address of operating office, Muscatine, Iowa.

NEWTON & NORTHWESTERN RAILROAD 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.

Name	Terminals		Miles of line for each class of roads named	Miles of line for each class of roads named
	From—	To—		
1. Newton & Northwestern R. R.	Newton, Ia.	Rockwell City, Ia.	102.5	102.5
3. Colfax Branch	Goddard, Ia.	Colfax, Ia.	4.1	4.1
Total			106.6	106.6

Note. 3. Colfax branch is owned by the Fort Dodge, Des Moines & Southern R. R. Co. and was operated by the Newton & Northwestern R. R. Co. without consideration pending further construction.

OFFICERS

Title	Name	Location of Office
President	Homer Loring	Boston, Mass.
Vice President	Frederick A. Farrar	Boston, Mass.
Secretary	Chas. F. Cushman	Boston, Mass.
Treasurer	Frederick A. Farrar	Boston, Mass.
General Counsel	S. R. Dyer	Boone, Iowa.
Auditor	W. Chamberlain	Boone, Iowa.
General Manager	J. L. Blake	Boone, Iowa.
General Freight Agent	C. H. Crooks	Boone, Iowa.
General Passenger Agent	C. H. Crooks	Boone, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Homer Loring	Boston, Mass.	May, 1908.
Frederick A. Farrar	Boston, Mass.	May, 1908.
Henry W. Poor	New York, N. Y.	May, 1908.
Franklin L. Hunt	Boston, Mass.	May, 1908.
S. R. Dyer	Boone, Iowa.	May, 1908.

1. Total number of stockholders at date of last election, 101.
2. Date of last meeting of stockholders for election of directors, May 14, 1907.
3. Postoffice address of general office, Boone, Iowa.
4. Postoffice address of operating office, Boone, Iowa.

TABOR & NORTHERN RAILWAY CO

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 class of roads named	Miles of line for each class of roads named
	From—	To—		
1. Tabor & Northern Railway..	Taber	Malvern	8.79	
5. Chicago, Burlington & Quincy Rd. Co.	Switching connection at Malvern		1.06	

OFFICERS

Title	Name	Location of Office
Chairman of the Board	R. McClelland	Taber, Iowa.
President	R. McClelland	Taber, Iowa.
First Vice President	Thomas McClelland	Galesburg, Ill.
Secretary and Treasurer	R. S. McClelland	Taber, Iowa.
Auditor	R. S. McClelland	Taber, Iowa.
General Manager	R. McClelland	Taber, Iowa.
Traffic Manager	R. S. McClelland	Taber, Iowa.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
R. McClelland	Taber, Iowa.	June 10, 1910.
Thomas McClelland	Galesburg, Ill.	June 10, 1910.
R. S. McClelland	Taber, Iowa.	June 10, 1911.
J. M. Barbam	Los Angeles, Calif.	June 10, 1909.

1. Total number of stockholders at date of last election, 43.
2. Date of last meeting of stockholders for election of directors, June 10, 1907.
3. Postoffice address of general office, Taber, Iowa.
4. Postoffice address of operating office, Taber, Iowa.

UNION PACIFIC RAILROAD COMPANY

PROPERTY OPERATED

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

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Union Pacific R. R.				
Nebraska Division	Council Bluffs, Ia.	No. Platte, Neb.	293.23	
Nebraska Division	Initial Point Spur	Omaha, Neb.	3.95	
Wyoming Division	North Platte, Neb.	Green River, Wyo.	533.59	
Utah Division	Green River, Wyo.	Ogden, Utah	175.00	
Kansas Division	Kansas City, Mo.	Ellis, Kan.	302.58	
Colorado Division, E. Dist.	Ellis, Kan.	Denver, Colo.	339.94	
Colorado Division, N. Dist.	Cheyenne, Wyo.	" (Pullman) Colo.	104.15	
Colorado Division, Julesburg District	Julesburg, Colo.	La Salle, Colo.	151.53	1,901.57
1. b Beatrice Branch	Valley, Neb.	Beatrice, Neb.	66.72	
Stromsburg Branch	Valparaiso, Neb.	Central City, Neb.	75.28	
Norfolk Branch	Columbus, Neb.	Norfolk, Neb.	50.37	
Albion Branch	Oconee, Neb.	Albion, Neb.	34.54	
Cedar Rapids Branch	Genoa, Neb.	Spaulding, Neb.	44.42	
Ord Branch	Gr. Island, Neb.	Ord, Neb.	60.77	
Scotia Branch	Scotia, Neb.	Scotia, Neb.	1.37	
Loup City Branch	St. Paul, Neb.	Loup City, Neb.	39.49	
Pleasanton Branch	Boelus, Neb.	Pleasanton, Neb.	22.06	
Kearney Branch	Kearney, Neb.	Callaway, Neb.	65.79	
Superior Branch	Thayer, Wyo.	Superior, Wyo.	9.05	
Leavenworth Branch	Leavenworth, Kan.	Lawrence, Kan.	31.33	
Manhattan Branch	Manhattan, Kan.	Beatrice, Kan.	32.33	
Blue Springs Branch	Blue Spgs. Jet., Neb.	Blue Spgs., Neb.	.97	
Junction City Branch	Junction City, Kan.	Concordia, Kan.	70.86	
	Lawrenceburg, Kan.	Belleville, Kan.	17.15	
Solomon Branch	Solomon, Kan.	Beloit, Kan.	50.97	
McPherson Branch	Salina, Kan.	McPherson, Kan.	35.46	
Plainville Branch	Salina, Kan.	Plainville, Kan.	103.35	
Colby Branch	Oakley, Kan.	Plainville, Kan.	123.00	
Boulder Branch	Brighton, Colo.	Boulder, Colo.	27.00	
	St. Vrain's Jet., Col.	Grant Mine, Colo.	6.47	
	Raum Mine Jet., Col.	Raum Mine, Colo.	.96	
Park City Branch	Echo, Utah	Park City, Utah.	27.50	1,092.24
				2,993.91
4. The Topeka & Northwestern R. R.	Menokan, Kan.	Onaga, Kan.	37.50	37.50
Total			3,031.41	3,031.41

OFFICERS

Title	Name	Location of Office
Chairman of the Executive Com.	E. H. Harriman	New York, N. Y.
President	E. H. Harriman	New York, N. Y.
Vice President	Wm. D. Cornish	New York, N. Y.
Secretary	Alex. Millar	New York, N. Y.
Treasurer	Fred V. S. Crosby	New York, N. Y.
Assistant Secretary	Jos. Hellen	New York, N. Y.
General Solicitor	John N. Baldwin	Omaha, Nebr.
Counsel	R. S. Lovett	New York, N. Y.
Attorney	Maxwell Everts	New York, N. Y.
Comptroller	Wm. Mahl	New York, N. Y.
Assistant Comptroller	H. S. Bradt	New York, N. Y.
General Auditor	Erastus Young	Omaha, Nebr.
Auditor	H. J. Stirling	Omaha, Nebr.
Vice President and Gen. Mgr.	A. L. Mohler	Omaha, Nebr.
Chief Engineer	Russell L. Huntley	Omaha, Nebr.
General Superintendent	Wm. L. Park	Omaha, Nebr.
Superintendent	J. O. Brinkerhoff	Kansas City, Mo.
Superintendent	Chas. Ware	Omaha, Nebr.
Superintendent	H. L. Anderson	Cheyenne, Wyo.
Superintendent	A. F. Vick Roy	Denver, Col.
Superintendent of Telegraph	L. H. Korty	Omaha, Nebr.
Freight Traffic Manager	J. A. Munroe	Omaha, Nebr.
General Freight Agent	E. H. Wood	Omaha, Nebr.
First Asst. Gen. Freight Agent	Chas. J. Lane	Omaha, Nebr.
Assistant General Freight Agent	W. B. Garratt	Omaha, Nebr.
General Passenger Agent	E. L. Lomax	Omaha, Nebr.
Asst. General Passenger Agent	W. H. Murray	Omaha, Nebr.
Asst. General Passenger Agent	W. L. Basinger	Omaha, Nebr.
General Baggage Agent	Andrew Traynor	Council Bluffs, Ia.
Director of Purchases	W. V. S. Thorne	New York, N. Y.
Land Commissioner	B. A. McAllaster	Omaha, Nebr.
Traffic Director	J. C. Stubbs	Chicago, Ill.
Assistant Traffic Director	E. O. McCormick	Chicago, Ill.
Assistant Traffic Director	P. C. Stohr	Chicago, Ill.
Director of Maint. of Operation	J. Kruttschnitt	Chicago, Ill.
Asst. Direc. of Maint. of Oper'n.	W. B. Scott	Chicago, Ill.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Oliver Ames	Boston, Mass.	October 8, 1907.
Wm. D. Cornish	New York, N. Y.	October 8, 1907.
A. J. Earling	Chicago, Ill.	October 8, 1907.
Henry C. Frick	Pittsburg, Pa.	October 8, 1907.
Robert W. Golet	New York, N. Y.	October 8, 1907.
E. H. Harriman	Arden, N. Y.	October 8, 1907.
Marvin Huggitt	Chicago, Ill.	October 8, 1907.
R. S. Lovett	New York, N. Y.	October 8, 1907.
Charles A. Peabody	New York, N. Y.	October 8, 1907.
Wm. G. Rockefeller	New York, N. Y.	October 8, 1907.
Henry H. Rogers	New York, N. Y.	October 8, 1907.
Joseph F. Smith	Salt Lake City, Utah.	October 8, 1907.
James Stillman	New York, N. Y.	October 8, 1907.
P. A. Valentine	Chicago, Ill.	October 8, 1907.
One Vacancy		

- Total number of stockholders at date of last election, 12,236.
- Date of last meeting of stockholders for election of directors, October 8, 1906.
- Postoffice address of general office, 120 Broadway, New York, N. Y.
- 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 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 The Wabash Railroad -----	Toledo -----	Aladdin -----	460.5	
	Bluffs -----	Camp Point -----	39.8	
	Clayton -----	Elvaston -----	34.5	
	Decatur -----	Bridge Junction -----	100.4	
	Bridge Junction -----	E. St. Louis Fct. -----		
	C. & W. I. Jct. -----	House -----	0.6	
	Shumway -----	Altamont -----	205.0	
	Delray -----	Butler -----	9.4	
	Montpelier -----	Clarke Junction -----	109.9	
	St. Louis (Taylor av) -----	3rd Street -----	149.5	
	" (3rd St.) -----	Harlem -----	0.4	
	Moberly -----	Ottumwa -----	274.6	
	Pattonsburg -----	Council Bluffs -----	131.2	
	Quincy -----	Ferguson -----	143.7	
	St. Louis (Carr St.) -----		0.9	
			10.7	1,680.2
1. b The Wabash Railroad -----	Sidney -----	Champaign -----	11.7	
	Edwardsville -----	Edwardsville Jct. -----	2.2	
	Attica -----	Covington -----	14.8	
	Fairbury -----	Streator -----	30.9	
	Salisbury -----	Glasgow -----	15.1	75.0
2. Brunswick & Chillicothe R.R. -----	Brunswick -----	Chillicothe -----	38.3	
St. Louis, Council Bluffs & -----	Chillicothe -----	Pattonsburg -----	41.4	
Omaha R. R. -----	Centralia -----	Columbia -----	21.6	
Columbia & St. Louis R.R. -----	Ex. Springs Jct. -----	Milwaukee Jct. -----	9.7	
Nor. R. R. -----	Moulton -----	Chesterfield -----	94.1	
Moulton, Albia & Des M. -----	Maumee -----	Montpelier -----	49.6	
Toledo & Chicago R. R. -----	Butler -----	New Haven -----	25.7	280.4
Fort Wayne & Detroit R.R. -----				
3. Louisiana & Pike Co. R. R. -----	Mansville -----	Pittsfield -----	6.2	6.2
4. None -----				
5. Ann Arbor R. R. -----	Toledo -----	Milan -----	20.9	
Grand Trunk R. R. -----	Detroit -----	Black Rock -----	227.1	
	Wellans Jct. -----	Suspension Bridge -----	17.8	
Erie R. R. -----	Black Rock -----	Buffalo -----	25.8	
	Detroit Union Dep. -----	International Jct. -----	4.8	
	Delray -----	Delray -----	4.5	
	Chicago -----	C. & W. I. Jct. -----	0.1	
	State Line (Ind.-Ill.) -----	C. & W. I. Jct. -----	8.0	
Chicago Term. Transfer R.R. -----	Clarke Jct. -----	St. Line, Ind.-Ill. -----	11.5	
Chicago, Burl. & Q. R. R. -----	Camp Point -----	Quincy -----	5.7	
	East Hannibal -----	Quincy -----	22.7	
Toledo, Peoria & W. R. R. -----	Elvaston -----	Hamilton -----	16.2	
	Forrest Jct. -----	Fairbury -----	6.5	
Keokuk Bridge Co. -----	Hannibal -----	Keokuk -----	9.2	
Mo., Kas. and Tex. R. R. -----	Hannibal Br. Track -----	Hannibal (U. D.) -----	1.3	
Terminal R.R. Assn. of St. -----	Bridge Junction -----	St. Louis Un. Sta. -----	0.4	
Louis -----			3.8	

PROPERTY OPERATED—CONTINUED.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Chicago & Eastern Ill. R. R. -----	Altamont -----	-----	0.9	
Terminal R. R. Assn. of St. -----	St. Louis Union St. -----	2nd St. -----	0.7	
Louis -----	Harlem -----	Kansas City -----	1.5	
Hannibal & St. Joseph R. R. -----	Albia -----	Albia Connection -----	0.2	
Iowa Central Ry. -----	Hannibal -----	Moberly -----	69.7	
Mo., Kas. & Tex. R. R. -----	St. Louis (Olive St.) -----	Carr Street -----	0.5	
Missouri Pacific Ry. -----	Chesterfield -----	Des Moines -----	2.4	
Des Moines Union Ry. -----	Council Bluffs -----	Omaha -----	2.8	
Union Pacific R. R. -----	Wabash Conn. -----	Council Bluffs (U. D.) -----	0.3	472.5
Chicago, M. & St. P. Ry. -----				
Total -----				2,514.3

OFFICERS

Title	Name	Location of Office
Chairman of the Board.....	E. T. Jeffery.....	New York City.
President.....	F. A. Delano.....	Chicago, Ill.
Vice President.....	Edgar T. Welles.....	New York City.
Vice President.....	Wells H. Blodgett.....	St. Louis, Mo.
Vice President.....	E. B. Pryor.....	St. Louis, Mo.
Secretary.....	J. C. Otteson.....	New York City.
Treasurer.....	F. L. O'Leary.....	St. Louis, Mo.
General Solicitor.....	C. N. Travous.....	St. Louis, Mo.
Attorney, or General Counsel....	Wells H. Blodgett.....	St. Louis, Mo.
Auditor.....	T. J. Tobin.....	St. Louis, Mo.
Vice President and Gen. Mgr....	Henry Miller.....	St. Louis, Mo.
Chief Engineer.....	A. O. Cunningham.....	St. Louis, Mo.
General Superintendent.....	S. E. Cotter.....	St. Louis, Mo.
Division Superintendent.....	J. J. Sim.....	Detroit, Mich.
Division Superintendent.....	J. C. Sullivan.....	Peru, Ind.
Division Superintendent.....	L. J. Ferritor.....	Decatur, Ill.
Division Superintendent.....	C. E. Brown.....	Springfield, Ill.
Division Superintendent.....	J. E. Stumpf.....	Moberly, Mo.
Superintendent of Telegraph....	G. C. Kinsman.....	Decatur, Ill.
Traffic Manager.....	D. O. Ives.....	St. Louis, Mo.
Assistant Traffic Manager.....	W. C. Maxwell.....	St. Louis, Mo.
Asst. General Freight Agent....	R. N. Collyer.....	St. Louis, Mo.
General Passenger Agent.....	C. S. Crane.....	St. Louis, Mo.
Asst. General Passenger Agent....	H. V. P. Taylor.....	St. Louis, Mo.
General Ticket Agent.....	C. S. Crane.....	St. Louis, Mo.
Assistant General Ticket Agent..	H. V. P. Taylor.....	St. Louis, Mo.
General Baggage Agent.....	S. H. Overholt.....	St. Louis, Mo.

ORGANIZATION

Names of Directors	Postoffice Address	Date of Expiration of Term
Geo. J. Gould.....	New York City.....	2d Tu. in Oct., 1907
Edward G. Jeffrey.....	New York City.....	2d Tu. in Oct., 1907
Frederic A. Delano.....	Chicago, Ill.....	2d Tu. in Oct., 1907
Edgar T. Welles.....	New York City.....	2d Tu. in Oct., 1907
John T. Terry.....	New York City.....	2d Tu. in Oct., 1907
Winslow S. Pierce.....	New York City.....	2d Tu. in Oct., 1907
S. C. Reynolds.....	Toledo, Ohio.....	2d Tu. in Oct., 1907
Robert C. Clowry.....	New York City.....	2d Tu. in Oct., 1907
Robert M. Gallaway.....	New York City.....	2d Tu. in Oct., 1907
William B. Sanders.....	Cleveland, Ohio.....	2d Tu. in Oct., 1907
Thos. H. Hubbard.....	New York City.....	2d Tu. in Oct., 1907
Wells H. Blodgett.....	St. Louis, Mo.....	2d Tu. in Oct., 1907
J. J. Slocum.....	New York City.....	2d Tu. in Oct., 1907

1. Total number of stockholders at date of last election, 2,149.
2. Date of last meeting of stockholders for election of directors, October 9, 1906.
3. Postoffice address of general office, St. Louis, Mo.
4. Postoffice address of operating office, St. Louis, Mo.

WILLMAR & SIOUX FALLS RAILWAY COMPANY

PROPERTY OPERATED

1. Railroad line represented by capital stock;
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
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. Willmar & Sioux Falls Ry....	Willmar, Minn. --- Garretson, S. D....	Sioux City, Ia. Yankton, S. D. ---	223.76 80.49	304.25
2. Sioux City & Western Ry. ..	So. Sioux City, Neb	O'Neill, Neb.	129.16	129.16
5. Union Terminal Co.	In Sioux City, Ia. Junction with W. & S. F. Ry.	Junct. with tracks C., M. & St. P. Ry.	1.57	
Chicago, M. & St. P. Ry. ..	Junction with tracks of Union Terminal Co.	Junct. with tracks of the Combina- tion Bdg. Co. ....	.66	
Combination Bridge Co.	Junction with tracks of C., M. & St. P. Ry.	S. Sioux City, Neb	1.15	3.32
Total				436.73

OFFICERS

Title	Name	Location of Office
President	Louis W. Hill.....	St. Paul, Minn.
Vice President	R. I. Farrington....	St. Paul, Minn.
Secretary and Treasurer	Edward Sawyer.....	St. Paul, Minn.
General Solicitor	W. R. Begg.....	St. Paul, Minn.
Assistant General Solicitor.....	J. D. Armstrong....	St. Paul, Minn.
Assistant General Solicitor.....	M. L. Countryman...	St. Paul, Minn.
Comptroller	John G. Drew.....	St. Paul, Minn.
Assistant Comptroller	Geo. R. Martin.....	St. Paul, Minn.
Auditor	F. E. Draper.....	St. Paul, Minn.
General Manager	Frank E. Ward.....	St. Paul, Minn.
Assistant General Manager.....	H. A. Kennedy.....	St. Paul, Minn.
Chief Engineer	A. H. Hogeland.....	St. Paul, Minn.
General Superintendent	E. L. Brown.....	St. Paul, Minn.
Superintendent	R. L. Knebel.....	Sioux City, Iowa.
Gen. Supt. of Transportation.....	W. C. Watrous.....	St. Paul, Minn.
Superintendent of Telegraph.....	E. J. Little.....	St. Paul, Minn.
General Traffic Manager.....	W. W. Boughton....	St. Paul, Minn.
General Passenger Agent.....	A. L. Craig.....	St. Paul, Minn.
General Baggage Agent.....	S. A. Smart.....	St. Paul, Minn.

ORGANIZATION

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

1. Total number of stockholders at date of last election, 6.
2. Date of last meeting of stockholders for election of directors,
November 19, 1906.
3. Postoffice address of general office, St. Paul, Minn.
4. Postoffice address of operating office, St. Paul, Minn.

OFFICERS AND DIRECTORS

OF

ELECTRIC INTERURBAN LINES

OFFICERS AND DIRECTORS OF ELECTRIC RAILWAY COMPANIES

BOONE SUBURBAN RAILWAY COMPANY

BOONE, IOWA

OFFICERS OF THE COMPANY

Name	Title	Official Address
John Reynolds	President	Boone, Iowa.
F. H. Richardson.....	Vice President	Boone, Iowa.
S. G. Clarke.....	Secretary	Boone, Iowa.
City Bank of Boone.....	Treasurer	Boone, Iowa.
S. G. Clarke.....	Auditor	Boone, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
John Reynolds	Boone, Iowa.
F. H. Richardson.....	Boone, Iowa.
S. G. Clarke.....	Boone, Iowa.

Date of close of fiscal year, June 3d.
 Date of stockholders' annual meeting, first Monday in October.

CEDAR RAPIDS & IOWA CITY RAILWAY AND LIGHT COMPANY

CEDAR RAPIDS, IOWA.

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

OFFICERS OF THE COMPANY

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

DIRECTORS OF THE COMPANY

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

Date of close of fiscal year, December 31, 1907.

Date of stockholders' annual meeting, last Tuesday in May.

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 car lines 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 built and extended the lines within the city of Cedar Rapids and installed electric service thereon, and to Marion.

In the year 1904 a branch line was constructed in the city of Cedar Rapids to one of the city parks, a distance of 2.15 miles, and in 1906 1.44 miles of extensions were added to existing city lines in Cedar Rapids.

OFFICERS OF THE COMPANY

Name	Title	Official Address
P. E. Hall.....	President	Cedar Rapids, Ia.
Henry V. Ferguson.....	Vice President	Cedar Rapids, Ia.
Henry V. Ferguson.....	Secretary	Cedar Rapids, Ia.
John S. Ely.....	Treasurer	Cedar Rapids, Ia.
A. M. Wragg.....	Auditor	Cedar Rapids, Ia.
F. L. Discrens.....	Superintendent	Cedar Rapids, Ia.

DIRECTORS OF THE COMPANY

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

Date of close of fiscal year, December 31st.

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

IOWA & ILLINOIS RAILWAY COMPANY
CLINTON, IOWA.

OFFICERS OF THE COMPANY

Name	Title	Official Address
G. E. Lamb.....	President	Clinton, Iowa.
F. W. Ellis	First Vice President...	Clinton, Iowa.
Henry Thuenen, Jr.....	Second Vice President..	Davenport, Iowa.
A. B. McCoy.....	Secretary	Clinton, Iowa.
C. B. Mills.....	Treasurer	Clinton, Iowa.
J. C. Feddersen.....	Auditor	Clinton, Iowa.
P. F. Crafts.....	General Manager	Clinton, Iowa.
F. H. Perkins.....	Superintendent	Clinton, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
G. E. Lamb.....	Clinton, Iowa.
F. W. Ellis.....	Clinton, Iowa.
R. B. McCoy.....	Clinton, Iowa.
Lafayette Lamb	Clinton, Iowa.
C. B. Mills.....	Clinton, Iowa.
L. M. Ellis.....	Clinton, Iowa.
Henry Thuenen, Jr.....	Davenport, Iowa.
A. L. Register.....	Philadelphia, Pa.
Julius Christiansen	Philadelphia, Pa.

INTER-URBAN RAILWAY COMPANY
DES MOINES, IOWA.

OFFICERS OF THE COMPANY

Name	Title	Official Address
H. H. Polk.....	President	Des Moines, Iowa.
E. F. Smith.....	Vice President	Chicago, Ill.
W. I. Haskitt.....	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.
F. S. Cummins.....	Superintendent	Des Moines, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
H. H. Polk.....	Des Moines, Iowa.
N. T. Guernsey.....	Des Moines, Iowa.
G. B. Hippee.....	Des Moines, Iowa.
N. W. Harris.....	Chicago, Ill.
E. F. Smith.....	Chicago, Ill.

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

MASON CITY & CLEAR LAKE TRACTION COMPANY

MASON CITY, IOWA.

Organized December 15, 1896.

OFFICERS OF THE COMPANY

Name	Title	Official Address
W. E. Brice.....	President	Mason City, Iowa.
F. J. Hanlon.....	Vice President	Mason City, Iowa.
F. J. Hanlon.....	Secretary	Mason City, Iowa.
C. H. McNider.....	Treasurer	Mason City, Iowa.
G. E. Peck.....	Auditor	Mason City, Iowa.
F. J. Hanlon.....	General Manager	Mason City, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
W. E. Brice.....	Mason City, Iowa.
C. H. McNider.....	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.

TAMA & TOLEDO ELECTRIC RAILWAY AND LIGHT COMPANY

TOLEDO, IOWA.

OFFICERS OF THE COMPANY

Name	Title	Official Address
W. C. Walters.....	President	Toledo, Iowa.
W. E. Brice.....	Vice President	Mason City, Iowa.
J. F. Walters.....	Secretary	Toledo, Iowa.
C. E. Walters.....	Treasurer	Toledo, Iowa.
J. F. Walters.....	Auditor	Toledo, Iowa.
W. C. Walters.....	General Manager	Toledo, Iowa.

DIRECTORS OF THE COMPANY

Name	Residence
L. Clark	Toledo, Iowa.
W. C. Walters.....	Toledo, Iowa.
W. E. Brice	Mason City, Iowa.
C. E. Walters.....	Toledo, Iowa.
J. F. Walters.....	Toledo, Iowa.

Date of close of fiscal year, January 1st.
 Date of stockholders' annual meeting, first Tuesday in February.

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

OFFICERS OF THE COMPANY

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

DIRECTORS OF THE COMPANY

Name	Residence
L. S. Cass.....	St. Paul, Minn.
J. F. Cass.....	Sumner, Iowa.
C. D. Cass.....	Waterloo, Iowa.
E. K. Boisat.....	Chicago, Ill.

Decisions of the Commissioners

DECISIONS

No. 3312—1907.

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

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

In the matter of the petition of the Chicago, Milwaukee & Saint Paul Railway Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Tama county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Chicago, Milwaukee & Saint 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, belt, or piece of land, one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground for change of line and extending from the east side to the west side of the northwest quarter of section twenty-three, township eighty-three north, range fourteen west;

Also two strips of land, each twenty-five feet in width, one on the north side and the other on the south side of the above described right of way, and contiguous thereto, and extending easterly a distance of twelve hundred and fifty feet, measured along said new center line of main track, from the west side line of the northwest quarter of said section twenty-three;

Also a strip of land, twenty-five feet in width, on the north side of and contiguous to the above described right of way, and extending easterly a distance of one hundred and fifty feet, measured along said new center line of main track, from the west boundary line of said northwest quarter of section twenty-three;

Also a strip of land, one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out upon the ground, and extending from the east side to the south side across the southeast quarter of the northeast quarter of section twenty-two, township eighty-three north, range fourteen west;

Also a strip of land, twenty-five feet in width, on the south side of and contiguous to the last above described right of way, and a strip of land, fifty feet in width, on the north side of the last above described right of way, and contiguous thereto, and extending westerly a distance of two hundred feet,

measured along the said new center line of main track, from the east side line of said southeast quarter of the northeast quarter of said section twenty-two;

Also a strip of land, one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground, and extending from the north side to the west side of the northeast quarter of the southeast quarter of section twenty-two, township eighty-three north, range fourteen west;

Also two strips of land, each twenty-five feet in width, one on the northerly side and the other on the southerly side of the above described right of way and contiguous thereto, and extending easterly a distance of four hundred feet, measured along the said new center line of main track from the west side line of said northeast quarter of the southeast quarter of section twenty-two, township eighty-three north, range fourteen west;

Containing in all twelve and eighty-nine hundredths acres.

All that part of the south half of the northeast quarter of section thirteen, township eighty-three north, range fourteen west, lying south of the line drawn parallel to and fifty feet northerly from, measured at right angles to, the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground, and extending from the east boundary line to the south boundary line of said south half of the northeast quarter of section thirteen;

Containing in all six and twelve hundredths acres.

A strip of land one hundred feet in width, being fifty feet on each side of the new center line of main track of the Chicago, Milwaukee & Saint Paul Railway, as located and staked out on the ground, and extending from the public highway near the east boundary line of the southwest quarter of section eighteen, township eighty-three north, range thirteen west, northwesterly to the west side line of the southwest quarter of the northwest quarter of said section eighteen;

Also two additional strips of land, twenty-five feet in width, one on the north side and one on the south side of above described right of way, and contiguous thereto, and extending northwesterly from the said public highway a distance of fifteen hundred and forty-seven feet, measured along the center line of said new main track;

Also a strip of land, twenty-five feet in width, on the southerly side of the last above described tract of land, and contiguous thereto, and extending northwesterly a distance of nine hundred feet from a point which is six hundred and forty-seven feet northwesterly from the said highway, measured along the new center line of main track;

Containing in all eight and sixty-three hundredths acres more or less.

All that part of the southwest quarter of southwest quarter of section seventeen, township eighty-three, range thirteen west, lying southwesterly of present right of way of the Chicago, Milwaukee & Saint Paul Railway Company.

Containing in all fifty-nine hundredths 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 the instruction that the same be filed with the clerk of the district court of Tama county, Iowa.

Des Moines, Iowa, February 5, 1907.

No. 3313—1907.

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
In the matter of the petition of the Chicago & North-Western Railway Company for permission to condemn certain lands in Clinton county, Iowa.

In the matter of the petition of the Chicago & North-Western Railway Company for permission to condemn certain lands as provided by section

1998 of the Code of Iowa, in Clinton county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Chicago & North-Western Railway Company to the Board stating the desire of the said company to condemn the property hereinafter more particularly described for the use of said company, the Commissioners proceeded in conformity with law to examine into the matter of said application, and do hereby certify that in the opinion of the Board of Railroad Commissioners the additional lands described in said application are necessary for the use of such railway company, to-wit:

Lot four (4) block one (1) Peck's First Addition to the city of Clinton and State of Iowa.

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

Des Moines, February 6, 1907.

No. 3314—1907.

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

In the matter of the petition of the Des Moines Terminal Company for permission to condemn certain lands in Polk county, Iowa.

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

All of lots Nos. 8, 9 and 10 in block 4, Chesterfield.

All of lots Nos. 12, 13, 14, 15, 16 and 17 in block 22, Larison Place, in the city of Des Moines, Polk county, Iowa.

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

Des Moines, Iowa, February 14, 1907.

No. 3315—1907.

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

In the matter of the petition of the Fort, Dodge, Des Moines & Southern Railroad Company for permission to condemn certain lands in Webster county, Iowa.

In the matter of the petition of the Fort Dodge, Des Moines & Southern Railroad Company for permission to condemn certain lands as provided

by section 1998 of the Code of Iowa, in Webster county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Fort Dodge, Des Moines & Southern 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 company, to-wit:

Lots seven and eight of block twenty-one in Carpenter, Morrison & Vincent's Addition to Fort Dodge, Iowa.

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

Des Moines, Iowa, March 18, 1907.

No. 3316—1907.

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

In the matter of the petition of the Dubuque & Sioux City Railroad Company for permission to condemn certain lands in Harrison county, Iowa.

In the matter of the petition of the Dubuque & Sioux City Railroad Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Harrison county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Dubuque & Sioux City 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 company, to-wit:

An irregular strip of land lying on the east side of the present waylands 150 feet wide of the Dubuque & Sioux City Railroad Company in a part of the north half of section thirty-four, township seventy-eight north, range forty-four, west of the Fifth Principal Meridian, Harrison county, Iowa, said strip being bounded and described as follows:

Beginning at a point at the intersection of the south line of said north half of section thirty-four and the southeasterly line of said present waylands, thence northeasterly along said southeasterly line seventy-five feet from and parallel to the center line of main track of said railroad company, a distance of two thousand and sixty feet more or less, to the westerly line of the public highway at this point. Thence southerly along the westerly line of highway, a distance of two hundred forty-four feet more or less, thence continuing southerly along said westerly line a further distance of 647.5 feet, thence deflecting to the right and continuing southerly along said westerly line of highway a distance of 927.7 feet, thence deflecting to the right and continuing southerly along said

BOARD OF RAILROAD COMMISSIONERS

231

westerly line of highway, a further distance 251 feet, to the said south line of the north half of section thirty-four, thence west along said south line, a distance of 121.5 feet to point of beginning, containing five and four-hundredths 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 the instruction that the same be filed with the clerk of the district court of Harrison county, Iowa.

Des Moines, Iowa, March 29, 1907.

No. 3317—1907.

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

N. P. DODGE & COMPANY ET AL.,

Complainants,

vs.

THE WABASH RAILROAD COMPANY.

Complaint on Account of Obstruction of Water Course.

Complaint filed February 16, 1906.

OPINION OF THE BOARD.

The complainants are residents and citizens of Council Bluffs, Iowa, and owners of lands in section seven (7), township seventy-four (74), range forty-three (43), Pottawattamie county, Iowa, which lands are affected and damaged by the overflow of Mosquito creek which is crossed by the defendant railroad company. The defendant's railway crosses this water-course over a wooden trestle which is supported by piling. The course of this stream is from northeast to southwest and the bridge or trestle stands nearly east and west.

It is claimed that piling of this bridge is an obstruction against which debris coming down from the high lands in times of high water, collects and dams up the stream, and in times of excessive high water causes the flooding of a large amount of land.

The Board of Railroad Commissioners examined the premises on April 15, 1907. They found that the stream in question drains a large territory and at times carries a large amount of water; that several years have elapsed since there has been an excessive flood; that the stream is narrow, exceedingly crooked and tortuous and has high banks. In many places its banks are covered with willow and other trees. At the point in controversy it flows through a level tract of land.

The trestle or bridge in controversy is sound. The piling which supports the bridge is at right angles with it and is not with the course of the stream. This fact makes it peculiarly susceptible to the gathering of debris, such as brush, cornstalks, etc., which float down the stream in time of high water. From the situation of the piling it causes a gathering of debris in times of excessive high water, which dams up the water and causes it to overflow. The ordinary flow of water is not obstructed by the piling.

We believe that if the piling was removed and reset in harmony with the flow of the stream that the danger from the gathering of debris and thus obstructing the flow of the stream would be obviated. If this was done then in our judgment there would be no more danger of flooding from obstruction at this point than at other points above where the stream is narrow, banks high, and fringed with willows and underbrush. Believing that the danger can be obviated by making this change we do not feel warranted in compelling the railroad company to bear the expense of taking out the present bridge which is in good condition in every respect, and substituting in place thereof an expensive span which would be sufficiently strong without piling.

It is therefore ordered by the Board of Railroad Commissioners that the defendant Wabash Railroad Company within ninety days from this date, replace such bridge by placing each line of piles parallel with the flow and current of the stream, and to remove all obstructions caused by the stumps of old piles in the river bed.

Des Moines, Iowa, April 18, 1907.

No. 3318—1907.

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

In the matter of the petition of the Chicago, Rock Island & Pacific Railway Company for permission to condemn certain lands in the city of Cedar Rapids and county of Linn, State of Iowa.

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

The southeast thirty-four (34) feet of lot one (1), block ten (10), city of Cedar Rapids; owned by Jennie A. Gilchrist.

The southeast one-half ($\frac{1}{2}$) of lot nine (9), block ten (10), Carpenter's Addition to Cedar Rapids; now owned by Alois Meisa.

The southeast one-half ($\frac{1}{2}$) of lot ten (10), block one (1), Carpenter's Addition to Cedar Rapids; now owned by Frank W. Bushnell.

The easterly twenty-five (25) feet of lot eight (8), block ten (10), Original Town, now city of Cedar Rapids; now owned by Frank Rousar and Marie Rousar.

The southeasterly thirty-eight (38) feet of lot ten (10), block ten (10), Original Town, now city of Cedar Rapids; now owned by the Cedar Rapids Cigar Manufacturing Company.

Lot three (3), fractional block three (3), Carpenter's Addition to Cedar Rapids; now known as lot three (3), Auditor's Plat Twenty-five (25); now owned by Frank G. Hromatko.

Lot four (4), fractional block three (3), Carpenter's Addition to Cedar Rapids, now known as lot four (4) Auditor's Plat twenty-five (25); now owned by Martha C. and Joseph A. Gillette, and M. V. Bolton and R. Van Vechten.

The rear one-half ($\frac{1}{2}$) of lots seven and eight (7 and 8), Auditor's Plat twenty-five (25), Cedar Rapids; now owned by William Hamacher.

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

Des Moines, Iowa, April 19, 1907.

No. 3319—1907.

S. D. DRAKE ET AL.
vs.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY AND THE MINNEAPOLIS &
SAINT LOUIS RAILROAD COMPANY. } Joint Station.

Complaint filed February 8, 1907.

STATEMENT OF FACTS AND OPINION OF COMMISSION.

The petitioners are largely residents of the northern part of Kossuth county. They pray that this Board order the above entitled railway companies "to erect a comfortable building at the intersection of these lines near the town of LuVerne Iowa, for the accommodations of passengers and their baggage who may desire to make the change from one railway line to the other."

Pursuant to notice given to the petitioners and the railway companies interested, a public hearing was had at the town of LuVerne on May 2, 1907. None of the petitioners were residents of the town of LuVerne, nor were there any appearances in their behalf. The Chicago & North-Western Railway Company was represented by R. H. Alston and J. C. Davis. No appearance was made on behalf of the Minneapolis & Saint Louis Railway Company.

Upon examination of the premises involved, the Board find the following facts: The town of LuVerne is about thirty years old and was built about the time of the construction of the Minneapolis & Saint Louis Railway. It is built upon a ridge of ground on each side of which the land is low and wet. Each depot is built on high and well-drained ground. These depots as now situated are about three-fourths of a mile apart. At the intersection of the roads the ground is low and wet and unsuitable for depot switches and stock-yard purposes. It would be impracticable to lay out any highways which would connect any street of LuVerne with a depot at the intersection of these roads on account of the fact that between the town and said intersection the land is very low and swampy and unfit for a public highway.

We conversed with many of the citizens of LuVerne and found that there was no demand in the town itself for such a depot as is prayed for by the petitioners. We further found it would be impracticable to remove the stock-yards, switches, elevators, coal sheds, etc., now situated upon each line of road.

Granting the prayer of the petitioners would also involve a union depot and the abandonment of the present depots. Such union depot would be inaccessible to the business interests of the town. These business interests are now well served, especially by the Minneapolis & Saint Louis Railway Company, by reason of the fact that its stock-yards, elevators, etc., are very close to the main street of the town upon which all business buildings are situated. The people of LuVerne were practically unanimously opposed to the change which would be necessary if the prayer of the petitioners were granted.

We find that a union depot would be much more inconvenient to the people and business interests of LuVerne than as the depots are now situated and as the people are at present served.

We are informed that at about the time the Chicago & North-Western Railway was built an attempt was made on the part of said road to provide for a union station which was prevented by the opposition of the residents of LuVerne. By reason of the above findings of facts it is the opinion of the Board of Railroad Commissioners that the prayer of the petitioners ought not to be granted and the petition is therefore dismissed.

Des Moines, Iowa, May 24, 1907.

No. 3320—1907.

S. D. DRAKE ET AL.
VS.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY AND THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY COM-
PANY.

Establishment of Joint Station.

Complaint filed February 8, 1907.

STATEMENT OF FACTS AND OPINION OF COMMISSION.

The original petitioners in this case were all residents of Swen City, Kossuth county, Iowa. They joined in an application to the Commission for an order requiring the Chicago & North-Western Railway Company and the Chicago, Rock Island & Pacific Railway Company to erect a comfortable building at the intersection of their lines near the towns of Maple Hill, a station on the Chicago Rock Island & Pacific Railway, and Gridley, a station on the Chicago & North-Western Railway. A large number of other petitioners from different towns in Kossuth county afterwards joined in the above petition, at the same time asking for relief in other respects and as to different localities.

Pursuant to notice the Commissioners met upon the premises in a public hearing on May 2, 1907. Representatives of the railways affected appeared at the hearing. Sirs Hubbell, Hope, Wilson and Wright appeared for the Chicago, Rock Island & Pacific Railway Company, Sirs Aishton and Davis appeared for the Chicago & North-Western Railway Company. An appearance was made by citizens residing in the locality on behalf of the petitioners.

The Board finds that the stations are about one and one-half mile apart; that the facilities for transfer of passengers are by team; that the population of the village of Maple Hill is fifteen and the population of Gridley ten. The people of the villages are not personally interested in the relief asked by the petitioners. We find on account of the conditions existing at the intersection of the two roads that it would require a large expenditure of money to fill in the land necessary for a station and for connecting tracks. A station at the intersection of the roads would be a great inconvenience to the residents of the villages, both of which are well situated upon high and well-drained ground. It would be entirely impracticable, at least, without very great expense, to procure and build highways to and at the intersection of the roads.

It is our opinion that there is no sufficient demand for a depot at the intersection of the roads to warrant the great expenditure of the money necessary to build and maintain the same and make it accessible to people who might have occasion to use it, therefore the petition is denied.

Des Moines, Iowa, May 24, 1907.

No. 3321—1907.

J. L. DICKINSON ET AL.
VS.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY AND THE CHICAGO, ROCK
ISLAND & PACIFIC RAILWAY COM-
PANY.
Complaint filed February 8, 1907.

*Joint Station with Telegraph Opera-
tor.*

STATEMENT OF FACTS AND OPINION OF COMMISSION.

In the above entitled case J. L. Dickinson and others petitioned the Board for an order requiring the placing of a depot, together with telegraph operator, by the Chicago & North-Western Railway Company and the Chicago, Rock Island & Pacific Railway Company, at the intersection of their roads at Gerled, Iowa.

Pursuant to due notice to the petitioners and the railroads interested a public hearing was had on the premises on May 2, 1907. Messrs. Hubbell, Hope, Wilson and Wright appeared for the Chicago, Rock Island & Pacific Railway Company and Messrs. Aishton and Davis for the Chicago & North-Western Railway Company. Mr. Claussen appeared on behalf of the petitioners.

Gerled is the point where the railroads above mentioned cross each other. There is but one place of business and a small station at this point. This crossing serves the people of the north part of Kossuth county on going to and coming from the county seat and other places of the county. No complaints are made as to the stoppage of trains for the accommodation of the public travel. The only contention is that the depot itself is inadequate to accommodate the large number of passengers who use it. The Commissioners find that the contention of the petitioners

is well founded. During this investigation, however, a conference was had between the railroads interested and the petitioners and an agreement was made which was satisfactory to the petitioners as to the enlargement of the depot, which agreement was approved by this Board. As nothing further remained for this Board the case is now closed.

Des Moines, Iowa May 24, 1907.

No. 3322—1907.

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

BOONE BRICK, TILE AND PAVING COMPANY

vs.

THE NEWTON & NORTHWESTERN RAILROAD COMPANY, THE FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY.

} Switching Charge.

Complaint filed May 28, 1907.

DECISION OF THE COMMISSIONERS.

The following is the complaint made in this case:

BOONE, IOWA, May 27, 1907.

Honorable Board of Railroad Commissioners, Des Moines, Iowa.

GENTLEMEN:—We herewith petition your honorable body to establish a switching charge on brick in car lots from Ames, Iowa, to Agricultural grounds, via the Newton & Northwestern Railway, formerly the Ames & College Railway.

The distance does not exceed a mile and a half and is wholly within the corporation limits of Ames and we maintain that a switching charge of say \$3.00 a car would be entirely equitable and should be put in force at this point.

Our Mr. Stevens will call on you soon and take the matter up with you.

Yours truly,

BOONE BRICK, TILE & PAVING CO.,
Per B. M. Huntley, Mgr.

As is usual in such cases the Commissioners sent a copy of this complaint to the Newton & Northwestern Railway Company, which company through its General Manager, Mr. J. L. Blake, on June 10, 1907, filed the following as answer thereto:

BOONE, IOWA, June 8, 1907.

Mr. Dwight N. Lewis, Sec'y Board of Railroad Commissioners, Des Moines, Iowa.

MY DEAR SIR:—I beg to acknowledge receipt of your esteemed favor of the 6th inst., in reference to establishing a switching charge between two of our stations, that of Ames and Campus, both of which are shown as stations on our new time card. The switching charge that the shipper requests to be established is not to an industry located on a permanent side track of this company at the Campus, but a temporary track that we put in for the accommodation of the College people and the State of Iowa at an expense of several hundreds of dollars, expecting by so doing that we would secure whatever material there was to go to the building on a basis of our established freight rate of twenty-five cents per ton, or a cent and a quarter per hundred. I do not believe that

you or anyone else would consider it fair to authorize that a switching charge be made with these facts before them. Of course, while Judge Stevens owned an interest in the Ames & College road, there was not a breath of suggestion as to the establishing of switching charges between Ames and the Campus. When Judge Stevens or the shippers who make the application for this switching charge sold this brick, or contract to furnish the brick, they figured on a basis of twenty-five cents per ton between Ames and the Campus. There is no loss so far as the switching charges are concerned, as I say, the trade was made with the knowledge that the charge would be twenty-five cents per ton. Furthermore this company will be in a position to handle business between Boone and the Campus the latter part of next week or the beginning of the following week, and the very same basis that would apply via the other route. And while they will say there is no transfer in here between the Northwestern and our line, your Mr. Ketchum is familiar with my views on the subject and knows personally that I am agreeable to building my share of this transfer track at any time, and I sincerely hope and trust that the Board will not work us the hardship of establishing a switching charge between Ames and the Campus, a temporary track which was put in for the accommodation of the College and at a great expense. We are not only agreeable but glad to establish a switching basis in Ames proper to any industry located on a permanent side track of this company. The per diem on foreign cars is to be fifty cents per day per hundred after the first of this month and by the time a car was set in to us and taken to the college and unloaded, we would have nothing left. We now get into Des Moines to Flint Brick Yard and all the good brick concerns, and it will only be a short time until we are into Fort Dodge and to some of the best concerns of the country, and we do so much desire that you take all of these facts into consideration and not destroy one of the best small means of revenue of the very little revenue that we do derive from this proposition, and I certainly feel sure you will deal fairly with me in this matter, as you have in the past.

With this full explanation, I beg to remain as ever,

Yours most sincerely,

J. L. BLAKE.

A copy of the foregoing answer was sent to the complainants who filed the following on June 27, 1907, as their reply thereto:

BOONE, IOWA, June 14, 1907.

N. S. Ketchum, Chairman Board of Railroad Commissioners.

DEAR SIR:—Your favor of June 11th received. We note the claim made by Mr. Blake that he already gets into Des Moines brickyards and all the good brick concerns.

Also that he put the temporary track in for the accommodation of the College people and the State of Iowa, at the expense of several hundred dollars, expecting by so doing, he would secure whatever material there was to go into the building on the basis of an established freight rate of 25 cts. per ton; and that while Judge Stevens owned an interest in the Ames & College road, there was not a breath of suggestion as to the establishing of switching charges between Ames and the Campus.

We do not see what the former interest of Judge Stevens in the Ames & College road has to do with your duty, or to the reasonableness of our claim. We leave it with you to discover the motive behind his suggestion. Judge Stevens has not been an officer or had a thing to do with the management of the Ames & College road since 1893; and this Company was not organized until 1902.

In reply to his claim that the Ames & College Railroad has been to several hundred dollars expense, we might state that the rails used in the spur track referred to were used during the construction of Engineering Hall, the new referred to were used during the construction of Engineering Hall, the new Creamery Building Main, the addition to the old Agricultural Hall, the new Creamery Building Main, the addition to the old Agricultural Hall; and at neither place was there any and the present new Agricultural Hall; and at neither place was there any grading done, the track being laid on the grass in each place and used in

common for all shippers. It was laid in the interest of the Ames & College road for, without it, all the material for these large buildings would have been hauled by wagons from Ames.

We do not intend to ask for any advantage that is not enjoyed by other shippers of brick, under like circumstances. The facts upon which we base our claim for a switching charge, are as follows:

1st. Our plant is located on the Chicago & North-Western Railway three miles and a half west of Boone.

2d. Our freight is all in carload lots, and computed at current tariff rates, exceeds fifteen dollars per car on all shipments to Ames.

3d. The Ames & College Railroad and the Chicago & North-Western Railway have a connecting switch at Ames, upon which all of our cars are set by the Chicago & North-Western Railway without expense to the Ames & College railroad, whether the same are shipped to be switched to the College or to any other point in Ames.

4th. The College is located within the city of Ames, and the Ames & College Railroad is located wholly within the city limits.

5th. We are entitled, under the rule for absorbing switching charges of connecting lines, to have the switching charge between Ames and the College absorbed by the Chicago & North-Western Railway, the same as it would be were these shipments made to any of the various junction points in the list of industries and rates for switching, as published by the Chicago & North-Western Railway Company for instance the same as if shipped to Peet Bros. & Company at Anamosa on the Chicago, Milwaukee & Saint Paul, switching charge \$2.00; or to John Wrighton, Audubon, Iowa, on the Chicago, Rock Island & Pacific, switching charge \$5.00; or to Cathcart & Son, Correctionville, Iowa, on the Illinois Central, switching charge \$2.00; or to the Agar Packing Company, Des Moines, Iowa, switching charge \$3.00.

Other cases in Iowa might be cited to sustain our claim in this respect.

6th. We are nearer to Ames and the College than either Fort Dodge or Des Moines. But, if we are to be charged two tariffs instead of one as other shippers are made under like circumstance, we will not profit by our advantage in having the shorter mileage.

We realize that Mr. Blake would prefer to ship brick from Des Moines or Fort Dodge, and thus enjoy the Iowa Distance Tariff, rather than accept the switching charge, and are not blaming him for it. But, if our competitors enjoy the advantage of switching charges and the rule for absorbing the same at points where they have the shorter mileage, we ought to have the same privilege.

We ask nothing that we would not concede to the Des Moines and Fort Dodge brick plants, and we respectfully ask this Commission to decide whether we are entitled to have our cars switched to the College by the Ames & College Railroad, and we also ask that a reasonable amount be fixed for such services.

Very respectfully yours,

BOONE BRICK, TILE & PAVING COMPANY,
Per B. M. Huntley, Mgr.

On July 1, 1907, the complainants filed the following amendment to their complaint:

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

GENTLEMEN:—We desire to amend our complaint in the above matter as follows:

The Ames & College Railway Company has two permanent side tracks at the College, and the objections made by Mr. Blake for the defendant that the basis of his freight rate of 25 cents per ton, was the construction of a special track at several hundred dollars expense will not apply to the permanent side track. Our brick are not necessarily set upon the spur which was built for the building now under construction, and we now have orders for brick which will be shipped and set on the permanent side track at the College.

We do not think there should be any difference made in the switching charge, as between the different tracks; but if there is a reason, it should not, in our

opinion, prevent the Board from fixing a reasonable switching charge for each switch.

We therefore respectfully ask that the Board establish a reasonable switching charge of not to exceed three dollars from the connecting track with the Chicago & North-Western Railway at Ames; and that the present charge for switching cars to the College of 25 cents per ton be held unreasonable and illegal.

Respectfully yours,

BOONE BRICK, TILE & PAVING CO.,
By J. L. Stevens, President.

In a subsequent communication to the Board Mr. Blake, general manager of the Newton & Northwestern Railway Company, stated that the company shipped steel for the track from Kelley to Ames over the Chicago & North-Western and had also shipped 1,000 ties that had cost his company \$1.00 apiece; that the Ames and College road is two miles long and a switching charge that was referred to by the complainant is one in Ames proper to a permanent industry located on the track; that within a few days the motive power used for handling the business between Des Moines, Ames and Boone will do the work between Ames and Campus the same as between any two other stations; that they will not maintain any power at Ames and all of this business would be handled by a road engine; that all of the freight from Ames proper or received from the Chicago & North-Western Railway Company will be billed to the Campus the same as any other station on the line.

There was also filed with the Board a distance table of the Fort Dodge, Des Moines & Southern Railroad Company, showing the distance between Ames and Campus and the passenger fare charged. In this distance table (G. P. D. No. 1) Campus is treated as a regular station.

The Commissioners find the facts in this case to be substantially as follows:

The Ames & College Railway Company, organized in 1890, built a line of railway in 1891 from the station of Ames to a point located on the grounds of the Iowa State College, a distance of one and ninety-eight hundredths (1.98-100) miles. These were the only two stations on this line from 1891 to the present year, when this line of railway was purchased by the respondent railway companies and made a part of their system; in fixing a schedule of maximum rates for the railway companies of Iowa, the Ames & College Railway was classified by this Board as a Class A road and would under the schedule be entitled to charge for hauls, between Ames and the College, the rate provided by the Commissioners for distances of five miles and under; the railway company owning the line formerly known as the Ames & College Railway, still maintains a regular station upon the line known as Campus a distance of one and seven-tenths (1.7-10) miles from the Ames depot; that the respondents have built temporary sidetracks from their line near Campus Station for the purpose of hauling material to the College buildings now in course of construction, and that when these buildings are completed these sidetracks will be removed.

The contention of the complainants that the service performed by the railway company is a switch rather than a haul and that the switching rate should be applied thereto, has been carefully considered by this Board.

In 1889 the Iowa Railroad Commission made an order in the case of Little vs. the Chicago, Milwaukee & St. Paul Railway Company, requiring that the railway company do certain switching therein provided (see Iowa Railroad Commissioners' Report for 1889, page 1032.) The railway company declined to obey the order of the Commission and suit was brought to enforce the same. The Iowa Supreme Court, 55 Northwestern Reporter, page 331, also 88 Iowa, 445, held that "a service on a main line outside of yard limits and under orders, as in the case of special or regular trains, is not switching service."

In the case of J. S. Wylie of Davenport vs. the Chicago, Milwaukee & St. Paul Railway Company, the Iowa Railroad Commission held that:

"The general definition of a switch is that movement of cars within yard limits where an engine and cars may run without orders from the dispatcher, or, in other words, that occupancy of tracks that belong to yard engines and where all approaching trains are expected to run with special care, knowing that their rights of track are second to switching trains. In reply to Mr. Wylie the Commissioners stated that they 'had finally settled down to this view, that a switch is that delivery within or without yard limits that is ordinarily made with a switch or special engine and crew, and does not partake of the character of the ordinary train made up for service over a line of road. While this work may be done by the regular train, it is understood as the work usually done by the switching crew.' See Iowa Railroad Commissioners' Report, 1890, page 901.

The Iowa Commissioners reiterated this opinion in the case Board of Trustees, etc., vs. Chicago, Rock Island & Pacific Railway Company, Iowa Commissioners Report 1891, page 792.

In February, 1906, the Fehleisen-Rosacker Lumber Company of Boone, complained against the Chicago & North-Western Railway Company because a rate was charged on a haul, the mileage of which included a spur track, which made the rate higher than it would have been had the spur track not been included. The Commissioners held that this spur track being built especially for the service of the coal mines, and that trains carrying coal from these mines must pass over a portion of the main line in order to reach the station that it was proper to include this spur in the mileage as a part of the haul. See Iowa Railroad Commissioners Report for 1906, case 3197.

The Commissioners have carefully considered all the circumstances surrounding the service performed by the respondent railway company, former holdings of this Commission in similar cases, and the decisions of the courts, and have reached the conclusion that the service performed by the respondent railway company in this case is a haul and not a switch, and the respondent railway company is therefor entitled to charge the rate provided by this Commission, in its schedule of Reasonable Maximum Rates, for distances of five miles and under.

There can be no question but that the respondent company under the law is a railway company and a common carrier. There is no dispute that there is and always has been since this railway was built, a station upon the college grounds substantially as at present located; that said railway company was organized as such, and for sixteen years has been operated as a railway company in all particulars between the station of Ames and the station at the College.

Under these facts the Board could reach no other conclusion than as set forth herein.

Dated at Des Moines, Iowa, this 29th day of July, A. D. 1907.

No. 3323—1907.

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

HARDIN COUNTY, IOWA,

vs.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

} In the Matter of Proposed Drainage
Ditch No. 3 in Hardin county,
Iowa, Petitioned for by J. E.
Doughan et al.

OPINION OF THE BOARD.

This is a case brought before the Board under chapter 68 of the Laws of the Thirtieth General Assembly, entitled an act to promote the public health, convenience and welfare, by leveeing, ditching and draining the lands of the state, and providing for the establishment of levees, drainage districts, or for the changing of natural water courses to secure better drainage, and providing for the construction of ditches, drains and water courses and prescribing the method for so doing, and providing for the assessment and collection of the costs and expenses of same, and issuing improvement certificates, or issuing or selling bonds therefor.

Under section 18 of this act it is provided that if the engineer in charge and the railroad company cannot agree, or if the railroad company shall fail, neglect or refuse to confer with the engineer in charge, the county auditor shall at once notify the railroad commissioners in writing by registered letter of the failure of the engineer in charge and the railroad company to agree, and it shall be the duty of the railroad commissioners to proceed within thirty days to view the premises and hear the parties in relation thereto, giving to the county auditor and the railroad company notice by registered letter of the time when they will view the premises and hear the parties which notice shall be mailed to each party at least ten days prior to the time fixed for such hearing.

In pursuance of timely and legal service of the notices provided for under section 18 of this act, the Railroad Commissioners, on July 25, 1907, viewed the premises where the so-called Doughan drainage ditch is proposed to cross the defendant railway company's right of way and heard the parties in relation thereto. Geo. L. Mechem, the engineer in charge, appeared on the part of the county of Hardin and the Chicago & North-Western Railway Company by its attorney, Geo. E. Hise.

At the hearing it was agreed by the attorney for the Chicago & North-Western Railway Company and the engineer in charge of the proposed drainage ditch that, if established, said ditch shall cross the right of way of defendant company at right angles under bridge number 1167, situated in the northwest quarter of the southwest quarter of section thirty-one, township eighty-nine, range twenty, Hardin county, Iowa.

There is no controversy about the place where or the angle at which the proposed ditch shall cross the right of way of defendant; but the

manner in which it is proposed it shall cross such right of way is in dispute and the Board is called upon to determine that question alone.

Bridge number 1167, as now constructed, is a sixteen-foot wooden stringer bridge on masonry and from the testimony it is clear that it is amply large to carry all water which must ordinarily flow through it from the drainage area above. The construction of the proposed drainage ditch across the right of way of defendant would require the substitution of bridge number 1167 by one of much greater span of iron and of much heavier masonry on piling.

The proposed drainage ditch is along and in the general course of Beaver creek, beginning in section 29 in Alden township, Hardin county and running southeasterly to and through section 8 in Jackson township, Hardin county, traversing a distance of about nine miles. The Board finds that the grade of Beaver creek, from a point in Alden township to section 8 in Jackson township, varies from 0.46 per cent or roughly by more than 23 feet per mile, to 0.05 per cent or 2.6 feet per mile; that immediately above bridge number 1167 and for a distance of about one and six-tenths miles the grade of Beaver creek is 4.9 feet per mile; that immediately below bridge number 1167 and for a distance of nine-tenths of a mile the grade of Beaver creek is 2.6 feet per mile; that as a result of this very low grade and the heavy growth of swamp-weeds and grass in the creek bed and about its lateral area the water is nearly still and causes what is known as Wisner Swamp, which covers, at times of very high water, about two hundred ten acres; that beginning at the point about nine-tenths of a mile below the bridge in question and just beyond the lower end of Wisner Swamp the grade of Beaver creek is much greater and for several miles below continues to fall about eight and one-half feet per mile; it is found further that the back-water from Wisner Swamp in times of very heavy and continued rains does not permit the drainage of a large area lying west and above bridges 1166, 1165 and 1163 through the same; that because of such back-water the drainage from about two thousand two hundred eighty acres above bridges 1166, 1165 and 1163 is somewhat diverted from said bridges to bridge number 1167. The Board finds further that what are known as the Skiff and Doughan swamps may be properly drained by a ditch through them along the channel of Beaver creek and terminating into the natural channel of Beaver creek at a point in the northeast quarter of the northeast quarter of section 34, Hardin township, Hardin county; that the natural channel of Beaver creek from said point in section 34 to and through bridge number 1167 will properly drain the area above the said bridge, provided however, Wisner Swamp be drained in accordance with the facts hereinbefore found.

In view of the facts in this case the Board deems it proper to suggest that the drainage area covered by the proposed Doughan drainage ditch could be better drained by the establishment of two separate districts in accordance with the findings herein.

Under the facts established in this case the Board denies the right of plaintiff county to cross defendant railway company's right of way as proposed and holds that bridge number 1167 is adequately large to carry the drainage of the proposed ditch.

Des Moines, Iowa August 6, 1907.

No. 3324—1907.

W. R. TEMPLE COMPANY, Denison,
Iowa,

vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Decision of the Board.

Filed November 26, 1906.

The complainant asks for an order requiring the Chicago & North-Western Railway Company and the Illinois Central Railway Company to switch cars from one railroad to the other at Denison, Iowa.

The Board met at Denison, Iowa, on the 26th day of September while on inspection of the Chicago and North-Western Railway system. There were present N. S. Ketchum, Chairman, and W. L. Eaton of the Board; the complainant W. R. Temple and R. H. Aishton, General Manager of the Chicago & North-Western Railway and other officers of the road.

After viewing the premises, tracks and switches of both railroads at the place in controversy we find the following facts:

The depots of said railroads are about five thousand nine hundred feet apart and upon opposite sides of the town. The complainant is engaged in the lumber and coal business with his plant situated on a switch on the Chicago & North-Western Railway, nearly one-fourth of a mile east of the depot of the Chicago & North-Western Railway Company, and away from the Illinois Central. One of the main lines of the Chicago & North-Western Railway Company in reaching its depot at Denison passes through an interlocking plant near the Illinois Central depot and reaches its depot by a long curve. The greater portion of this distance is over a main line and outside of the yards of either of the roads. The traffic at Denison does not warrant the keeping of a switch engine at that point. Switching from one railroad to the other would require the use of the main line of each of the railroads for a considerable distance. It would require the use of the main line track of the Chicago & North-Western Railway Company for a distance of 4,500 feet. Switching of this character would require the procuring of orders in each instance of switching,—from the dispatcher's office in Sioux City for the Chicago & North-Western Railway and from Fort Dodge for the Illinois Central Railway; switching would of necessity be done by wayfreight engines. The distance to be traversed, and the necessity of securing orders would result in delaying entire trains with resulting injury to the general service.

We find that the complainant is the only person who would be materially benefited by the order asked for. On account of the limited number of cars which he ships per year the benefit which he would receive would not warrant this Board making an order. The switching charge which the railroads would reasonably be entitled to make would lessen the benefits to the complainant. Such an order would result in delay to the railroad service and inconvenience to the general traveling and shipping public at the times of complainant's shipments. It would also add an element of danger to the operating of the railroad.

For these reasons the Board declines to grant the application.

Dated September 28, 1907.

No. 3325—1907.

GALVIN BRICK & TILE COMPANY,
Iowa Falls, Iowa,

vs.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

Complaint filed June 11, 1907.

Switching.

DECISION OF THE BOARD.

The complainant asks that the switching charge of \$5.00 per car at present in effect to and from its plant be lowered to \$3.00 per car. The premises involved in this application were visited by this Commission on the 27th day of September, 1907. There were present N. S. Ketchum, chairman, and W. L. Eaton, members of the Board; R. H. Alshton, General Manager of the Chicago & Northwestern Railway Company and other officials of the road, and S. H. Galvin, manager of the Galvin Brick & Tile Company.

From an inspection of the premises we find that it is agreed that the complainants' premises are about two and one-half miles from the depot of the Chicago & North-Western Railway at Iowa Falls, Iowa. From its main track at that point a spur or switch reaches the complainants' plant which is a factory for the manufacturing of brick and tile with a present capacity of from four to six carloads per week.

For shipments over its own line the Chicago & North-Western Railway Company handles the product of the plant without charge for switching with its way freight engines, stopping its freight trains at that point to assemble its cars in its regular freight trains.

When the Chicago & North-Western performs a purely switching service by bringing the complainants' loaded cars to Iowa Falls for the purpose of transferring them for shipment from Iowa Falls over some other line it makes a switching charge of \$5.00 per car.

The question of whether the handling of loaded cars a distance of two and one-half miles from the station or yards of a railroad is or is not, strictly speaking, a switching service is not before us for the reason that the defendant railroad is willing to so treat it rather than apply the five-mile Iowa distance tariff and the sole question presented to us is whether \$5.00 per car is a reasonable charge for switching in the case presented.

Under the existing conditions we cannot say that this is unreasonable for the service of securing orders to run on a main line, use an engine and crew to haul empty cars for loading, over a distance of two and one-half miles and go after the loaded cars and bring them to the switch of another road for shipment.

We find that the defendant company makes the same charge in other cases for the same service and under similar conditions.

Some question was raised as to discrimination but no instances were pointed out to us where the Chicago & North-Western is guilty of discrimination. If any exists it is practised by other roads.

For the above reasons we deny the complainants' application, we, however further purpose to investigate the question of discrimination by railroads handling the complainants' product in carload lots.

Dated September 28, 1907.

No. 3326—1907.

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

THE CITY OF FORT DODGE, IOWA,

vs.

ILLINOIS CENTRAL RAILROAD COM-
PANY AND THE MINNEAPOLIS &
SAINT LOUIS RAILROAD COMPANY.*In the Matter of Viaduct at Fort
Dodge, Iowa.*

Filed February 20, 1907.

FINDING OF THE COMMISSION.

Pursuant to notice duly given to the Mayor and City Council of the City of Fort Dodge, Iowa, and the Illinois Central Railroad Company and the Minneapolis & Saint Louis Railway Company, the Board of Railroad Commissioners of the State of Iowa visited the premises at Fort Dodge where a viaduct is desired by the city of Fort Dodge across the railroad tracks of said companies, on September 20, 1907.

There were present N. S. Ketchum, chairman, D. J. Palmer and W. L. Eaton, members of the Board of Railroad Commissioners. The City of Fort Dodge was represented by its Mayor and City Council. The above named railroad companies were represented by Hon. T. D. Healy, their attorney.

This Board duly inspected the premises where the viaduct is desired by the city, to-wit: Third street. It also examined the ordinance relating to said proposed viaduct and the plans and specifications therefor which were submitted with the application to this Board.

From said inspection and examination and after being duly advised in the premises the Board finds the following facts:

First: The City of Fort Dodge has a population of seven thousand or over.

Second: Said city has declared by a legally enacted ordinance that a viaduct over Third street and across the tracks of said railroad companies is necessary for the safety and protection of the public, and by such ordinance has required the above named railroad companies to erect and construct a viaduct upon and along Third street and over the railroad tracks including the approaches thereto as is particularly provided by said ordinance.

Third: The plans and specifications for said viaduct have been duly approved by the Mayor and City Council of Fort Dodge as required by law.

By reason of the above finding of facts this Board does hereby find and determine that the construction of said viaduct over Third street is necessary for the public safety and convenience and it does hereby approve the plans and specifications therefor which accompany the application of the City of Fort Dodge, provided, however, that the above finding is upon the express condition that Third street be absolutely closed and vacated under said viaduct and across the tracks of said railway companies and the entire right of way therefor.

The above finding shall be in full force and effect only upon the passage of a duly enacted ordinance for such purpose.

From a personal examination and inspection of the entire premises and the approaches thereto it is the opinion of this Board that it is only necessary to close said street from the beginning of the approach on the north side of said tracks to the south line of the right of way of the Minneapolis & Saint Louis Railway Company and this Railroad Commission does not require the closing of the street south of said line of right of way.

Dated at Des Moines, Iowa, this 3d day of October, A. D. 1907.

No. 3327—1907.

FARMER'S EXCHANGE COMPANY, Charles City, Iowa, vs. ILLINOIS CENTRAL RAILROAD COMPANY.	} <i>Site for Coal Sheds.</i>
--	-------------------------------

Application filed July 18, 1907.

OPINION OF THE BOARD.

On July 18, 1907, the Farmer's Exchange Company of Charles City, Iowa, made application to this Board for room on the sidetracks of the Illinois Central Railroad Company at Charles City, for coal sheds.

On September 7, 1907, the respondent railroad company, through its president, declined to grant the prayer of applicant's petition, giving among other reasons therefor that their yards at Charles City are very crowded and that there is not more than enough room on which to conduct the company's business under the present conditions.

The Board appointed a hearing to be held in Charles City on the 21st day of September, 1907. In pursuance of notice of such hearing all members of the Board of Railroad Commissioners of the State of Iowa met on the ground in controversy and viewed the same. Both parties were represented and were heard fully by the Board.

After viewing the premises in controversy and hearing all testimony offered by the parties, it is the opinion of the Board that the application of the Farmer's Exchange Company should be granted and it is ordered that about fifty feet of the vacant ground lying immediately west of the Farmer's Exchange Elevator and along the tracks of the respondent company be leased to the Farmer's Exchange Elevator Company for a coal house site.

Des Moines, Iowa, October 5, 1907.

No. 3328—1907.

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

CEDAR RAPIDS & IOWA CITY RAIL- WAY & LIGHT COMPANY, Complainant, vs. CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY AND ILLINOIS CENTRAL RAILROAD COMPANY. Defendants.	} <i>Switching.</i>
---	---------------------

Complaint filed October 17, 1907.

ORDER OF THE BOARD.

The Board of Railroad Commissioners of the State of Iowa, met at Cedar Rapids, Iowa, on the 17th day of October, 1907, for the purpose of a hearing in the above entitled case. The complainant appeared by W. G. Dows, president, and J. A. Reed, its attorney; the Chicago, Rock Island & Pacific Railway Company by Carroll Wright, its attorney, and General Superintendent C. H. Hubbell; the Illinois Central Railroad Company, by F. H. Bechley, division superintendent.

After having fully heard all the interested parties, the Board finds the following facts:

The complainant is a public service corporation, furnishing electric light for lighting and heating, and power purposes in the city of Cedar Rapids, Iowa, and furnishing electricity for the operation of a railroad. It has a switch from the Illinois Central track which was originally partly built by the complainant and partly by the Illinois Central Railroad Company, and a part of such switch is on the ground of the complainant.

For some fourteen years last past by consent of both parties, the Chicago, Rock Island & Pacific Railway Company has switched cars of coal over a portion of the Illinois Central Railroad and over the above switch to the complainant.

The defendant Rock Island Railway Company claims there has been a contract in force which permitted such switching to be done. It appears that a controversy has arisen between such railway companies as to whether such contract is still in force.

It is the opinion of this Commission that it has no power to determine this question.

As a result of this controversy the Illinois Central Railroad Company has locked its switch and refuses to permit the Chicago, Rock Island & Pacific Railway Company to switch cars of coal to complainant's plant as it has done heretofore. Said defendant Illinois Central Railroad Company announces its readiness to switch cars of coal to complainant's plant whenever it is brought to its track by the defendant Chicago, Rock Island & Pacific Railway Company, which company refuses to tender such cars of coal to be switched by said Illinois Central Railroad Company to complainant's plant. The result of this controversy is that the complainant has been and is suffering great injury and detriment in failing to get necessary coal for its use.

After hearing the argument of the parties interested in the premises, this Board orders the Chicago, Rock Island & Pacific Railway Company and the Illinois Central Railroad Company, and each of them, to continue to furnish coal in carload lots to the complainant in the same manner in which said railroads have furnished said coal for the past fourteen years, until all questions relating to the validity of said contract and as to whether or not the same is in full force and effect at this time, have been adjudicated by some tribunal of competent jurisdiction to determine the same.

It further appears from said hearing that the said Illinois Central Railroad Company has received for the use of its tracks for the past fourteen years, forty (40) cents per carload for coal shipped over its line to the complainant's plant, and it appears further that \$2.00 per car is the ordinary switching charge at Cedar Rapids, Iowa.

It is therefore further ordered that in case said contract should be abrogated or annulled by a court of competent jurisdiction, that the said Illinois Central Railroad Company shall receive from complainant or the Chicago, Rock Island & Pacific Railway Company, one dollar and sixty cents as a switching charge in addition to said forty (40) cents per car.

This order is made upon condition that the complainant and the Chicago, Rock Island & Pacific Railway Company agree to pay said defendant, the Illinois Central Railroad Company, said additional compensation accruing after the date fixed by the court as the time when said contract was abrogated.

Dated, Cedar Rapids, Iowa, October 17, 1907.

No. 3329—1907.

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

In the matter of the petition of the Mason City & Fort Dodge Railroad Company for permission to condemn certain lands in Bremer county, Iowa.

In the matter of the petition of the Mason City & Fort Dodge Railroad Company for permission to condemn certain lands as provided by section 1998 of the Code of Iowa, in Bremer county, Iowa, the Board of Railroad Commissioners of the State of Iowa do hereby certify that upon the application of the Mason City & Fort Dodge Railroad Company to the Board stating the desire of said company to condemn the lands 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:

All that part of the north three-fourths of the west half of the northeast one-fourth of the northeast one-fourth of section seventeen, township ninety-one north range thirteen west, Bremer county, Iowa, which lies north of a line drawn from a point in the east line of said tract ten and three-tenths feet south of the north line of said section seventeen westerly

in a straight line to a point in the west line of said tract seventy-three and seven-tenths feet south of the north line of said section seventeen, and containing six hundred and thirty-seven thousandths of one acre more or less.

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

Des Moines, Iowa, November 8, 1907.

No. 3330—1907.

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 and the Fort Dodge, Des Moines & Southern Railway Companies, at or near Ankeny 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 8th day of May, 1907.

No. 3331—1907.

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 Chicago & North-Western Railway Company, at or near Carnforth Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 9th day of May, 1907.

No. 3332—1907.

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 Chicago, Milwaukee & Saint Paul Railway Company, at or near Culver 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 June, 1907.

No. 3333—1907.

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, Chicago, Rock Island & Pacific Railway Company and the Des Moines, Iowa Falls & Northern Railway Company, at or near Iowa Falls Station, Iowa, having been duly inspected and examined under authority of the Board of Railroad Commissioners of the State of Iowa, as provided by law, and having been found suitable and sufficient for the purposes of such device,

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

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

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

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

IN WITNESS WHEREOF, The said Board of Railroad Commissioners of the State of Iowa has caused these presents to be signed by its Chairman and attested by its Secretary, this 8th day of July, 1907.

No. 3334—1907.

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, the Chicago, Milwaukee & Saint Paul Railway Company and the Manchester & Onelda Railway Company, at or near Onelda 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 5th day of August, 1907.

No. 3335—1907.

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 with its own tracks, at or near Boone Station, 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 30th day of August, 1907.

No. 3336—1907.

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 Chicago, Rock Island & Pacific Railway Company, at or near Clarion 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 2d day of September, 1907.

No. 3337—1907.

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 and the Chicago, Milwaukee & Saint Paul Railway Company, at or near Tama 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 September, 1907.

No. 3338—1907.

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 Fort Dodge, Des Moines & Southern Railroad Company and the Chicago & North-Western Railway Company, at or near Harcourt 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 21st day of October, 1907.

No. 3339—1907.

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 Chicago, Burlington & Quincy Railway Company, at or near Centerville 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 1st day of November, 1907.

No. 3340—1907.

IN THE MATTER OF AMENDMENT No. 4 TO IOWA CLASSIFICATION No. 13.

On November 23, 1906, the Board fixed Thursday, December 20, 1906, for classification hearing. Notice as provided by law was published. On December 20, 1906, the Board met pursuant to notice to consider classification matters. Upon request of the railway companies to have postponement of hearing on account of other rate hearings in which Iowa railroads were interested, the Board postponed the hearing until Thursday, December 27, 1906, 10 o'clock a. m.

On December 27, 1906, the Commissioners met pursuant to adjournment to hear all classification matters that had been presented to them. The following persons represented the interests as noted:

C. M. Gould, Mississippi Box Company, and the Roach-Musser Sash and Door Company;

Carl Weinrich, Burlington Vinegar and Pickle Works;

R. E. Samls and F. L. Cannon, Racine Sattley Company;

A. W. Wilkinson, G. Thornburg and F. A. Leighton, Beatrice Creamery Company;

Reed & Reed, Attorneys, Green Furnace Company;

Theodore Drake, manure interests;

F. J. Shubert and A. W. Eberhart, Chicago, Rock Island & Pacific Railway Company;

H. E. Pierpont, Assistant General Freight Agent, and E. C. Nettels, District Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company;

H. F. Marsh, Assistant General Freight Agent, W. R. Sterrett, Agent, M. J. Hannam, Agent, Iowa Central and the Minneapolis & Saint Louis Railway Companies.

F. P. Eyman, Assistant General Freight Agent, and L. F. Berry, General Agent, Chicago & North-Western Railway Company;

W. R. Bascom, Assistant General Freight Agent, Illinois Central Railroad Company;

W. R. Hill, District Freight and Passenger Agent, Chicago, Burlington & Quincy Railway;

E. E. Watson, Assistant General Freight Agent, and R. A. Belding, Claims Agent, Chicago Great Western Railway Company;

The Board took up the matters referred to in the notice and gave the parties an opportunity to be heard thereon. The items referred to are as follows:

Page	Item	Article	L. C. L.	C. L.
15	17½	(Boxes) Wooden, nested, three in nest..... Min. wt. cars under 40 ft. in length, 20,000 lbs.		C
16	63½	Min. wt. cars 40 ft. in length or under, 24,000 lbs.		
31	39	Burial Vaults, cement, C. L., rating desired		
49	49½	Manure for fertilizer, special rate, asked for		
50	29	Include "gunny cloth or burlap."		
54	47	Hay, rate to be considered. This item was		
112	6, 7, & 8	passed from hearing of September 5, 1906	5	E
		Iron Sash weights		
		Wagons, common farm, rate on to be considered;		
		passed from hearing September 5, 1906		

On January 3, 1907, the Board considered matters presented to it for classifying. The subject of wooden boxes, nested, shipped three in a nest, was passed for further consideration and investigation as was also the subject of Common Farm Wagons. No one appearing at the hearing on December 27, 1906, in the matter of Hay Rates and Special Concentrating Rates on Poultry, no action was taken on those subjects.

The following Amendment was ordered to be prepared, printed and published as by law provided:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 4, to Iowa Classification No. 13.

Dated January 3, 1907.

Effective January 21, 1907.

Page	Item	Article	L. C. L.	C. L.
16	63½	Burial Vaults, cement, K. D. crated.....	3	
34	43½	Manure, C. L. Min. Wt. 20,000 lbs.....		5 Soft Coal (lump) rates
49	49½	Include "Burlap and gunny cloth".....		
54	47	Sash Weights:		
54	48	N. O. S.....	4 } 5 }	D
54	49	Strung on cord or in barrels or boxes.....		
85	8	Note should read: "Provisions for Roofing will not apply on paints used in connection with the same, Rolls of prepared Roofing, containing Liquid Cement, Tin Roofing, Caps and Nails sufficient to lay the rolls, may be carried at Roofing rates."		
98	58	Stationery: Note—Articles listed under "Stationery" may be shipped with paper and paper articles in mixed packages, less than carloads, boxed, Second Class.		

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, January 3, 1907. DWIGHT N. LEWIS, Secretary.

No. 3341—1907.

IN THE MATTER OF AMENDMENT No. 5 TO CLASSIFICATION No. 13, ALSO WITH
REFERENCE TO RATES.

On January 7, 1907, the Board issued the following notice:

STATE OF IOWA,

BOARD OF RAILROAD COMMISSIONERS.

Notice of Change and Revision of Railroad Commissioners' Rates and Classification.

To Whom it May Concern:

Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa, will on Thursday, February 7, 1907, 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 may determine just and reasonable, and any and all persons who may be interested therein are invited and requested to appear before the Board on that day.

THE BOARD OF RAILROAD COMMISSIONERS,

Des Moines, Iowa, January 7, 1907.

By DWIGHT N. LEWIS, Secretary.

The Following Changes, Among Others, Have Been Requested:

Page	Item	Article	L. C. L.	C. L.
V. VII.		Petition of the Corn Belt Meat Producers Association requesting that the Board revise its tariffs on live stock, with a special reference to lower rates on cattle, including fat cattle, calves and feeders, for the reasons set out in the petition filed with the Board, stating in general that the rates in other states adjoining Iowa and interstate rates in same territory with Iowa, are lower.		
17	57	The Burlington Vinegar and Pickle Works and the Marshall Vinegar Company request that olives and canned tomatoes be included in this item.		
47	45	Same firms request that this item be changed to fourth-class L. C. L., to correspond with item 57, page 17.		
28	37	Milk and Cream in Cans—Complaint of the Beatrice Creamery Company, Des Moines, against certain railway and express companies that the milk and cream rates in Iowa are unreasonably high as compared with the rates in other states granted by the railway and express companies and a greater change is made than the rate fixed by the Board of Railroad Commissioners. The allegation is made that Iowa creameries are being discriminated against, and the Board is asked to investigate and make such changes in the milk and cream rates as shall be fair, just and equitable.		
48	20	Marshalltown Syrup & Candy Co., Marshalltown, ask for a ruling that maple sugar substitute be classed with sugar N. O. S.		
63	26	Request made by Iowa sash and door factories that this item read as follows: "Lumber, including Blocks, Corner, Base, Head and Plinth, Carpenter Mouldings, Casings, Cellings, Door Jambs and Frames, Door Screens,		

Changes Requested—Continued.

Page	Item	Article	L. C. L.	C. L.
		Flooring (except wood carpet), Porch Columns, Panel Wainscoting and Ceiling, Window Frames, Window Screens, Window Stools, Apron and Hoods.....	4	Lumber Rates.
84	19	Request from the Musgrave Fence Co., of Des Moines, that a less rate be made in carloads on scrap or waste paper, alleging that the interstate rate on this commodity is lower than in Iowa on equal distances.		
84	13			
84	15			
84	14			
111	3	*Request that carload rating on vehicles be changed to Class C, for the reason that class A is excessive as compared with interstate rates and for the service performed.		
112	1	*Request that this item correspond to item 13, page 131 of Western Classification No. 41.		
112	8	*Request that rate on common or farm wagons be changed from First to Third class L. C. L. Poultry; special concentrating rates asked for.		

*These requests come to this Board from Joel Turney & Co., Fairfield, Buerkens Manufacturing Co., Pella, Orchard City Wagon Co., Burlington, Fish Bros. Manufacturing Co., Clinton, Burg Wagon Company, Burlington.

The Board met pursuant to notice given, at 10 o'clock a. m., February 7, 1907, for the purpose of making such changes or revision in its schedules of rates and classification of freights as it may determine just and reasonable.

The office of the Board being too small to accommodate those desiring to take part in the hearing it was changed to take place in the reception room of the Governor. All the Commissioners were present with the secretary. Chairman Ketchum announced that Commissioner Eaton would preside at the hearing.

There were present at the hearing the following persons among others:

T. H. Simmons, general freight agent, Chicago, Rock Island & Pacific Railway Company; C. H. Hubbell, general superintendent, Chicago, Rock Island & Pacific Railway Company; A. W. Eberhart, division freight agent, Chicago, Rock Island & Pacific Railway Company; W. P. Brady, general agent, Chicago, Rock Island & Pacific Railway Company; I. Mitchell, dairy agent, Chicago, Rock Island & Pacific Railway Company;

P. S. Eustis, passenger traffic manager; E. R. Puffer, assistant general freight agent; John Dewitt, general baggage agent; W. D. Eaton, attorney; W. H. Hill, division freight agent; W. G. Wagner, commercial agent, representing the Chicago, Burlington & Quincy Railroad Company.

L. Jodon, commercial agent, Des Moines, Iowa Falls & Northern Railway Company.

E. E. Watson, assistant general freight agent; A. G. Briggs, general attorney, representing the Chicago Great Western Railway Company.

W. E. Keepers, general freight agent, Illinois Central Railroad Company.

F. P. Eyman, general freight agent; F. J. Allen, dairy freight agent; J. C. Davis, attorney; L. F. Berry, general agent, representing Chicago & Northwestern Railway Company.

J. H. Hiland, third vice president; Wm. Ellis, attorney, representing the Chicago, Milwaukee and Saint Paul Railway Company.

E. M. Wentworth, dairy agent, representing Red Line.

H. F. Marsh, general freight agent, representing Iowa Central and Minneapolis & Saint Louis Railroad Company.

F. G. McMillan, general freight agent, representing the Wabash Railroad Company.

A. E. Wilkinson, secretary; G. Thornburg, traffic manager; F. A. Leighton, manager, and Tom Allen, attorney, representing the Beatrice Creamery Company.

Ed. Holm, representing the Hanford Produce Company of Sioux City.

H. R. Wright, state dairy and food commissioner, representing Iowa dairy interests.

J. D. Ludlow, traffic manager; R. M. Highley, agent, representing the Wells, Fargo & Company Express.

G. Propst, route agent; B. F. Stratton, agent, representing the Adams Express Company.

Robt. E. M. Couye, assistant general manager; W. C. Morgan, general agent, representing American Express Company.

Clifford Thorne, attorney; A. Sykes, president; H. C. Wallace, secretary, representing the Corn Belt Meat Producers Association.

The Commissioners called up the application of the Corn Belt Meat Producers Association for a revision of the tariff on live stock within the State of Iowa. Clifford Thorne, attorney, representing the Corn Belt Meat Producers Association introduced witnesses on behalf of the Applicant and then rested his case with the understanding that he be permitted to introduce further testimony after the railway companies had presented their side of the case. Mr. J. C. Davis, attorney, representing the railway companies suggested to the Board that they be given time in which to analyze the documentary testimony filed by the Corn Belt Meat Producers Association, and such time was granted.

After consultation by the Board Commissioner Eaton made announcement as follows:

"Gentlemen: The Commissioners are of the opinion that the request 'of the railway companies for time is a reasonable one; but while you 'are all together we have arrived at another conclusion which the Commission ask me to state to you. This investigation today has developed 'the fact that while there has been, and to our knowledge, a great many 'revisions of the classifications in the past years there has not been any 'general revision of the schedules and classifications in Iowa for a good 'many years. There seems to be a public demand for something of that 'kind. It is the opinion of the Commission that there ought to be a 'careful, scientific and complete investigation and revision of the whole 'subject of freight rates in Iowa and while the Commission dislikes the 'burden, yet it feels in honor bound to take up that burden.

"We do not want any misunderstanding either on the part of the 'shippers of Iowa or the railroads of Iowa. This Commission believes it

"occupies a sort of position between the public and the railroads; that its functions are largely judicial and it will ask from the hands of the shippers and the people and the railroads every possible piece of information it can get for the purpose of doing the exact right to all interests. We do not want the people to understand that we are, so to speak, 'going after the railroads,' neither do we want the railroads to understand that we propose to do anything but what is exactly right. We may err in judgment but we will give you the best we have.

"This being true it is not a wise thing to take these matters up piecemeal. We have burdens of our own. We will begin this complete investigation and revision of freight schedules and classifications in Iowa at substantially the earliest possible moment. The law requires us to give a notice which we will do. We ought to confer with the representatives of the railroads and other interests in these proceedings so as to make it convenient for them, because we want their assistance. We want it all the time.

"We cannot announce at this moment just when that investigation will begin but it will be as early as it can be, considering the notice that we have to give and considering the interests of all parties and which we intend very carefully to guard.

"This particular case as now pending will, however, be given the precedence. It will be the beginning of this investigation. Of course when this investigation is completed it will be for the entire schedule.

"On behalf of the Commission I give you all notice now, that the time that is fixed, after consulting all interests in this case, this case will be taken up first, and completed. The gentlemen on the other side will have ample opportunity to prepare themselves. The members of the Corn Belt Meat Producers Association will be given more opportunity for what they must meet."

Adjournment was then taken till 9 o'clock a. m. February 8, 1907.

On February 8, 1907, the Board met pursuant to adjournment and called up the complaint of the Beatrice Creamery Company against certain railroad and express companies, alleging that the milk and cream rates in Iowa are unreasonably high as compared with the rates in other states. The complainant introduced testimony and Mr. H. R. Wright, food and dairy commissioner for the State of Iowa, asked the privilege of addressing the Board upon the subject under consideration. The request was granted and Mr. Wright made his statements, introducing letters and other documentary testimony corroborative thereof. Mr. Tom Allen, representing the Beatrice Creamery Company, also made a statement to the Board with reference to the application.

Commissioner Eaton said: "That closes this hearing. I am directed by the Commission to make a statement or two. There seems to be three interests represented here: those of the petitioners, those of the transportation companies and those of the various Iowa dairy interests as represented by the Iowa Dairy Commissioner. And I want to say that this Board will protect the Commissioner of Food and Dairy against any strictures made against his appearance here in the interests of the creameries of Iowa, and this because the dairy interests of Iowa know that the Food and Dairy Commissioner of Iowa is conscientious and is

"doing his duty. That the Dairy Commissioner is rightfully here and ought to be here I freely say.

"I am instructed at this time to say for the Board that the Commission finds that it ought to deny plaintiff's petition. The Board finds that all parties were legally notified and that no interests have been denied a right to be heard and the Board have heard with consideration all matters presented to them, and so the ruling of this Commission is to deny the petition at this time."

The Commission called up the application of the Burlington Vinegar and Pickle Works for a ruling that olives and canned tomatoes to be included in Item 87, page 17, that canned tomatoes and olives be included in Item 62, page 17, that item 48, page 47, be changed to L. C. L. 4. It was suggested by the representatives of the railways that canned tomatoes were already included in that item and they strongly objected to including olives, olives not being a domestic product. The Commissioners granted the application as to canned tomatoes.

The request of the Marshalltown Syrup and Candy Company for ruling with reference to proper classification of maple sugar substitute, was passed.

The request of the Iowa Sash and Door Factories for a rearrangement of Item 26, page 63, was passed for future consideration for the reason that this subject is still under consideration for further investigation by the Western Railway Association.

The request of the Musgrave Fence Company of Des Moines for a less rate of scrap or waste paper in carloads was passed.

The application of Joel Turney & Company et al. that the carload rate on vehicles be changed to class C, was withdrawn for the present. The request that item 1, page 112, be made to conform to item 13 and 14, page 131 of Western Classification No. 41, was granted. The request that the rate on common or farm wagons be changed from 1st to 3d class, was granted, there being no objection on the part of the railroads. The order was also made that item 67, page 115, wagon beds, be changed to L. C. L. 3.

The application of the E. J. Ingwersen Manufacturing Company that a carload rate of A be made to apply on feed troughs, folded, was granted.

The request of the Des Moines Sand Company that the same rate be made to apply on gravel as on sand, was granted, namely: C. L. soft coal (slack) rates.

The request of the Freight Bureau of Des Moines, that class 4, L. C. L., and class E, C. L., be made to apply on evaporated tank water in barrels and iron receivers, glue scrap and bones, dry or green, was granted.

A paper was presented by the Freight Bureau of Des Moines asking that the Iowa Board include in its classification the reductions made by the Western Classification Committee to the Western Classification, taking effect April 1, 1907. The railway companies present made no objection to this application and it was granted by the Board.

The Commissioners thereupon adjourned the hearing and directed that notice be published according to law, fixing date for hearing on general revision of rates and classification for March 12, 1907, 10 o'clock a. m., the live stock hearing to be continued on March 6, 1907.

The Board ordered that Amendment be issued embodying the changes agreed upon, to be known as Amendment No. 5 to Iowa Classification No. 13, to take effect March 1, 1907, and notice thereof be published according to law.

Amendment No. 5 was issued as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 5, to Iowa Classification No. 13.

Dated February 8, 1907.

Effective March 1, 1907.

Page	Item	Article	L. C. L.	C. L.
15	173	Boxes, wooden, nested, three in a nest, min. wt. 20,000 lbs. cars under 40 ft. inside measurement, 24,000 lbs. cars 40 ft. and over.	3	C
17	57	Include Canned Tomatoes.		
28	123	Buttermilk, fresh, in barrels.	4	
33	35			
	36	Feed Troughs		A
	37			
	38			
45	8	Gravel		Soft Coal (slack) rates.
	9			
	10			
46	103	Canceled		
51	21	Evaporated Tank Water, in barrels or iron receivers; Glue Scrap and Bones, dry or green.	4	E
112	1	Trucks, Farm, without boxes, K. D. in pieces.	3	
112	9	Wagons, Common or Farm, with or without boxes, K. D. in pieces, and Wagon Boxes, actual weight	3	
115	67	Wagon Beds, K. D. in bundles.	3	

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines Iowa, February 8, 1907. DWIGHT N. LEWIS, Secretary.

No. 3342—1907.

IN THE MATTER OF AMENDMENT No. 6 TO IOWA CLASSIFICATION No. 13.

On July 12, 1907, after many hearings had been had involving the subject, the Board adopted a rule amendatory to rule 5, page 2, of Iowa Classification No. 13, and published the same as Amendment No. 6 to Iowa Classification No. 13, dated July 12, 1907, effective August 1, 1907, which amendment follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 6 to Iowa Classification No. 13.

Dated July 12, 1907.

Effective August 1, 1907.

PAGE 2, RULE 5:

A. Unless specifically provided for in the Classification or by amendment will a car load be considered less than 20,000 pounds on freight rated in carloads third class or higher, and less than 30,000 pounds on freight rated in car loads lower than third class, except that the minimum car load weight on shipments in tank cars shall be the full capacity of tank. Provisions for car load ratings shown in the Classification will apply only upon shipments received in one day from one consignor, under one bill of lading, and delivered under one expense bill to one consignee. Car load rates are not applicable on freight consigned to railroad agents. This rule also applies to commodities named in rate schedules. (See page 5 for minimum weights on live stock.)

Maximum and minimum C. L. weights

B. Minimum weights provided in Classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by note, whether loaded in box cars or on open cars.

Minimum weights on light and bulky freight

Upon such light and bulky articles, the standard car will be 36 feet, inside measurement, 3 per cent per foot to be added for each foot in excess of 36 feet; and 3 per cent per foot to be deducted for each foot less than 36 feet, with a minimum of 91 per cent, all percentages to be based on inside dimensions. In applying premium and deduction charges fractions of a foot six inches or less to be disregarded.

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

Des Moines, Iowa, July 12, 1907.

DWIGHT N. LEWIS, Secretary.

No. 3343—1907.

IN THE MATTER OF AMENDMENT No. 7 TO IOWA CLASSIFICATION No. 13.

On account of a misunderstanding with reference to the minimum charge applying in Iowa on single line shipments and the proper reading of item 19, page 117, Iowa Classification No. 13, the Board issued Amendment No. 7 as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 7, to Iowa Classification No. 13.

Dated August 1, 1907.

Effective August 1, 1907.

Ruling: The minimum charge of forty (40) cents provided by this Board for joint shipments will in nowise affect the minimum charge to be applied upon shipments upon a single line of railway, which shall remain at twenty-five (25) cents.

Ruling: Item 19, page 117, should read: "Wagon dumps, K. D. in bundles." L. C. L. 3.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, August 1, 1907. DWIGHT N. LEWIS, Secretary.

No. 3344—1907.

IN THE MATTER OF AMENDMENT No. 8 TO IOWA CLASSIFICATION No. 13.

The Board on September 4, 1907, promulgated Amendment No. 8 to Iowa Classification No. 13, providing minimum weight for carloads of lime, plaster, stucco, flour, and other mill stuffs, Exception to Rule 5, as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 8, to Iowa Classification No. 13.

Dated September 4, 1907.

Effective September 23, 1907.

MINIMUM WEIGHT C. L. LIME, PLASTER, STUCCO, FLOUR AND OTHER MILLSTUFFS.

Exception to Rule 5 as amended by Amendment No. 6, effective August 1, 1907.

The minimum weight of a car load of Lime, Plaster, Stucco, Flour and other Millstuffs will be 24,000 pounds, 34-foot car inside measurement being taken as a standard. Minimum weight of cars of other lengths will increase or decrease three per cent per foot or fraction thereof.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, September 4, 1907. DWIGHT N. LEWIS, Secretary.

No. 3345—1907.

IN THE MATTER OF AMENDMENT No. 9 TO IOWA CLASSIFICATION No. 13.

On September 17, 1907, the Board issued legal notice for a hearing on Classification and Rate matters as per the following:

STATE OF IOWA
BOARD OF RAILROAD COMMISSIONERS

Notice of Change and Revision of Railroad Commissioners' Rates and Classification

TO WHOM IT MAY CONCERN:

Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa will, on Thursday, October 17, 1907, 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 may determine just and reasonable, and any and all persons who may be interested therein are invited and requested to appear before the Board on that day.

Des Moines, Iowa, September 17, 1907.

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

The Following Changes, Among Others, Have Been Requested:

Iowa Classification No. 13		Commodity	Present Rating		Desired Rating	
Page	Item		L. C. L.	C. L.	L. C. L.	C. L.
7	6-14	Corn shellers, hand and power.....	1	A	3	A
84	12-13-14-15	Waste paper stock: in sacks or bags, in bales..... or crates pressed in hhds..... or bbls	2 3 3	B Min. wt. 14,000 lbs.		Milling in transit rates.
15	51	Brick	5	E	Reduced rates asked on basis of W. T. L. 215, I. C. C. 741.	
21	11-12-13	Molasses feed, etc.....	4	Corn tariff rates		20 per cent above C. L. rate on wheat.
30	22	Cotton piece goods (shipped from the East).....	3		Lower	
33	29	Chicken and turkey feathers, in sacks or bales, ma- chine compressed	1	2	Not machine compressed 1	Not machine compressed. 1

THIRTIETH ANNUAL REPORT OF THE

35	12	Flag poles, N. O. S.....	1 1/2 t 1		4	
38 Am. No. 2	10	Spring beds, compressed in crates, and woven wire mattresses		3 Min. wt. 12,000 lbs.		5 min. wt. 24,000 lbs.
38	43	Combined wire and wood fencing, fence, barbed and telephone wire	4	C		Mixed C. L.-C
48	18	Maple sugar substitute	3	4	4	5
50	25	Baled hay, L. C. L.....	3		Lower	
71	39	Coal prospecting drill	1	A	Lower	
77	37-38	Linseed oil, C. L.....		5		D
78	6	Petroleum: Petition for additions to item.				
81 Am. No. 5	21	Evaporated tank water in bbls. or iron receivers, glue scrap and bones, dry or green.....		Min. wt. 30,000 lbs.		Min. wt. 24,000 lbs.
87	26	Plaster board	3	C		Plaster and stucco com- modity rate.
95 Am. No. 1	71 1/2	Refuse or waste mussel shells (not crushed).....		E		Soft coal (lump) rate.
114	33-33	Eveners, L. C. L.....	2		3	
114	37	Parts of farm wagons and boxes.....	1		3	
118	49	Wire and fence wire, straight and mixed C. L.....				Wire rate.
118	47	Barbed wire.....		5		Cancel.
115	21	Neck yoke centers and end irons.....	2		4	
194	57	Settees, camp chairs, tents, etc.....		None		Mixed C. L. with tents.
20	13	Empty barrels, N. O. S. (for packing coffee).....	None	None	1-24 lbs. each	
47	47-48-49	Olives in bulk and in glass, in mixed L. C. L. and C. L. with pickles. Page 17, Item 75.				
31	15-16	Farm gates, wood and iron.....	None	None	4	

BOARD OF RAILROAD COMMISSIONERS

NOTICE OF CHANGE—CONTINUED.

Iowa Classification No. 13	Page	Item	Commodity	Present Rating		Desired Rating	
				L. C. L.	C. L.	L. C. L.	C. L.
31	20		Mine props (unfinished) and posts (fence) unfinished, C. L.				
			Electric machinery and instruments (returned for repairs)	None	None		Soft coal (lump) rates.
			Agricultural implements and wagons, common spring wheels, also farm wagons, straight or mixed C. L., min. wt. 20,000 lbs.				Reduced rates on basis of W. T. L. 215, Sec. 741, item 27.
			Sheep rates, proposed reduction in, and provision for double deck cars (for discussion).				
			Furniture (all kinds), C. L., min. wt. 20,000 lbs.				Reduced rate on basis of W. T. L. 215, I. C. C. 741, page 20, item 102.
			Iron retainers, returned				Free when returned over line of original shipment.
			Rule 14B of Western Classification No. 42				To apply in Iowa.
			Minimum weights (for discussion).				
			Loading in transit privilege for grain shipments (for discussion).				
			Rule asking that the rates applying between east Mississippi river and Missouri river points be made the maximum rate between such points in Iowa.				
37	31		Trimmer wood				Include with wood (fuel).

Upon the date named, viz. October 17, 1907, the Board met and adjourned the hearing until October 24th upon request of the railroad companies. On October 24th all the Commissioners were present and heard all those who appeared before them on that day with reference to all the items that were called up. It was found, however, that all cases could not be taken care of properly upon this date and the hearing adjourned until November 5th, 6th and 7th at which time the hearing was completed.

At the conclusion of the hearing the Board took the following action:

Rule applying Western Trunk Line Rules to Iowa business was adopted. This rule reads as follows:

Rule: Applying Western Trunk Line Rules Circular on shipments locally within Iowa:

In all cases where the application of Western Trunk Line Rules Circular No. 6, with amendments and subsequent issues, would make a lower rate on shipments of any commodity locally within Iowa than is provided for by the Commissioners' Schedule of Reasonable Maximum Rates or Classification of Freights, or be of advantage to shippers in making such local shipments, then such Western Trunk Line Rules Circular will govern on shipments locally within the State of Iowa.

The Commission also ruled that upon brick, linseed oil, agricultural implements, wagons and furniture, such commodity rates should be promulgated as would remove the unjust discrimination now existing against Iowa manufacturers by reason of the low interstate rates between Mississippi and Missouri River points across the State of Iowa.

With reference to minimum weights the Board adopted the following rule:

Freight loaded in long cars where short cars were ordered.

Where cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered, car 36-ft. long inside measurement being the minimum in such cases.

Also amendment No. 8 to Iowa Classification No. 13, dated September 4, 1907, and effective September 23, 1907, should be changed to read as follows:

Exception to Rule 5 as amended by Amendment No. 6, effective August 1, 1907.

The minimum weight of Lime, Plaster and Stucco, in straight or mixed carloads, will be 24,000 lbs.

The minimum weight of Flour and other Millstuffs, in straight or mixed carloads, will be 24,000 lbs.

Corn shellers, hand and power, K. D. Petition was granted.

Waste paper stock. Milling in transit rates denied, being interstate and Board without authority.

Molasses feed, etc. Petition was withdrawn.

Cotton piece goods (shipped from the East). Board without authority to act.

Chicken and turkey feathers, in sacks or bales. Petition was granted. Flag poles, N. O. S., to take the same rating as telegraph and telephone poles.

Spring beds, compressed in crates, and woven wire mattresses, classified the same as Western Classification, with modifications.

Combined wire and wood fencing, fence, barbed and telephone wire. This item covered by the application of Western Trunk Line Rules.

Maple sugar substitute. The petition in this case was denied at this time because of no appearance of petitioner.

Baled hay, L. C. L. The petition in this case was denied because of no appearance of petitioner.

Coal prospecting drill. Application denied.

Petroleum. Petition for additions to item. Ordered same to be classified same as Western Classification including therewith axle grease.

Evaporated tank water in barrels or iron receivers, glue scrap and bones, dry or green. Petition for minimum weight of 24,000 pounds was granted.

Plaster board. The petition was denied.

Refuse or waste mussel shells. The petition was denied.

Eveners, L. C. L. Ordered classified same as Western Classification.

Parts of farm wagons and boxes. Western Trunk Line Rules apply.

Wire and fence wire, straight and mixed C. L., governed by application of Western Trunk Line Rules.

Barb wire. The petition was granted.

Neck yoke centers and end irons. Ordered classified the same as Western Classification.

Settees, camp chairs, tents, etc., governed by Western Trunk Line Rules.

Empty barrels N. O. S. (for packing coffee). The petition was granted, making weight 30 pounds however instead of 24 pounds.

Olives in bulk and in glass, etc. Ordered classified the same as Western Classification.

Farm gates, wood and iron, 3d class L. C. L. Petition granted.

Mine props and fence posts. The petition was denied.

Electric machinery and instruments returned for repairs governed by the application of the Western Trunk Line Rules.

Sheep rates. The Board ordered that ruling should be issued that sheep (feeders) shall take 75 per cent of the regular sheep rates.

Rule 14 B of Western Classification No. 43 to be made applicable in Iowa.

Loading in transit privileges for grain shippers, denied for the reason that the Board had no authority to grant such rates on interstate shipments.

Trimmer wood to be carried forward for further hearing.

The Commissioners ordered notice prepared and published according to law covering the changes made by the Board as herein stated. Notice was prepared and published in accordance therewith as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Amendment No. 2, to Iowa Classification No. 13.

Dated November 14, 1907.

Effective December 1, 1907.

Page	Item	Article	L. C. L.	C. L.
		Commodity Rate on Sheep, dated March 22, 1907, effective April 5, 1907, add the following: Note—Sheep (feeders) take 75 per cent of sheep rates.		
4		Add the following: Rule 13B: Unless otherwise specified in the Classification freight shipped in pulp, fibre, or double faced corrugated waterproofed board packages (facings to be of fibre board) will take the ratings provided for the same shipments in wooden packages when meeting the following requirements: Sec. 1. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .000 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 150 lbs. to the square inch (Mullen Test), and gross weight of package not exceeding 50 lbs. Sec. 2. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .000 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 175 lbs. to the square inch (Mullen Test), and gross weight of package not exceeding 100 lbs. Sec. 3. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .000 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 150 lbs. to the square inch (Mullen Test), enclosed in wood frame made of strips not less than 1x1 1/2 inches, and gross weight of package not exceeding 50 lbs. Sec. 4. Pulp or fibre board packages constructed of three-ply or more, glued solid fibre or pulp board not less than .000 inch in thickness, no single ply of which is less than .014 inch in thickness, and the combined ply having a resistance of not less than 150 lbs. to the square inch (Mullen Test), enclosed in wood frame of strips not less than 1x1 1/2 inches, and gross weight of package not exceeding 100 lbs. Sec. 5. Double faced corrugated waterproofed board packages (facings to be of fibre board), gross weight of package not exceeding 100 lbs. Sec. 6. All pulp or fibre board packages must bear the manufacturer's stamp showing specifications or number of section with which the package complies, or both, and all packages not enclosed in wood frame to be glued or otherwise securely fastened so that they cannot be opened without mutilating or destroying the package, and labeled, stamped or otherwise marked so as to correctly describe the contents, together with the name and address of the shipper. Sec. 7. All shipments not conforming to the above requirements will take one class higher (greater) than in crates, except that shipments in pulp or fibre packages enclosed in wood frame work not conforming to the above requirements will be ratable as crates.		

Amendment No. 9, to Iowa Classification No. 13.—Continued.

Page	Item	Article	L. C. L.	C. L.
7	14	Amend to read: "Corn Shellers, Hand or Power."		
17	66a	Olives, in glass, tin or stone, boxed or in wood (This item to be included in bracket item 57 to 66a inclusive.)	8	5
26	13	Include "Coffee barrels."		
33	20	Amend to read: "Chicken and turkey feathers, in sacks or bales, compressed."		
34	13	Amend to read: "Iron Gates and Attachments including Posts and Timbers, K. D., and Farm Gates (wire and wood combined)"-----	8	5
36	12	Amend to read: "(Flag Poles) N. O. S." See Rules 11 and 12.		Lumber Tariff Rates.
38	10	Note—Spring Beds, compressed in crates, and woven wire mattresses may be shipped C. L., minimum weight 24,000 lbs. 5th class.		
78	6	Amend to read: "Petroleum (including Crude Petroleum) and the following Oil Products: Axle Grease, Benzine, Benzole, Carbon, Gasoline, Grease, Kerosene, Lubricating Oils, Naphtha, Miner's Oil, Fuel Oil, Gas Oil, Petroleum Belt Oil, Petroleum Neatfoot Oil, Household Lubricant, Petroleum Hard Oil (Miners' Sunshine), Petroleum Floor Oil, Petroleum Jelly, Petroleum Oil Residuum, Petroleum Tar, Wool Oil, Transil Oil, Petroleum Harness Oil and Compound Lubricating Oils having Petroleum base but exclusive of Cycle Oil and Sewing Machine Oil."		
81	21	Evaporated Tank Water in barrels or iron receivers, Glue Scrap and Bones, dry or green. (Amending this item as it appears in Amendment No. 8, dated February 8, 1907, effective March 1, 1907.)	4	E Min wt. 24,000 lbs
115	21a 21b 21c	Neck Yoke Centers and End Irons: In boxes or barrels----- In bundles-----	4 2	
118	47	Cancel item: "Barbed Wire, C. L. 5." Rule: Applying Western Trunk Line Rules Circular on Shipments locally within Iowa; In all cases where the application of Western Trunk Line Rules Circular No. 6, with amendments and subsequent issues, would make a lower rate on shipments of any commodity locally within Iowa than is provided for by the Commissioners' Schedule of Reasonable Maximum Rates or Classification of Freight, or be of advantage to shippers in making such local shipments, then such Western Trunk Line Rule Circular will govern on shipments locally within the state of Iowa. Minimum Weight C. L. Lime, Plaster, Stucco, Flour and Other Millstuffs. (Cancelling Amendment No. 8, dated September 4, 1907, effective September 23, 1907.) Exception to Rule 5, as amended by Amendment No. 6, dated July 12, 1907, effective August 1, 1907. The minimum weight of Lime, Plaster and Stucco, in straight or mixed carloads, will be 24,000 lbs. The minimum weight of Flour and other Millstuffs, in straight or mixed carloads, will be 24,000 lbs.		

Amendment No. 9, to Iowa Classification No. 13.

Page	Item	Article	L. C. L.	C. L.
		Rule applying to minimum weight on Freight Loaded in long cars where short cars are ordered: Where cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered; provided, however, that car 28 feet long, inside measurement, will be the minimum in such cases.		

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, November 14, 1907. DWIGHT N. LEWIS, Secretary.

Before the taking effect of Amendment No. 9, upon request of railway companies, which request was agreed to by representatives of the shippers of sheep, the Board issued notice that the ruling providing for sheep (feeders) paying 75 per cent of the regular sheep rates be held in abeyance until otherwise ordered.

The commodity rates as ordered promulgated by the Board are under preparation at this time to be published later.

Dated, Des Moines, Iowa, November 14, 1907.

No. 3346—1907.

IN THE MATTER OF RATE ON SUGAR BEETS IN CAR LOADS.

The Commissioners having had the subject before them for a long time, upon September 4, 1907, promulgated commodity rates on sugar beets in car loads, becoming effective September 23, 1907.

The notice as prepared and published as provided by law naming these commodity rates is as follows:

THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.
Sugar Beets C. L.

A schedule of reasonable maximum rates of charges for the transportation of sugar beets in carloads on each of the railroads in the State of Iowa.

Prepared by the Board of Railroad Commissioners in accordance with the laws of the State.

Effective September 23, 1907.

Rate in Cents Per Ton.

Miles	Rate	Miles	Rate
25 miles and under-----	40	71 to 80-----	80
26 to 40-----	40	81 to 85-----	85
41 to 45-----	50	86 to 90-----	90
46 to 50-----	50	91 to 95-----	95
51 to 55-----	60	96 to 115-----	\$ 1.00
56 to 60-----	60	116 to 135-----	1.05
61 to 65-----	70	136 to 150-----	1.10
66 to 70-----	70		

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, September 4, 1907. DWIGHT N. LEWIS, Secretary.

No. 3347—1907.

IN THE MATTER OF JOINT RATES IN IOWA.

The Thirty-second General Assembly of the State of Iowa enacted the following law:

AN ACT to repeal sections two thousand one hundred and fifty-three (2153) and two thousand one hundred and fifty-five (2155) of the Code, relating to joint freight rates over two or more connecting lines of railway between points within this State, and relating to the power and duties of the Board of Railroad Commissioners, and to enact substitutes therefor.

Be It Enacted by the General Assembly of the State of Iowa:

SECTION 1. That section two thousand one hundred and fifty-three (2153) of the code be and the same is hereby repealed and the following enacted in lieu thereof:

SECTION 2153. Every owner or consignor of freight to be transported by railway from any point within this state to any other point within this state shall have the right to require that the same shall be transported over two or more connecting lines of railway, to be transferred at the connecting point or points without change of car or cars if in carload lots, and with or without change of car or cars if in less than carload lots, whenever the distance from the place of shipment to destination, both being within this state, is less over two or more connecting lines of railway than it is over a single line of railway, or where the initial line does not reach the place of destination; and it shall be the duty, upon the request of any such owner or consignor of freight, made to the initial company, of such railway companies whose lines so connect, to transport the freight without change of car or cars if the shipment be in a carload lot or lots, and with change of car or cars if it be in less than carload lots, from the place of shipment to the destination, whenever the distance from the place of shipment to destination, both being within this state, is less than the distance over a single line, or when the initial line does not reach the point of destination, for a reasonable joint through rate. This section shall apply to interurban railways and their connection with ordinary steam railways.

SEC. 2. Section two thousand one hundred and fifty-five of the Code be and the same is hereby repealed and the following enacted in lieu thereof:

SECTION 2155. The board of railroad commissioners shall, within ten days after this act takes effect, notify in writing every railway company owning or operating a railway within this state that it will, upon a day named in such notice, which day shall not be more than thirty days after giving said notice, take up for investigation the subject of establishing joint through rates, as herein provided, between the railway lines in this state. It shall also give a similar notice, directed "to whom it may concern," and so publish the same that it will have general circulation throughout the state. All corporations, partnerships and persons interested in the subject may present themselves at the hearing and be heard, under such rules and regulations as the board may prescribe. At the end of the investigation, which shall be carried on with all due diligence, the said board of railroad commissioners shall make and publish a schedule of joint through railway rates for such traffic and on such routes as in its judgment the fair and reasonable conduct of business requires shall be done by carriage over two or more lines of railway, and will promote the interest of the people of this state. In the making thereof, and in changing, revising or adding to the same, the board shall be governed as nearly as may be by the preceding sections of this chapter, and shall take into consideration, among other things, the rates established for shipments within this state for like distances over single lines, the rates charged by the railway companies operating such connecting lines for joint interstate shipments and the increased cost, if any, of a joint through shipment as compared with a shipment over a single line for like distances. In establishing such rates for shipments in less than carload lots, in cases where at the connecting point or points in the line of shipment the connecting railways have not and are not required to have a common station or stopping place for loading or unloading

freight, the board shall make such lawful regulation as in its judgment will be fair and just respecting the transportation of such freight from the usual unloading place of one railway to the usual loading place of the other. The joint through rates thus established shall be promulgated by mailing a printed copy thereof to each railway company affected thereby, and shall go into effect within ten days after they are so promulgated; and from and after that time an official printed schedule thereof shall be *prima facie* evidence, in all the courts of this state, that the rates therein fixed are just and reasonable for the joint transportation of such freight between the points and over the lines described therein. The said board shall deliver a printed copy of said schedule to any person making application therefor.

The share of any railway company of any joint through rate shall not be construed to fix the charge that it may make for transportation for a similar distance over any part of its line for any single rate shipment or the share of any other joint rate. The board, upon such reasonable notice as it may prescribe, may, upon its own motion or upon the application of any person, firm or corporation interested therein, revise, change or add to any joint through rates fixed or promulgated hereunder; and any such revised, changed or added joint rate shall have the same force and effect as the rate or rates originally established. The said board is empowered to authorize, upon proper hearing, any railway company whose line connects the point of shipment with the point of destination but requires a longer haul than the joint haul over which a joint rate has been established, to charge the joint rate without affecting the charge upon any other part of its line, except that the charge for a like kind of property must not be greater for a shorter than for a longer distance over its railroad, all of the shorter haul being included within the longer. This section shall apply to interurban railways and their connection with ordinary steam railways.

SEC. 3. This act being deemed of immediate importance shall be in full force and effect from and after its publication in the Register and Leader and Des Moines Capital, newspapers published in Des Moines, Iowa.

Approved March 28, A. D. 1907.

Acting under the direction of the foregoing law, the Commissioners on April 5, 1907, wrote all the railroad companies operating lines in Iowa, and ordered notice published two times in the Register & Leader and the Des Moines Daily Capital, fixing date for hearing, as provided by the said law, Wednesday, May 8, 1907, 10 o'clock a. m., at the office of the Board in Des Moines.

On May 8, 1907, pursuant to the resolutions of the Board of April 5, 1907, and notices published in accordance therewith, the Board met at its office to consider the matter of joint rates. No one appearing as applicants for joint rates, the Board adjourned the hearing until May 22, 1907.

Pursuant to adjourned meeting of May 8, 1907, the Board met at its office on May 22, 1907, to further consider the subject of joint rates.

The record shows the following persons to have been present at this hearing:

Carroll Wright, Attorney, Chicago, Rock Island & Pacific Railway Company.
T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.
H. Gower, Freight Traffic Manager, Chicago, Rock Island & Pacific Railway Company.
A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.
J. C. Davis, Attorney, Chicago & North-Western Railway Company.
M. J. Golden, Assistant General Freight Agent, Chicago & North-Western Railway Company.

Wm. Ellis, Special Representative, Chicago, Milwaukee & Saint Paul Railway Company.
 S. H. Vaughan, Division Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company.
 W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.
 F. B. Bowes, General Traffic Manager, Illinois Central Railroad Company.
 J. N. Tittlemore, Freight Traffic Manager, Iowa Central and Minneapolis & Saint Louis Railway Companies.
 H. F. Marsh, General Freight Agent, Iowa Central and Minneapolis & Saint Louis Railway Companies.
 R. A. Belding, Assistant General Freight Agent, Chicago Great Western Railway Company.
 J. M. Hewitt, Attorney, Chicago Great Western Railway Company.
 H. H. Polk, President, Inter-Urban Railway Company.
 C. W. Johnston, General Freight Agent, Inter-Urban Railway Company.
 W. B. Hamblin, General Freight Agent, Chicago, Burlington & Quincy Railway Company.
 W. G. Wagner, Division Freight Agent, Chicago, Burlington & Quincy Railway Company.
 F. C. McMillan, Division Freight Agent, Wabash Railroad Company.
 F. C. Gifford, Assistant General Freight Agent, Chicago, Saint Paul, Minneapolis & Omaha Railway Company.
 I. B. Smith, Secretary, Iowa City & Cedar Rapids Railway Company.
 W. B. Martin, Commissioner, Dubuque Commercial Club.
 Mr. Smiley, Secretary, Clinton Manufacturers' and Shippers' Association.
 O. T. Denison, Chairman, Manufacturers' and Shippers' Association of Iowa.
 Paul Arbenz, Dain Manufacturing Company, Ottumwa.
 Dillon Turney, Turney Manufacturing Company, Fairfield.
 L. R. Rosebrook, representing Coal Interests.
 W. C. Staley, representing Western Grocery Company.
 Hon. W. D. Jamieson, representing Shenandoah Interests.
 E. G. Wylie, Commissioner, Greater Des Moines Committee.

Much discussion was had with reference to proper basis of joint rates in Iowa, but as there seemed to be no very definite ideas concerning the subject under discussion, the Board adjourned the hearing until June 6, 1907.

On May 27th the Board issued notice as follows, sending copies thereof to railroad companies and coal operators in Iowa:

May 27, 1907.

To Whom it May Concern:

You are hereby notified that the Board of Railroad Commissioners of Iowa will hold a public meeting at its office in Des Moines, Iowa, June 7, 1907, beginning at 10 o'clock A.M., to consider the subject of rates and joint rates on coal.

Very truly yours,

DWIGHT N. LEWIS, Secretary.

On June 6, 1907, pursuant to adjourned meeting of May 22, 1907, the full Board met at its office at 10 o'clock a. m. to further consider the subject of joint rates.

There were present, representing different interests, the following named persons:

J. C. Davis, Attorney, Chicago & North-Western Railway Company.
 M. J. Golden, Assistant General Freight Agent, Chicago & North-Western Railway Company.
 Wm. Ellis, Special Representative, Chicago, Milwaukee & Saint Paul Railway Company.
 H. E. Pierpont, General Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company.

J. N. Tittlemore, General Traffic Manager, Minneapolis & Saint Louis and Iowa Central.
 H. F. Marsh, Assistant General Freight Agent, Minneapolis & Saint Louis and Iowa Central.
 Geo. W. Seevers, General Counsel, Minneapolis & Saint Louis and Iowa Central.
 Carroll Wright, Attorney, Chicago, Rock Island & Pacific Railway Company.
 T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.
 A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.
 W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.
 W. B. Hamblin, General Freight Agent, Chicago, Burlington & Quincy Railway Company.
 Mr. Funk, General Counsel, Des Moines, Iowa Falls & Northern Railway Company.
 H. H. Polk, President, Inter-Urban Railway Company.
 C. W. Johnston, General Freight Agent, Inter-Urban Railway Company.
 F. C. McMillan, Division Freight Agent, Wabash Railroad Company.
 R. A. Belding, Claims Agent, Chicago Great Western Railway Company.
 E. E. Watson, General Freight Agent, Chicago Great Western Railway Company.
 J. J. Doty, J. H. Elshiem, Hon. W. D. Jamieson, Henry Field, representing Shenandoah Interests.
 V. S. Colbert, E. K. Rice, T. F. Breen, representing Fort Dodge Interests.
 J. L. Fulton, P. W. Hearn, Robt. Patterson, representing Lehigh Interests.
 O. T. Denison, representing Manufacturers' and Shippers' Association.
 D. Turney, C. J. Fulton, F. L. Hunt, representing Fairfield Interests.

After full opportunity had been given all present to be heard, the Board announced that it would continue the hearing at its office on June 24, 1907, at which time it would also consider the subject of rates and joint rates on coal.

At the hearing on June 6th, agreement was reached between the representatives of the shippers and railway companies who were present, that before the hearing on June 24th, effort would be made for the shippers and the railway companies to get together on some basis of joint rates which they might present to the Board for its consideration.

During the time between June 6th and June 24th, the Commissioners received a vast amount of correspondence, including applications of a great number of shippers for the promulgation in Iowa of what was termed the "80 per cent" basis for joint shipments. Copies of applications made by shippers direct to railroad companies for joint rates over various lines in Iowa were also sent to the Board in large numbers, so that when the Commissioners met again on June 24th, they had before them, as they had not before, the express wishes of shippers generally throughout the state.

The Board met at 10 o'clock a. m. on June 24, 1907, pursuant to the adjournment, to further consider the subject of joint rates. The record of the Board shows the following persons to have been present:

J. C. Davis, Attorney, Chicago & North-Western Railway Company.
 F. P. Eymann, Assistant General Freight Agent, Chicago & North-Western Railway Company.
 M. J. Golden, Assistant General Freight Agent, Chicago & North-Western Railway Company.
 Carroll Wright, Attorney, Chicago, Rock Island & Pacific Railway Company.

A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.
 T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.
 E. E. Watson, Assistant General Freight Agent, Chicago Great Western Railway Company.
 R. A. Belding, Assistant General Freight Agent, Chicago Great Western Railway Company.
 Wm. Ellis, Special Representative, Chicago, Milwaukee & Saint Paul Railway Company.
 S. H. Vaughan, Division Freight Agent, Chicago, Milwaukee & Saint Paul Railway Company.
 W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.
 J. N. Tittmore, General Traffic Manager, Minneapolis & Saint Louis and Iowa Central Railway Company.
 F. C. McMillan, Division Freight Agent, Wabash Railroad Company.
 W. B. Hamblin, General Freight Agent, Chicago, Burlington & Quincy Railroad Company.
 Isaac B. Smith, Secretary, Iowa City and Cedar Rapids Railway Company.
 W. H. Johnston, General Freight Agent, Inter-Urban Railway Company.
 J. J. Doty, Hon. W. D. Jamieson, representing Shenandoah interests.
 O. T. Denison and D. Turney, representing manufacturers' and shippers' interests, and many other visitors.

For full particulars, see Reporter's Transcript in the case.

After the taking of testimony as offered, the Board adjourned the hearing until the next day at 10 o'clock a. m., when it was announced they would further take up the subject of joint rates in general, also of rates and joint rates on coal.

The record of June 25th shows that pursuant to the adjournment the Board met at 10 o'clock a. m. to further consider joint rates and rates and joint rates on coal; that the railroad companies were represented by the same persons as on the previous day and the coal interests were represented by L. R. Rosebrook, John P. Reese, T. A. Ray and T. L. Evens. After full opportunity had been given for all present to be heard, and after much documentary evidence had been filed with the Commission, the Board announced adjournment and took the matter under advisement.

The Commissioners have felt that the importance of this hearing and its outcome to the people of the state generally, the public should be acquainted with the testimony upon which the Commission acted in fixing joint rates, and it is therefore set out in full in this report.

The Commissioners very carefully considered all the exhibits filed by shippers and railway companies, and the testimony, evidence and statements submitted by all interested parties, and on June 25th, unanimously passed the following resolution, which was afterwards printed and generally distributed, and known as Joint Rate Circular No. 1.

JOINT RATE RESOLUTION ADOPTED JUNE 25, 1907.

WHEREAS, Pursuant to an act approved March 28, 1907, relating to joint freight rates, this Board has taken up for investigation at public hearings and otherwise the subject of establishing joint through freight rates between the railway lines of the state, and which investigation has been carried on with diligence as provided by law. Now at the end of this investigation and on this 25th day of June, 1907, be it

Resolved. First. That there be and is hereby established a schedule of joint through railway rates upon all the routes and lines operating or being

in the State of Iowa and upon all classes of freights and commodities carried within this state as follows:

Railroads shall be entitled to charge and receive a freight rate for freight carried over more than one line, a sum not to exceed eighty (80) per cent of the sum of the local rates as provided by the Iowa Schedule, and said railroads as a part of said joint rate shall absorb all transfer charges on carload lots, provided however, that in case 80 per cent of the locals shall be less than the rate for continuous mileage between two points as per the Iowa Schedule, the rate for continuous mileage between said points shall be the joint rate.

Second. The above joint rate shall not apply upon distances less than twenty-five (25) miles, and in such cases the joint rate upon carload lots shall be the sum of the locals as per the Iowa Schedule, *provided, however*, that the maximum rate for distances less than 25 miles shall in no case exceed the minimum joint rate for a distance of 25 miles. In the above cases the transfer charges shall be absorbed by the railroads.

Third. That the regulation respecting the transportation of freight in less than carload lots from the usual unloading place of one railway to the usual loading place of the other be not made until the Board is more fully advised of the actual cost thereof, and points where charge is now made therefor and full information had as to all conditions which will enable the Board to make a regulation which will be fair and just to all parties.

Fourth. When the Board is thus fully advised, that it make such regulation for transfer charges in less carload lots, either upon routes in particular or in general, or at particular transfer stations as the circumstances and facts developed make advisable, and that such regulation be a part of the joint rate hereby established.

Fifth. That as a part of said joint rate the maximum rate for a minimum shipment shall be twenty-five (25) cents. The above rate is based upon the interstate rate. If the interstate rate is changed it is the purpose of this Board to make the same harmonize with such interstate rate.

Sixth. That the Secretary of the Board is hereby directed to publish a schedule of joint through railway rates in compliance with these resolutions so that the same shall go into effect not later than August 1, 1907.

Seventh. That the railroads interested be and they are hereby requested to keep accurate accounts of the effect of this joint rate upon the business of the railroads, and present to the Board a full statement thereof at a hearing to be called for that purpose on notice and not earlier than six months from the taking effect thereof, and that shippers be invited to appear at said time for a like purpose.

In pursuance with the foregoing resolution, the Commission on July 22d, issued their Joint Rate Order No. 1, taking effect August 1, 1907, a copy of which joint rate order follows:

Joint Rate Order No. 1.

THE BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

A schedule of joint through railway rates, applying on all shipments of freight entirely within the State of Iowa, over two or more railroads; made and promulgated by the Board of Railroad Commissioners of the State of Iowa in accordance with Chapter 111, Laws Thirty-second General Assembly.

Dated July 22, 1907.

Effective August 1, 1907.

1. The freight charge on a shipment of freight passing over two or more railroads within this state shall be eighty (80) per cent of the sum of the local charges for the distance each railroad hauls the freight.

EXAMPLE:

.....	Railway, 50 miles at Class E rate, 4	cents
.....	Railway, 75 miles at Class E rate, 4.4	cents
	Total, 8.4	cents

80 per cent of 8.4 cents, the sum of the two locals, would be 6.72 cents, the joint rate.

2. Railroad companies shall absorb all transfer charges on carload lots.

3. In case the application of the eighty (80) per cent rule would make the rate less than the continuous mileage rate, then the continuous mileage rate shall be the joint rate.

EXAMPLE:

Distance	First Class Rate
5 miles.....	14 cents
320 miles.....	57 cents
Total, 71 cents	

80 per cent of 71 cents, the sum of the two locals, is 56.8 cents, while the continuous mileage rate for 325 miles (330) would be 57.5 cents, therefore the continuous mileage rate would be the joint rate.

4. The above joint rate shall not apply on distances less than twenty-five miles; and in such cases the joint rate shall be eighty (80) per cent of the local charges for ten and fifteen mile hauls, the transfer charges on carloads to be absorbed by the railroad companies.

EXAMPLE: For combined distance less than twenty-five miles the following joint rates will govern for Class A roads:

MERCHANDISE IN CENTS PER 100 POUNDS.

	First Class	Second Class	Third Class	Fourth Class
Rate.....	24.3	30.7	16.4	12.2

SPECIAL CARLOAD CLASSES IN CENTS PER 100 POUNDS.

	Fifth Class	Class A	Class B	Class C	Class D	Class E
Rate.....	8.51	8.72	8.51	7.3	6.08	4.86

	Car Load Classes in Cents Per 100 Lbs.				Live Stock in Cents Per 100 Lbs.				Coal in Cents Per Ton of 2,000 Lbs.	
	Wheat, flour, miller, fax-seed and Hungarian	Corn, oats, barley, other grain and mill-stuffs	Hard and soft lumber, lath, shingles, sash, doors and blinds	Salt, lime, cement, plaster, stucco	Horses and mules in car loads: minimum weight 10,000 lbs.; inside measurement	Fat cattle in car loads: minimum weight 10,000 lbs.; 31-foot cars, inside measurement	Hogs (single deck) in car loads: minimum weight 15,000 lbs.; 31-foot cars, inside measurement	Sheep (single deck) in car loads: minimum weight 10,000 lbs.; 31-foot cars, inside measurement	Hard coal	Soft coal, lump and nut
Rate.....	7.7	6.4	6	5.5	9.2	9	9.9	12	\$1.06	58 47

5. Transfer charges for less than carload shipments:

In case it is necessary to transfer less than carload freight from one depot to another the actual cost of service may be added to the joint rate as heretofore

provided. In case the same depot is used by both railway companies there shall be no transfer charge.

6. Minimum charge:

The minimum charge for a shipment over two or more railroads shall be forty (40) cents.

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

N. S. KETCHUM, Chairman,

D. J. PALMER,

W. L. EATON,

Commissioners.

Attest:

DWIGHT N. LEWIS, Secretary.

Des Moines, Iowa, July 22, 1907.

The Board on August 2, 1907, made a ruling effecting Joint Rate Order No. 1 as follows:

Joint Rate Order No. 1.

RULING.

August 2, 1907.

To Whom it May Concern:

It is noted by the Board that many railroad companies in issuing tariffs governing joint business in Iowa make the statement that the 40 cent minimum applies *plus the transfer charge*. The Board intended that upon such shipments the transfer charge should be absorbed by the railroad companies. If you have made error in your tariffs in making provision for the 40 cent minimum, please correct at once in accordance with this letter.

Very truly yours,

DWIGHT N. LEWIS, Secretary.

This ruling was sent all railroad companies operating in Iowa.

On December 4, 1907, the Board issued Joint Rate Order No. 2, effective December 20, 1907, as follows:

Joint Rate Order No. 2.

THE BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Dated December 4, 1907.

Effective December 20, 1907.

Paragraph 6 of Joint Rate Order No. 1, dated July 22, 1907, effective August 1, 1907, is hereby amended to read as follows:

"6. Minimum charge:

The minimum charge for a shipment over two or more railroads shall be twenty-five (25) cents."

This action is taken in accordance with fifth paragraph of Joint Rate Circular No. 1, adopted and promulgated by this Board on June 25, 1907.

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

N. S. KETCHUM, Chairman,

D. J. PALMER,

W. L. EATON,

Commissioners.

Attest:

DWIGHT N. LEWIS, Secretary.

Dated Des Moines, Iowa, December 4, 1907.

ADJOURNED MEETING OF THE RAILROAD COMMISSION ON THE
QUESTION OF FREIGHT RATES.

DES MOINES, IOWA, June 24, 1907, 10 a. m.

MR. EATON: We have been waiting for Mr. Ketchum to arrive. He is not here yet. He will probably come on the 11:50 train, and we would not save any time by having a session this morning, so I will take the authority to adjourn to half-past one sharp. Will be glad to see you here at that time and will be glad to know that you have arrived at an agreement among yourselves. Hope you will have a spokesman that will state that agreement quickly upon the beginning of the session after dinner.

1:30 p. m.

MR. EATON: Gentlemen, we will resume the hearing on the joint rate proposition. There are only about two questions that we want to hear from you now. The law absolutely requires us to put in a joint rate, as we construe it. That question is settled. What we want to hear from you upon is how to put in a joint rate so as to injure the railroads the least and benefit the people the most. Second, when we determine how to put it in, what it ought to be. We would be glad to hear from you on those two propositions. Would be glad to hear from the railroad people first, and we take it for granted that they have adopted the suggestions made by this Commission, and have arrived at an agreement. We would like to know what the agreement is. Who has charge of it?

MR. J. C. DAVIS: There has been a very earnest effort on the part of the representatives of the railroads to try and harmonize the existing conditions in Iowa with the suggestions made by the Commission as to a joint rate. The traffic men have found themselves confronted by a situation which they consider entirely novel in the history of railroad rate making. It has been suggested a good many times during this hearing that joint rates are ordinarily made for two purposes: One, the result of competition, the other to meet the exigencies of some particular and peculiar state of affairs; and the idea of putting in a blanket joint rate, as seems to be the desire of a good many shippers in Iowa, upon the basis of a fixed mileage continuous tariff, seems to be a practical impossibility.

Now, perhaps we have not fairly understood the purpose of this adjourned meeting. As we understood it, the railroad people were to confer together and then give the Commission such information as we might be able to evolve as the result of these conferences. We have had these various hearings, which have taken on the aspect a good deal, of a town meeting. Each man has gotten up and given his experience, and you have under consideration now three or four methods of joint

rates: One, a continuous mileage; another, on a per cent of the continuous mileage, and another a per cent of the two locals. As I understand it, the traffic people are here to answer any specific questions that the Commission may ask, and it was rather supposed that we would sit down with you here at the table and take up examples under these various systems and show what the result would be if an attempt is made to put in a blanket rate either on all commodities in Iowa, or take particular commodities and put a joint rate that shall apply as to the particular commodity under all circumstances; and we are here simply to give the Commission the information that we have, and without any specific program.

I think all the roads are represented. I don't know whether the Des Moines representative of the Milwaukee is here, but the Chicago representatives don't seem to be here. I don't know whether they are coming or not, but to call upon each road, or its representatives, to get up and make a statement such as in the past, it has not seemed to us that that was the purpose of this meeting. We would take up, for instance, and we would have to sit down and figure out, examples to show how any one of the systems, if you adopt it, would work out.

MR. EATON: There isn't the least objection to your sitting down there in the chair at the table, but we want each individual to give us some information, if he has any, on the subject of joint rates, how they ought to be made. If you will select someone.

MR. DAVIS: So far as that is concerned, Mr. Eyman is here, representing the Northwestern. It is the first time he has been here at any of these meetings and you have not heard from him before. It might be well to hear a new man on this subject. I will ask Mr. Eyman to suggest to the Commission the result of these conferences on joint rates, and his judgment as a traffic man, as to what method, if any, should be adopted in putting them in. As I say, we haven't any set program and it is not to be understood when I stand here, that I am representing all the roads, because they all have their representatives.

Now, while I am here, we desire at some time during either today or tomorrow, to offer some additional evidence on the reasonableness of the present coal rate, which is a matter that is entirely independent of the joint rate. Of course, we are subject to the order of the Commission.

MR. EATON: Before you take a seat, Mr. Davis, what progress has been made by the representatives of the railroads on the subject of the joint rates, towards reaching an agreement?

MR. DAVIS: I will say very frankly that I think no agreement has been arrived at at all, for the reason that it is the position of the roads that the joint rates in Iowa should not be made upon any other or different method than joint rates are generally made.

MR. EATON: How is that?

MR. DAVIS: That is either the result of competition, or the result of some peculiar circumstances by which the product of some factory or

some community, in order to get to market, must be given a joint rate. In other words, when a joint rate is asked from railroads, the party asking the joint rate should be able to give some reason why he should receive it.

Take the broad proposition of joint rates. I think Mr. Pierpont at the last meeting made as concise a statement of the situation in Iowa as anybody could make. He said it was simply the result of one community desiring to get into the territory of another community; not that it will specially help the people, but it is the ambition of Fort Dodge to get into the territory of Waterloo; of Waterloo to invade the territory of Cedar Rapids, and of Cedar Rapids to sell something where Ottumwa now sells. The result of that would not be to cheapen the article. It would not be to bring to the consumer the article any cheaper, but it would enable ambitious merchants in one community to invade the territory of another, without any good result to the community at large. That is especially true as to the merchandise commodity. Now, it may be that there are factories in Iowa that need some relief. It has been the thought of the railroads that these factory questions should be taken up as an individual proposition and not in the way of a joint or blanket proposition.

MR. EATON: Do I understand you, then, that during this adjournment you have not made any progress at all—that we stand where we did before as far as the railroads are concerned?

MR. DAVIS: I think we stand practically where we did before as far as the railroads are concerned.

MR. EATON: Then you don't see any hope of an agreement between the railroads, no matter even if further time were given them, do you?

MR. DAVIS: I would not say that; no, sir. I think the Commission must very thoroughly understand the attitude of the railroad people in this matter. It is not antagonistic, but there has been cast upon this Commission and upon the railroad interests of Iowa, an extremely novel and a complicated question. Now, here are a dozen men that represent the traffic departments of the railroads that serve Iowa. This Commission has suggested to them: "You must report to us a system of joint rates;" and here is a responsibility that has never been placed upon the traffic department before. Suppose these gentlemen unite in recommending a system of joint rates and that it proves extremely disastrous to the railroad interests, because there is no living man can tell the result of a joint rate system under the peculiar situation of our Iowa law; and the Commission must not be impatient with the railroad men if they have been unable to meet this unequal responsibility.

MR. EATON: The point is this, Mr. Davis: I think we realize the burden that is on the traffic men in that respect, but they have had a good deal of time, and they have not made any progress, and the point is, must this Commission, without any agreement from the railroads at all, take that burden, or should the railroads do it?

MR. DAVIS: Permit me a further word of explanation. Of course, if these traffic people had nothing to do but consider the Iowa question, they have had a considerable amount of time in which to do it. The Commission must understand that in—take, for instance, the Northwestern Railroad—in every state that we have to serve, we have to meet right now the most radical propositions in regard to freight rates and passenger matters, and those departments of the railroads are simply driven to death; and while we have had a considerable amount of time between the adjournment of the legislature and the present time, we have had very little time to give exclusively to the Iowa situation. We have Wisconsin and Minnesota, Nebraska and Missouri, and in every state in the Middle West, there is being agitated these various questions; not only before State Commissions, but before the Interstate Commerce Commission.

Now, take the Commission of Wisconsin, for instance. That has the question of the two-cent fare. They took ten or twelve months to consider that and hear evidence, and it is a proposition, if the Commission will pardon the suggestion, that should not be lightly concluded, either by this Commission or by the railroad people.

MR. EATON: We will hear from Mr. Eymann.

MR. F. W. EYMAN: Mr. Chairman and Gentlemen of the Commission: I don't believe that I can add anything to what Mr. Davis has so well said in reference to the conditions that have confronted the traffic men in undertaking to conscientiously and honestly arrive at some definite conclusion as to the establishment of joint rates in Iowa, made to fit the conditions that now operate in Iowa so far as the distance tariff is concerned. We have had a number of meetings, we have made figures until we were gray-headed, and we have figured out every possible suggestion that was made as to the basis to start from and to work on, and we have not as yet been able to strike the key that will give us a consistent joint distance tariff.

MR. EATON: What are the objections to a joint tariff based on 80 per cent of the two locals?

MR. EYMAN: The objections that we ran against, Mr. Eaton, are these: That up to a certain distance 80 per cent seems to work out fairly well. After you have gotten up to the distance, say, of 150 or 175 or 200 miles, 80 per cent of the two locals will make a less rate than your straight distance tariff in Iowa. Take, for instance—I have instances of that right here.

MR. EATON: What is the distance where it works out fairly well—to what point?

MR. EYMAN: If you start with a distance, say, of twenty-five or thirty miles to make your minimum joint rate, so as to give a reasonable earning to the short line. These rates, when you go to divide them—say, for instance, there is the twenty-five-mile haul—another road will haul that eight miles and another road the balance. The short line is entitled to 25 per cent, say. Now, in starting with a five-mile or a ten-mile haul,

on that the earnings would be so small as to be insignificant. They would be absolutely absurd, or unremunerative. I have an instance here of 280 miles. The Iowa distance tariff for 180 miles is 36.8 cents.

MR. EATON: That is on first-class?

MR. EYMAN: Yes, sir; 80 per cent to each line. Figuring ninety miles to each line, to make the factors equal, makes a rate of 37.12 cents. Now, you take 210 miles, the Iowa distance tariff is 41.6; 80 per cent to each line, using equal factors, makes only a rate of 39.68, or two cents less than your straight Iowa distance tariff.

MR. EATON: Now, following that out: Is there any reason why a joint rate schedule could not be made on that basis, and make an exception that in no case should the rate be less than between two points?

MR. EYMAN: Well, I don't know whether that would work out or not; I don't know whether we could work out a consistent tariff on that basis or not. What basis would you make the rate after you reached a certain mileage? You take 80 per cent after you reached a certain point, and the balance of the distance you would take a straight rate.

MR. EATON: The question I asked you, is, suppose you make a blanket rate of 80 per cent on the sum of two locals. I want to get at the objections to that.

MR. EYMAN: I say that 80 per cent, or any other per cent of the straight rate used as a blanket rate for a joint rate, is an experiment and I am not able to say how it would work out.

MR. EATON: Give us your judgment.

MR. EYMAN: We have tried that and we have tried the percentage basis. Now the objection—

MR. EATON: Before getting to that: Are there any other objections that occur to you now, to an 80 per cent basis of the sum of two locals, except the objection that up to a certain point it would not work out well because it would be less than the Iowa distance tariff rate?

MR. EYMAN: The only other objection would be that the rate would be too low.

MR. EATON: Well, any others?

MR. KETCHUM: What percentage of your tonnage in Iowa would be first class?

MR. EYMAN: A large percentage would be from first to fourth class. I don't know the exact percentage of the business that would move under first class rate, but there is a large volume of business. Now, from first to fourth class, if you put in the merchandise class, from first to fourth class would practically take all of the merchants' and jobbers' business and things of that kind. The fourth class is exactly the same thing; works out the same. The Iowa distance tariff on fourth class, for instance, for 240 miles is 21.16; 80 per cent to each line would be 21.31; 270 miles, 23.08. The fourth class rate would be 22.90.

Now, there is another very serious objection from a railroad standpoint, or seems to me, on less than carload business, and that is the transfer. The transfer—at most of the points of transfer that transfer has to be made by dray—by team—from one depot across the city to another. Now, they are paying practically,—when we do pay that charge, we pay five cents per hundred pounds with a minimum of ten cents a package. Now you see we would be paying out more money than we would be earning, without we had a minimum charge that would reimburse us. I think any city having joint rates should take into consideration the question of reasonable rates for transfer at general points in less than carload rates.

MR. KETCHUM: I was going to ask a question as to that transfer charge. Wouldn't there be a disposition on the part of railroads to get better facilities for transferring at these points? That is to say, if the burden was entirely upon the railroads, whether they would not handle the transfer business a little different than it is being handled. I mean the facilities.

MR. EYMAN: The car to car transfer?

MR. KETCHUM: Whether or not at joint depots it would not very soon result in a very material change in the transfer business.

MR. EYMAN: You could not do that as a general proposition, because the lines—for instance, take at Des Moines—there is no way by which we could make a transfer from one car to another at Des Moines without hauling less than carload lots through the city, because the depots are a mile apart.

MR. KETCHUM: You do all your transferring by team?

MR. EYMAN: In less than car lots; yes, sir.

MR. KETCHUM: No other facilities? Don't you transfer cars from one line to another?

MR. EYMAN: No, sir.

MR. EATON: There would be no serious difficulty or objection in making a provision about that which would be fair.

MR. EYMAN: No, I don't think there would if a provision was made.

MR. EATON: That would go in with the 80 per cent of the two locals?

MR. EYMAN: No, I don't think that would be fair.

MR. KETCHUM: You think that would not be remunerative? It would not be enough?

MR. EYMAN: If you take into consideration the additional cost of transferring from one station to another by team across the city, I think that could be gotten around in that way by adding a fair amount.

MR. EATON: What percentage do you think would be fair? You say 80 per cent would be too low. What per cent would be fair?

MR. EYMAN: A hundred per cent.

MR. EATON: In other words, you don't want a short rate at all?

MR. KETCHUM: You've already got that. Many of the roads have put in an 80 per cent rate. This is not a new thing. It is practically conceded and has been.

MR. EYMAN: You know, Mr. Ketchum, we have always claimed our Iowa distance tariff was too low. We adopted it—put it in, under protest.

MR. KETCHUM: But the law provides that we must put in a joint rate. When that law was enacted it must have meant something, because the joint rate has always been in effect. That law does not bring up anything new in the joint rate, because we have always had a joint rate.

MR. DAVIS: As a matter of fact, Mr. Commissioner, there has been no system of uniform joint rates in Iowa.

MR. EYMAN: You mean the law has always contemplated joint rates?

MR. KETCHUM: Yes, sir. It is only a question now as to the provision this law is to make a change in the joint rate so it can be used. That is the reason there has been no joint rate used, although it has been in. You have been acknowledging a joint rate heretofore. The joint rates have been prohibitive absolutely. That is the reason it has not been in force. You have no objections to making a joint rate over your railroads in Iowa, but at the same time you have always known that those joint rates were prohibitive in a business. The business could not be carried at the two joint rates. Now the question came up under this law, of making some change that would be satisfactory to the railroads and satisfactory to the shippers. That is what we are up against.

MR. EYMAN: Well, I think the other traffic men will agree with me that we have labored honestly and conscientiously and earnestly on this proposition, and that is about the—as I say, we have tried the 80 per cent.

MR. EATON: What are the objections, Mr. Eyman, to a joint rate schedule based on a continuous mileage, with certain per cent added to it, for the transfer charges?

MR. EYMAN: The trouble is, you start with a percentage on the straight rate, say any per cent you might start with that would be reasonable on the short hauls, would be unreasonable on the long hauls. If you start with one that is reasonable on long hauls, it would be absolutely unreasonable, from the railroad standpoint, on the short hauls. If you start with 125 per cent of your joint rate for ten miles, that would give the one line hauling that business so little revenue that it would be non-compensatory.

MR. EATON: Why not graduate it?

MR. EYMAN: That is just the proposition I started in on a minute ago. When you make a graduated scale, the minute you drop from your high percentage down to your lower percentage, then you have made a lower rate for your longer distance than you did for your short. You start with 140 per cent. When you get to 40 or 50 or 75 miles you drop down to say 125 per cent; then your 125 per cent, say, for 60 miles, will

be less than your 140 per cent for your 50 miles. You have made a lower rate for your longer distance than you do for your shorter distance, the minute you try to work out a graduated scale.

MR. EATON: Have you tried that?

MR. EYMAN: Yes, I have a number of cases here. Mr. Simmons, I believe, has twenty-five or thirty different propositions that have been submitted, that we have worked on and have made the actual figures, and Mr. Simmons will be glad undoubtedly to show those figures.

MR. EATON: Then it is your opinion there is a less objection to a joint rate schedule based on 80 per cent of the sum of the two locals, than based on 10 per cent—

MR. EYMAN: I would be inclined to think there would be less objection to the 80 per cent than there would be to the graduated scale.

MR. EYMAN: I don't think there ought to be any blanket rate at all. If joint rates are made, I think what would be contemplated in the bill would be a joint rate where there was necessity for the joint rate. The joint rate proposition, so far as merchandise is concerned, as has been stated before, is hardly a question of competition as between communities. We don't find any general demand on the part of the merchandise communities all over this state for joint rates, but, as Mr. Davis stated, there are some certain communities that would like to get into other communities and would like to deprive some other community in that particular locality; but there certainly cannot be any urgent necessity for that.

MR. KETCHUM: Excuse me a minute. We had that thought in mind and worked along that line somewhat, until we were snowed under by communities. Now the state is practically blanketed. If you will point out some communities that don't want that rate, I would like to see it.

MR. EYMAN: I can point you one right now that don't want it, and that is, the Des Moines jobbers don't want any joint rate. (Laughter.)

MR. KETCHUM: That might seem true, too, and yet the Des Moines jobbers are seeking right now to get out on the territory and have called my attention to points where they cannot reach, so that does not follow. The Des Moines people do ask for a joint rate; that is the truth of it, yet as a whole the joint rate is not worth anything to Des Moines. But you will find there are parties in this city that do want a joint rate, and you will find that in any community, and we are blanketed in Iowa today.

MR. EYMAN: Well, now, the joint rate on merchandise is not going to increase the tonnage or the business one pound.

MR. EATON: Suppose you were a commissioner—the Fort Dodge people come down pretty strong. They say that Des Moines, on account of its railroad facilities, can go right into their own county and take business away from them, because they have got to ship on two roads. Would you go to Fort Dodge on the theory—on your theory would you give Fort Dodge a joint rate?

MR. EYMAN: No, I would not, because you would be taking away a natural advantage which the other man may have. I don't think it is intended that that should be done.

MR. EATON: Isn't the same argument true as to other places you are talking about here in the state, when you give one man a joint rate and don't give it to another?

MR. EYMAN: It is true except in this respect: If you confine that making of joint rates to manufactured products, then of course you will probably meet some man who is manufacturing a certain line of business that needs a broader market, and in that way you are helping the state as a whole, and helping this particular manufacturer; but I don't believe a blanket proposition covering a merchant of this kind, will help the people at large one particle.

MR. EATON: Would you think this Commission ought to select communities and give them a joint rate and not give it to others?

MR. EYMAN: No, I don't think you ought to do that. I think you ought to confine the making to cases where there is an urgent necessity for joint rates. I don't believe I ought to answer that question in that way, because I am not competent to say to the Commission what they ought to do. But I think that would be the scope of the making of the joint rate, that the Commission should consider the necessity for making that joint rate, and whether it is going to be of a general good to the public or not, when making that joint rate.

MR. KETCHUM: What have you to say as to Clinton on the joint rate?

MR. EYMAN: I don't think they are suffering.

MR. KETCHUM: Davenport is not on your line. What would you think of Davenport?

MR. EYMAN: I think Davenport—they have a number of roads that radiate out all through their territory throughout the state.

MR. KETCHUM: Yet they are anxious to get up onto your road.

MR. EYMAN: I don't doubt it. No doubt that is true. A joint rate on a merchandise proposition is simply a trading proposition; that is all it is.

COLONEL PALMER: Do you practice giving joint rates in Iowa on the 80 per cent basis?

MR. EYMAN: Are there any?

COLONEL PALMER: Do you practice it on your road?

MR. EYMAN: No, sir; we have no joint rates locally in Iowa.

MR. KETCHUM: You have prospered on the 80 per cent basis in Iowa?

MR. EYMAN: Not since my knowledge of the handling of Iowa business. I don't know what was done years ago, but at the present time, or not since I had anything to do with the Iowa business, have we had any rates in on the basis of 80 per cent of the distance tariff. I would say my impression is we never have had.

MR. KETCHUM: On the basis of 100 per cent of the locals. I don't suppose that law would have ever been passed; that is, that we would have had this law to contend with, had they not been seeking some outlet.

MR. EYMAN: Well, probably not, but the Commission, in fixing the basis of rates in Iowa fixed what they considered to be a reasonable rate. We considered it an unreasonably low rate. Now you are asking us to suggest a basis of rates for handling the business, which is lower.

MR. KETCHUM: That is because you are in the business. It is a very complicated question, I'll tell you.

MR. EYMAN: We found it so, Mr. Ketchum. We figured on a great many propositions.

MR. DAVIS: Do you know of any territory, Mr. Eyman, that will serve as a system of blanket joint rates covering all commodities?

MR. EYMAN: There is no territory through which the Northwestern runs where we have a blanket joint rate. None anywhere.

MR. KETCHUM: You operate in no state where the laws are similar to Iowa.

MR. EYMAN: We operate in states where we have a distance tariff rate,—Illinois, for instance, Minnesota and Nebraska, have a distance tariff rate, but in none of those states has there been any attempt to establish a blanket joint rate in connection with that distance territory tariff rate.

MR. KETCHUM: The rates in Illinois are different from the rates in Iowa, because it does not throw down your rate as it does in Iowa under the law.

MR. EATON: If you have any more information give it to us.

MR. EYMAN: I don't believe I have.

MR. EATON: You had a number of papers.

MR. EYMAN: These figures cover our attempt to make a joint rate and we ran up against this stone wall in every one of these trial propositions—we have run up against the stone wall of the inconsistency in the tariff after we had gone a certain distance; or the inconsistencies in the relation between the classes and all that, and tried to work it out on a basis that would give a—

MR. EATON: Any inconsistency except the fact that at certain points the joint rate, based on an 80 per cent schedule, or on a continuous mileage, would be less than the rate between the two points.

MR. EYMAN: There may be other inconsistencies, but when we struck that one we started on some other proposition.

MR. EATON: Do you know of any other inconsistencies?

MR. EYMAN: I don't know.

MR. EATON: Is there any reason why that could not be provided for by an exception?

MR. EYMAN: The only objection to that is, that on your long haul business you are applying a flat Iowa distance tariff, while on the other you are applying your 80 per cent of the two locals.

MR. KETCHUM: That is in certain instances?

MR. EYMAN: Yes, sir.

MR. DAVIS: Mr. Eyman, when you apply the continuous mileage on a joint rate, that means cutting the present tariff—20 per cent reduction on the present tariff.

MR. EYMAN: That means making your 100 per cent rate your joint rate.

MR. DAVIS: It means a division of that between two roads, which makes less to each road than if they had an individual haul.

MR. EYMAN: Yes, sir.

MR. EATON: Had you figured on a continuous mileage basis as to what percentages ought to be added for a graduated scale to make it substantially equivalent to 80 per cent of the sum of two locals?

MR. EYMAN: No, sir; I didn't do that because you would have to change that percentage with every different mileage. There are so many different combinations. You take 150 miles and you can divide that into thirty, or forty, or fifty different ways. If you divide that with even figures on one side, that makes one result; if you divide it with twenty miles on one side and 180 miles on another side, that makes another result, and so on. You can make as many different bases of rates on figuring that way as you have different mileages, and we tried that in many instances by taking the actual mileage, and doing that will give you 125 per cent of first class and 90 per cent fifth class rate of Class "A" or Class "B." Mr. Simmons has more exhaustive figures upon that proposition.

MR. SIMMONS: I am sorry to say I don't find those figures in my bunch there.

MR. EATON: Who is the next gentleman?

MR. DAVIS: Mr. Eaton, we had agreed on no program. Mr. Hamblin is here representing the Burlington, Mr. Keepers of the Illinois Central, Mr. Watson of the Great Western, and Messrs. Simmons and Wright here for the Rock Island.

MR. EATON: Is there any gentleman here that has any added information to give us on those two propositions? How to put in a joint rate and what it ought to be? Much obliged to Mr. Eyman.

MR. KETCHUM: Mr. Tittmore, you have undoubtedly been figuring on this since you have been here.

MR. TITTMORE: I thought I would not say anything this time. I did say to Mr. Eaton the last time I was here that I would take our abstracts and go over them and undertake to find out just how the different bases that had been suggested would affect us. I put two men at

it, who took our abstracts for six months, got up as far as six or eight thousand shipments at the different junction points, and then found I would have to know each consignee in order to find out whether the shipment shipped at that junction point, or went beyond; and that stopped it. I could not determine for myself the loss to the companies I represent, or the gain, if you will, with an 80 per cent or 140 per cent or 125 per cent. Personally I sympathize with the Commission, because I feel that they have been pretty lenient with us. That is, they have given us plenty of time to solve the proposition if it could be solved. I think the Commission know just about where I would stand on the joint rate proposition. I would like to see, if we must have anything—or, in other words, if there is an order to come from the Commission, the Iowa Central road would be least hurt, and I believe more people would be benefited by the 80 per cent proposition than any other. I am not saying that is the only thing, because it can not be figured out by any living man until it is tried, and if I had my way about it I would say I would like to accept under protest, because the board of directors of our railroad might say, "You didn't know what you were talking about," and I must admit to a certain extent I don't. It is a trial—it is a new proposition. I never was placed before where I had to figure out a joint rate. Now, if the Shenandoah people were to ask me for a rate to all points north on my line from Albion on a manufactured article, I might say, "I will make you a joint rate, a zone rate, on, say, stock food." I don't know what the classification for stock food is. I would say we would join the Burlington in the 40 or 50 per cent rate, and we will take so much of the rate, but that can not be done under your Iowa system, because the first thing you know, we would be cutting our revenue in two because we let everybody else come in, and then all of our shippers go over onto the other road and the rivalry of shippers in communities would change the entire face of the map of Iowa when you come to put in a blanket rate based on a continuous mileage. Therefore, I have thought if we were to get the 80 per cent, if that is not what we should have, if that is not the best thing for the people, if it is not the best thing in the judgment of the Commission, then it is not the thing the law contemplated it should be. Let's change it. It can be changed.

MR. EATON: Suppose an experiment was tried and it was made tentative to a certain extent. How long a time would it be necessary to fix, if we were to fix a time, to give it a fair trial?

MR. TITTMORE: I should say nearly six months if you were going to begin at this time as an experiment, because you see your grain and coal don't begin to move for sometime later, and I should say six months at least. I don't believe in the three months idea, because I don't believe that would be satisfactory. Three months represents a season, as it were, and six months represents two seasons—gives you a better average. I am not suggesting that, but that is the way it has occurred to me. I understand that we have got to have a joint rate under this law. I would like to see it on commodities alone; I would like to see it on manufactured articles alone; but, as you said a while ago, you are giving to one community something that you have not given to the other, and many of your

manufactured articles come under your merchandise class, so that by the time you meet all, you have got a blanket over the State of Iowa, in any event. You can not avoid it under your law, and if the law proves to be confiscatory, six months will show it and the Commission will probably be able to handle it satisfactorily to the state and railroads both. If not, the courts would. I have nothing new, and the only reason I made this statement, Mr. Eaton, was because I told you I would try to get some information that I found absolutely impracticable to get.

MR. KETCHUM: Your view is, 80 per cent would be about fair?

MR. TITTEMORE: I have never said that, because I don't know; but I do say this: that it is the fairest thing we feel we could accept from the Commission for the Iowa Central Railroad and the Minneapolis & Saint Louis.

MR. KETCHUM: As an experiment?

MR. TITTEMORE: As an experiment. I believe it is the least harmful to the railroads and will do the most good to the people until such time as we can get more light on the subject, because if they wait six months we keep on talking and taking evidence just as we have—it is speculative, every word of it and every figure, and it will be just as much so six months from now as today. It is purely speculative. No such condition has every confronted the traffic men before.

COLONEL PALMER: Mr. Eyman, did you find out in your figuring what per cent of your shipments would take this joint rate in case we would put in a joint rate as is suggested here by Mr. Tittlemore, 80 per cent? What per cent of the tonnage would get away from you in that way?

MR. EYMAN: That is problematical. That is a matter for the courts. I could not answer that question definitely, because I could not tell to what extent the jobbing communities located on some of the lines might want to go into the territory now served by jobbing interests that are not on their lines. Waterloo might want to go into the territory of Cedar Rapids, and Cedar Rapids into the territory of Des Moines, and so on; so that it would be impossible to give an answer to a question of that kind. I will say this, that a joint rate on the basis of 80 per cent of the two locals, makes, of course, a higher rate than your local distance tariff penalty for the joint rate. I don't know to what extent it would move, but whatever did move on the joint rate would displace that same amount of business elsewhere. It would not give any new business to the Northwestern, and whatever did move would displace more or less business that is now handled from other roads.

MR. EATON: Some of the gentlemen have stated that 10 per cent of the business would be affected, and some 15 per cent.

MR. EYMAN: I think a very much greater percentage than that would be affected, provided the rate is made blanket.

MR. EATON: Any other gentleman—any other representative of the shippers that has anything new to add to this discussion by way of facts, will be glad to have them.

MR. TURNEY: I have nothing to add except as to Mr. Eyman's suggestion here in regard to the division on an 80 per cent basis on a long haul and a short haul. As I interpret the law, the law does not mean a short haul should be divided on the basis of 80 per cent of the long haul, but that is between the railroad companies, and it is unfair to pick out examples of that kind. So far I haven't got any more information and I have not changed my mind very much from the other hearings that we have had before. I have felt all the time, in fact, I think 80 per cent too high on a great many commodities. The question is, whether this Commission wants to make two percentages or not, or more than one percentage. It is a question in my mind whether that would be advisable, because it would help to complicate the matter of rate making. Now, they can talk about 80 per cent of the sum of two locals, or 80 per cent of two locals, being less than the straight mileage. They don't take into consideration that the straight mileage is too high on the long haul. There are jumps in there on the rate of 16 cents a hundred miles on first class, and you can't find any mileage schedule in this country where it jumps that high. I have always taken the position that it is fair to us shippers in Iowa, and is not unfair to the railroad companies, that the present schedule on the long haul should be reduced; then you put in your 80 per cent and the objection that has been raised here is overcome. The law plainly states that we are to take into consideration the interstate rate, and you have tariffs on file of the interstate rates that have been submitted, that 80 per cent is a whole lot higher than interstate rates for the same distance. Mr. Watson, you have not been with us lately. Have you anything to add?

MR. WATSON: I have nothing to add.

MR. J. C. DAVIS: Before this matter is finally concluded, there is one suggestion I want to make on behalf of the Northwestern Railroad, and that is a suggestion that if the rate is put in it must be a blanket rate on all commodities. It has not appealed to us that they stand on the same basis, or that all commodities ought to receive the same consideration. You take, for instance, articles that would come under the general term of drygoods, groceries and hardware. As a general proposition Iowa produces none of those articles. There may be exceptions, but as a general proposition all the towns get their supplies from outside of the state. They all get them at a uniform price. For instance, you take Cedar Rapids, Waterloo, Marshalltown, Ottumwa and Des Moines, and all the jobbing houses, they all get their supplies practically at the same cost laid down in the town. Now, is there any reason why the community business that has been built up here in the State of Iowa, under the protection of the law, should be destroyed? Is there any controlling interest? Take, for instance, a man that is manufacturing wagons down in Fairfield; he may require a larger territory, but the man who is selling groceries in Burlington can not offer any better inducement to the purchasers than in Des Moines. They are not purchased here in Iowa and it costs about the same to lay them down. Now, the hearings have developed a decided difference of opinion among the jobbers of Iowa as to whether or not they want joint rates. Des Moines has not been the only

jobbing center that has questioned it. I don't believe it was before this Commission, but I remember when this joint rate bill was up, Mr. Letts, a jobber from Marshalltown, said he was entirely undecided whether they wanted joint rates or not. Mr. Lichty, of Waterloo, was here, and took the ground that he didn't want the joint rate as a jobbing grocery house, and if an experiment is to be tried we certainly very strenuously insist that it be tried on certain specific commodities, and commodities that need a wider market, rather than upon those that each community that deals in them can furnish its own territory with equal facility with any other community. Take the item of brick and tile; take coal, that is only purchased in one part of the state; take articles like wagons, that are manufactured from raw materials that come from outside of the state; there is an argument to be used.

MR. EATON: What do you say to saddlery or hardware?

MR. DAVIS: I should say that saddlery and hardware should come under the same category as drugs and groceries, because we don't produce any of it in Iowa. We have no iron here in Iowa. We have got to bring it from a distant point. It comes outside, and the different jobbing centers can practically lay the hardware down as cheap as their rivals can.

MR. EATON: Saddlery needs a very much wider territory to do business in than groceries. Would you make any distinction between them?

MR. DAVIS: I would not in the first instance, because you can get those supplies at about the same rate from outside the state, and if you are going to try an experiment it ought to be in a limited way so that if it is disastrous the disaster will be limited.

MR. EATON: What would you say about butter tubs?

MR. DAVIS: I would say that butter tubs are an article—there are probably very few butter tub factories in Iowa. The same way in regard to sugar factories. Waverly has its sugar factory, probably the only one in the state.

MR. EATON: There are a great many butter tub factories in the state.

MR. DAVIS: I could not tell you about butter tubs, because I am not posted; but if they are a matter that are peculiar to certain communities, and they need a wider field to go in, and it does not interfere with any other community engaged in their manufacture, give butter tubs a show; but we certainly would protest against a general blanket joint rate covering all commodities the railroads are obliged to haul.

MR. EATON: I have been thinking a good deal along that line. The difficulty that has occurred to me is, how can we possibly determine how much territory each particular jobbing house ought to have, and how can we protect it?

MR. DAVIS: You can determine that by commodities, Mr. Commissioner. For instance, if you gave wagon factories a joint rate, that would not interfere with the grocers' right.

MR. KETCHUM: Suppose we make that rate a joint rate on the basis of 80 per cent, as an experiment for six months—wouldn't all these matters develop themselves?

MR. DAVIS: You mean make it on all commodities?

MR. KETCHUM: Yes.

MR. DAVIS: You would simply destroy all the business centers in Iowa. You take your Marshalltown jobber, and at the end of six months he might have lost all of his trade, or he may have taken away the trade from the Cedar Rapids jobber; and to determine whether you can make a system of joint rates apply in Iowa, it certainly is not necessary to make it cover every commodity we haul.

MR. KETCHUM: You don't get into quite as close communication with those jobbers at Marshalltown as I do on that point.

MR. DAVIS: I have no doubt, but I remember very distinctly that Mr. Letts was here before the Railroad Commission.

MR. KETCHUM: He has been represented here two or three times since then.

MR. DAVIS: When he was here we had a hearing before the Railroad Committee of the House. He very distinctly said it was a very serious matter whether the merchants needed joint rates. Of course I understand there are some communities that might be benefited, but take the state as a whole and it seems a very doubtful proposition, not only whether they are entitled to it, but whether they are asking for it.

MR. EATON: Mr. Ketchum suggests Mr. Martin.

MR. MARTIN: I don't believe I have anything to add to what I have already said before the Commission. I don't quite agree with Mr. Davis. I think the jobbers of the state are entitled to joint rates as much as manufacturers. There is one thing about the joint rates which always puzzles me. We have manufacturers over in Dubuque who are also jobbers. Take the manufacturer of shoes, he also jobs shoes. I don't see how the Commission can make one rate on the shoes he manufactures and another rate on the shoes he jobs, and so far as the joint rate settling the business conditions in the state, I don't believe that is so. I think each jobbing community is able to take care of itself. What we are looking at more than anything else, is the outside competition. Take it on the road Mr. Davis represents. We have joint rates on every point on the North-Western road except stations in Iowa. Now, why shouldn't we have joint rates to points on the North-Western in Iowa?

MR. EATON: Is the same true of all the other roads?

MR. MARTIN: Practically all the other roads in the western part of the state.

MR. EATON: Joint rate on the Illinois Central outside of the state?

MR. MARTIN: Yes, sir; I mean pretty near every road in the West.

MR. KEEPERS: These joint rates are made by the railroads.

MR. PAUL ARBENZ: I don't know that I have anything more to add to what information has been already given the Commission by our representatives, but we feel like we, as manufacturers, are entitled to a joint rate in the state of Iowa, and we feel that we could not well exclude other shippers from participating in the benefits; that it would be unfair to make a rate for one community as against another, or one individual as against another.

MR. WRIGHT: Have you ever considered how the joint rates in Iowa would reduce the revenues in Iowa?

MR. ARBENZ: I could not well figure it out, because I don't know how much joint business is done, although the statement has been made, I believe, by representatives of the road, that only from 10 to 15 per cent of the business in Iowa was joint rate.

MR. WRIGHT: I was wondering if you had any idea how much the railroads would lose by giving this concession you are asking—concession or reduction in rates; that is all it means.

MR. ARBENZ: Well, it is done in our neighbor states, and you give it to people who come in competition with us from outside the state.

MR. WRIGHT: Do you think that under the present schedule that railroads are earning an excessive amount on business terminating in Iowa?

MR. ARBENZ: Well, as I look at it, it is a matter of comparison with what is being done in other places, and by the same railroads in other states.

MR. WRIGHT: What I was after was whether or not you had any idea of how much the revenue of the railroads in Iowa would be reduced if we gave the joint rates which you ask. You ought to have that in consideration, because when you are asking us to reduce our revenues for the purpose of assisting you, you ought to have in mind something about how much we are going to lose.

MR. ARBENZ: Let me ask a question in reply to that. Have you ever considered what the shippers of Iowa are losing to the railroad companies on business, on their raw material, for instance?

MR. WRIGHT: I don't know anything about that. That is something this Commission hasn't anything to do with.

MR. ARBENZ: I admit that, but we are not getting on in rates, such favorable rates as our competitors are getting on the outside.

MR. DAVIS: Well, you are an officer of the Iowa Manufacturers Association, are you not, Mr. Arbenz?

MR. ARBENZ: Yes, sir; I am an officer of the committee.

MR. DAVIS: Have you gentlemen taken up, in asking joint rates, the first question as to the present compensation that the railroads are receiving from business which originates and terminates in Iowa? Could you say that was excessive? Second, have you made any sort of an estimate, as Mr. Wright suggested, what this joint rate would lose to the

railroads if it was put into effect, or have you simply looked at it from the needs of your own business, without considering the effect it would have on ours?

MR. ARBENZ: It has come up to us that we are not favorably situated to compete with our outside competition, and we are not getting the same rates that our competitors are in other states, nor the same territory on business originating outside of the state and coming into the state. It is a matter of comparison. I don't see how we can do otherwise.

MR. DAVIS: That is the entire basis of your demand,—is the matter of comparison with other rates, and not the effect that this demand you make upon us would have upon our business?

MR. ARBENZ: Well, not having access to your earning figures on Iowa business, it would be pretty hard for me to answer that question intelligently.

MR. DAVIS: There are two published reports filed of that every year in Iowa.

MR. ARBENZ: They should be informed before. I will put that inquiry to them.

MR. TITTEMORE: Does your association consider the profits and losses that have occurred because they have not had those rates in the past? Have they figured the amount of profit and loss if the concession is made, or was it merely a question of comparison?

MR. ARBENZ: I can speak for myself. It has been largely a question of comparison. I would rather have someone else on the committee answer the rest of it.

MR. EATON: I would like to ask Mr. Wright the same question he asks Mr. Arbenz: What would be the loss to the railroads of Iowa if we should put in a blanket joint rate of 80 per cent of the sum of two locals?

MR. WRIGHT: I don't know.

MR. EATON: Then it isn't fair to ask these gentlemen if you don't know.

MR. HAMBLIN: The railroads in Iowa would lose the same amount of money they would have to pay the other roads for carrying the business. That should be whatever you state, 25 per cent or 30 per cent or 50 per cent, whatever our division was on the joint rate with the line we gave it to; that would be our loss and it would be their gain. It would be just simply that much loss to the railroads.

MR. ARBENZ: How do you stand that loss in other places?

MR. HAMBLIN: I don't know as we have any situation in other places exactly as you have, or want to have. I didn't intend to mix up in this.

MR. TITTEMORE: I don't like to be in opposition to Mr. Hamblin, but, take our road, we might make something out of this joint rate proposition. The question of interstate joint rates—if you make a joint rate you make

it to develop and increase your business, to meet competition, and all that sort of thing. Now, it will have that effect in this state if it is not a blanket, and if we could make it on commodities, and where the necessity exists, I think there is no doubt it would be one of the best things in the world for Iowa; but when you come to the blanket proposition, no man can tell. It means a reduction to that extent, but I am not so sure of that so far as some roads are concerned.

MR. ARBENZ: I would like to ask Mr. Hamblin why our request for joint rates on our commodity was ignored. I don't mean to be impertinent at all—I don't want him to take it that way; I would just like to know, if he cares to give the reason for it. Now, we asked for joint rates on our commodity, agricultural implements.

MR. HAMBLIN: What do you mean, Ottumwa?

MR. ARBENZ: Ottumwa and points in the state.

MR. HAMBLIN: I didn't know that had been refused. I understood the Commissioners were going to consider your proposition as far as joint rates are concerned, as well as any other. I think the position that the Chicago, Burlington & Quincy has taken through all of these hearings, is that if there were any joint rates at all, it should be for the manufacture of agricultural implements, and nothing more, because there is about so much traffic that is going to be handled in the State of Iowa, of all kinds, by the Iowa people. You may distribute that if you wish to, but you can't add to the tonnage, and whatever you take from one road on a joint rate, comes from that road itself.

MR. EATON: Since the passage of this law have you ever had any applications for a joint rate on agricultural implements?

MR. HAMBLIN: Not that I know of. And another thing, it is a question whether we would ever consider it. You mean since the joint rate proposition?

MR. EATON: I mean since the passage of this law.

MR. HAMBLIN: Well, I don't believe the railroads have ever considered they had the right to do that before this joint rate was considered, because the traffic men have been told by the lawyers that any rate that they might put into effect for any distance in the State of Iowa, would apply over the whole state for the same number of miles on the same commodities. That is what we have always understood the Iowa law to be.

MR. ARBENZ: A question has been asked here which would seem to put the shippers, and particularly the Iowa Manufacturers Association, in the light of demanding something that would be unfair to the railroad companies. I don't know whether that was the intention or not, but it struck me that way, putting us in that light. It has been the policy in all of our meetings; we have tried to make it the keynote in dealing with this question, to try and be fair with the railroad companies. We don't want to put in any confiscatory rate, and our association—our committee—has never had any such thing in mind; but the reason I bring this up at this time, is that it seemed to me to leave the impression a while ago that that was what was being done by our association.

MR. DAVIS: I didn't intend it that way.

MR. WRIGHT: I asked because I understood you to base the result in favor of the 80 per cent of the sum of two locals. I just wondered whether you figured how much our loss would be under that, because we are bound to lose some.

MR. ARBENZ: We have taken the position that the increase in the amount of business done would more than make up for any reduction.

MR. WRIGHT: We can't handle any more business in Iowa than we do. The joint rates won't increase the amount of stuff we handle in Iowa. We will handle precisely the same.

MR. ARBENZ: I don't believe that is true in regard to manufactured products.

MR. HAMBLIN: What reason—for instance, if we should lose in the State of Iowa—that is, whatever we would get in here, do you think we would lose it in some other portion of the country where we serve? For instance, would Iowa buy any more implements on account of joint rates?

MR. ARBENZ: We think the demand will increase right along.

MR. HAMBLIN: That is natural, yes. You would not expect the general country to take any more implements because of joint rates in the State of Iowa, would you?

MR. ARBENZ: I don't know whether we would lose any business from outside, but I tell you it don't look right to us to see points outside the state, and much farther away from the consumer than we are, coming in on a much better comparative rate.

MR. HAMBLIN: I think that is true, but what I was getting at was this question in regard to whether the railroad company would lose or make money by joint rates in Iowa.

MR. —: It seems this question is answered. Now, what we in the state are asking for is a fair chance with the outside. We think we are discriminated against over Kansas City and points in Missouri shipping up into Iowa. That is really the object of our coming to you and asking for a rate. We think the rate they have established is self-evident of the fact that they can ship it cheaper, and we are entitled to a cheaper rate, or a joint rate. That is what the manufacturers of the State of Iowa are suffering under now, is the man that is over the line. He ships and reaches the same destination, he comes a hundred or two hundred miles further, and he gets a less rate than we have to pay in Iowa. We think we ought to have a fair chance on a joint rate, to reach our customers and do business in the State of Iowa.

MR. ARBENZ: That brings back the point of foreign competition we spoke about a while ago.

MR. C. B. PLATT, of Van Meter Drain & Tile Works: I, for our company, have written your Commission at different times requesting that a joint rate be put into effect for tile. At that time I believe that I had in mind benefits same as a great many other shippers in the State of Iowa

had in asking this joint rate. Since your last meeting I have taken up the subject of 80 per cent, thinking probably that would be what would come before the shippers to consider; and in every instance it would work to our detriment. We cannot find a point where it would do us any good, and we find on a majority of our present territory that it will let on four or five competitors.

MR. EATON: What kind of a joint rate do you want?

MR. PLATT: Anything I could say to you here would be simply as a matter of selfishness. To ask anything in this connection would be simply a matter of selfishness. I don't want to ask anything. What our company wants is to let it stay where it is. We don't want any joint rates.

MR. EATON: You want to withdraw your application, then?

MR. PLATT: Yes, we do; but there is a little thing that I don't believe the others have considered. I have taken their distances and compared them. It has not been just simply our own case, but I have taken cases of other people whom I know to be in favor of an 80 per cent rate, where they would get more competition by that than they would gain by going into other markets. Now, the question that comes up in my mind, is this: Isn't this revolutionary entirely in the railroad business? Now, we are on a certain line of railroad and we have got a certain territory. We have invested our money on the strength of that to develop this industry. Of course we are glad to get all the territory we can get on an equal basis with somebody else, but we don't want to go into somebody's else territory to a disadvantage and let them into our territory to an advantage. Now, if we have started in the business of manufacturing on one line of railroad in the State of Iowa, we have come in there with a property that does not appear but what we consider a right to a certain territory, and the minute there is a joint rate given, it lets somebody else in there and it puts it on the basis of government ownership of railroads positively, and I used to think that was a good thing; but since this question came up I am inclined to think differently. I don't see anything in it for us, because I have figured over five or six different occasions for our commodity, and in every instance it has worked against us. Now, the tile industry of the State of Iowa is practically dependent on the northern part of the state for a large majority of its business, and I am free to say that I don't think anything in the world of the present tariff arrangement we have got. I don't believe it is good for the shipper or the manufacturer; I don't believe it is good for the manufacturing industry of Iowa at all, and I believe the best thing to do, if we could—I don't say we can, but simply my idea of it—if the railroad companies could make their own joint rates, and then the Commissioner stand between them and the shippers so they could not work any wrong to any individual shipper, we would get at the equity. That 80 per cent is going to simply knock us out of business in that line.

MR. EATON: How does it injure you?

MR. PLATT: It injures us by allowing these people at Fort Dodge, Lehigh, Mason City, Eldora and Kalo to reach a territory that they now have

to pay two locals to get onto, and by reaching it they reach it in very much less miles, and their 80 per cent falls below our one mileage rate.

MR. KETCHUM: You were not before this legislative committee last winter that passed this law, were you?

MR. PLATT: No, sir; I was not. It was just a few weeks ago that I was in favor of it. I came here the 6th of last month to ask that that be put in. I thought it was a good thing. I hadn't studied it at all.

MR. KETCHUM: You think you would rather take care of your home market and let the other fellow take care of his?

MR. PLATT: Yes, I would like to enjoy the territory and to go where I please, but I would not like to have everybody get in there on the same rate.

MR. KETCHUM: This blanket rate, 80 per cent of the sum of the two locals they speak of here, would let you into the other fellow's territory all right.

MR. PLATT: But it does not, unfortunately. There is hardly any point that we can reach in the tile-consuming territory where we can reach it as cheaply as the two or three competitors on that line.

MR. KETCHUM: You are on one single road—the Rock Island?

MR. PLATT: One single railroad; yes. That isn't a very happy condition in Iowa, but I don't still want to get out of it by jumping into a worse mess.

MR. KETCHUM: You think it would cost you more money getting into the other fellow's territory than it is worth to you?

MR. PLATT: Yes, sir.

MR. CHRIS MILLER: So far as I am concerned, I am not a bit afraid of Mason City, or any other place, to compete against our little plant that we have got up there. But I would like to see some way that we could get at 75 per cent or 80 per cent of the two hauls, so that we could get together to meet the other fellow. I enjoy to meet the other fellow. I don't like to be hemmed in at all. I enjoy to meet the other fellow. I believe competition is the life of trade.

MR. WRIGHT: The two-cent fare bill will allow you to meet the other fellow.

MR. MILLER: I generally pay full fare. The price don't bother me at all. But as this gentleman talks, I thought that from the start, that I believed that the Commissioners and the railroads, wherever we people are located, will have to look into these matters and do what is just and right; but a blanket rate for the state, I doubt that it would answer the purpose, and I doubt that it is the intention of the bill, the way I look at it, and all that I want is fair play with my neighbor railroads, and if they have roads to put in on our line, let them put them in. I have no objections to that; but I would like a fair chance to get as near a joint rate as we could to lay them on the other roads, because the distance on the Rock Island road, which I am located on, is great, you know,

to unload them by, and if I can unload them nearer home that is what we manufacture for in different parts. The nearer home we can have a market, the better for us. That's the way I look at it, is that I am not afraid of the joint rate. I don't withdraw, but I would just as leave have the companies fix the way as for the Commission to fix the way.

SENATOR JAMIESON: I suggest, Mr. Chairman, that the provision was that the Commission establish these joint rates on such commodities, on such kinds of freight traffic as they thought best to cover just such cases as this. Then it was brought out at the hearing that there were some jobbers who were afraid of the joint rate proposition, and it was thought possible it might work injury to them. So the Commission was given that leeway and that was the object of it, to overcome just such objections as these. If there are cases in Iowa, or commodities in Iowa, where it is going to be harmful to the interests of Iowa, either the people or the manufacturers, that the Commission would have the right to not include those communities in the joint rate proposition. Now, to us at Shenandoah, we are practically wholly manufacturers there. The 80 per cent proposition does not look right to us; and yet we are willing and glad to accept it as a compromise and an experiment. In the first place, any rate that you establish on the basis of the present Iowa distance tariff, does not look right to us at Shenandoah, because it appears to us that there are more things than the mere matter of geography. We have something else to consider besides distance. Mr. Doty here, perhaps, ships more than a million pounds of his stock powder in Iowa each year. It is not wholly the question of distance with him. It is a question of competition with Omaha and Kansas City. If you put in an 80 per cent of the two local rates, and Kansas City is still in the eastern and northeastern part of the state, will have an edge over Mr. Doty, although the haul is not so far. That does not seem right. On our nursery proposition, we ship out lots of nursery stock. The more of a market we can find for our nursery stuff, the better it is for Iowa and Shenandoah. On an 80 per cent basis we cannot reach Southeastern Iowa, as cheaply as the competition from St. Louis can. What we would like around Shenandoah and Iowa on the joint rate basis, is a scheme of territorial rates that perhaps is an impossibility under the statute of the Iowa law, but even in view of the fact that this thing won't be satisfactory to us, and evidently it is not satisfactory to the railroad, we are very willing to try, as an experiment, the 80 per cent proposition. It comes the nearest to being fair of anything we can work out of the situation now.

MR. EATON: Is the representative from Council Bluffs here?

MR. C. W. McDONALD: Our expression in the petition that we have filed with the Commission to-day, and we have joined with the Iowa manufacturers, as shippers of Council Bluffs, in the request for the 80 per cent joint tariff schedule; and our reason for that, outside of their conclusions, and as Mr. Wright put it in one of the questions, we were backed by a slight investigation of the rates prevailing in the nearby states, which are not interstate rates.

Now, I hope I won't be asked a lot of questions by a lawyer, because I am not up in the ramifications of the railway rates; but applied to Nebraska, our nearest point, the rates on shipments, either first or third class, of course it is immaterial, from Lincoln to a point on the C. St. P. M. & O., on the Nebraska side, and the rate from Lincoln to Omaha, are identical, as I remember it. The rate from Lincoln to — that would solve the whole thing, so that the joint would be about 65 per cent of the total, as we figure it out; and where we went into it in Wisconsin, as I remember, likewise in Illinois, it was substantially the same and I am only mentioning these things, not to get into controversy and show my ignorance, but to give you a slight reason. Now, to back that up, we have those figures, and if the Commission hasn't already gotten them, we would be glad to submit them along with our petition if it would be any advantage. There is no antagonism on the part of the Council Bluffs shippers towards the railroads, in any sense of the word. We all realize that there is an experiment in this, but we are going to believe that everybody is honestly inclined, and anything that will be fair to us we hope will be fair to the roads.

MR. EATON: We will be glad to have you submit those figures.

MR. HAMBLIN: Don't you get the same rates from Council Bluffs to Nebraska points that prevail in Omaha?

MR. McDONALD: Yes, sir; we get the same rates. Let me say one word. One of these gentlemen represents the Iowa Central and the M. & St. L., I think. Geographically we are entitled, as many of you said about these territorial lines, we are entitled to the territory in Northwestern Iowa as against Des Moines. We cannot get it because of that rate.

MR. TITTEMORE: Then there would be no more trouble in that proposition, I don't think, as between our road and the Illinois Central road into the Northwest. It would be a very sensible concession to make to you, and in the past those concessions would have been made in the State of Iowa, I am certain, if it were not for the inflexibility or rigidity of your Iowa distance tariffs.

MR. ———: I have heard that a hundred times.

MR. TITTEMORE: We would have given that rate long ago, but if we accepted our mileage pro rata, this Commission could order us to accept that on all roads.

MR. TURNEY, of Fairfield: I have a few words to speak for the wagon manufacturers of Iowa. Since the last meeting here I have been in correspondence with some of them; in fact, several of them signified their intention to be here, and I had letters from several saying that they could not be here, but they wanted me to talk a minute on wagon beds, and at least give the Commission here how the wagon manufacturers feel regarding their own business. You understand practically very little of the material that goes into a wagon is shipped into the state, and on the very high rates on raw material it really prevents our meeting outside competition at all under the present basis of rates, and the railroad com-

panies here have represented—have very kindly considered our case, inasmuch as they have admitted that we, as implement manufacturers and wagon manufacturers, were entitled to relief. Now, as wagon manufacturers, we have our own ideas as to what that relief should be. I said before that 80 per cent was too high. Now I would not say that on any other commodity except wagons. 80 per cent is too high on wagons. You can take 80 per cent of the sum of two locals on long distance, or covering a hundred miles or so, and then you have a very high rate, because wagons take a high rate in carload lots. Class "A" rate is too high a rate on raw material, as compared with the rates that our competitors enjoy on their raw material, and the rates they enjoy on the finished product makes the freight cost on the wagon laid down where it is sold to the dealer, higher, and consequently we have got to absorb that difference or lose it out of our own pocket, or else not compete for the business. There are about, I think, seven or eight wagon manufacturers in the State of Iowa. I would like to see twenty. I hope there will be twenty. I would rather have competition in Iowa than have it in Illinois, and I am satisfied, speaking from my own standpoint, if we can get a joint rate that we can do more business in Iowa. There is nothing to prevent us from doing more business in Iowa. Mr. Hamblin and some of the gentlemen raised a very pertinent question here, that there would not be any more wagons consumed. I agree on that point, but if it helps the wagon manufacturers of Iowa, if it increases their business, as I understand the proposition, that is what is to be considered. The people of Iowa, or the wagon manufacturers, are not particularly interested in building up wagon manufactories outside of the state, but we would like to see our own built up, and we would like to see manufacturers come West, the best market in the world. Of course, as I said before, the Iowa Manufacturers Association, of which I am a member, although I am not on the committee that is representing them here, declare for 80 per cent. I was against 80 per cent to start with. I looked upon it as affecting our business and the entire manufacturing association. I knew more about my business than I did about anybody's else business. I knew that the wagon manufacturing goods were heavy and the freight was a big item of cost, and we had to get the rate down to a reasonable basis to enable us to meet outside competition. All the wagon manufacturers I have talked with have felt that at least it ought to be as low as 70 per cent. Now, what will apply on wagons will apply on agricultural implements, will apply on buggies, and all such goods of that kind, for practically those are goods that the raw material must be shipped in. There are certain commodities made in Iowa where they dig the raw material at their door. They are not hurt by high interstate commerce rates; they are in a better state to go out and meet competition. I want to say that seven or eight wagon manufacturers instructed me by correspondence to say what I have.

MR. OSCAR GREEN, of Fort Dodge: The general attitude of the Iowa Manufacturers' Association, and their reason for desiring joint rates, was all gone over at the time that we had this bill before the legislature, and it was well threshed out there. Inasmuch as there have some questions

come up that affect that general proposition, I thought I might add a word, and that was this: The attitude of the Iowa State Manufacturers' Association is, and has been all the time, for the purpose of building up Iowa as a manufacturing state; and if it is the theory of the railroads to continue it as an agricultural state, it is, of course, very easy to understand why they would want joint rates; but if they would agree with us that we ought to try to make Iowa a manufacturing state and build up its manufacturing interests, it seems reasonable that they should agree with us that an equitable joint rate ought to be established on an equitable basis, in order that we may compete in our state with outside manufacturers; and I will answer the question that Mr. Wright asked a while ago in regard to the matter of loss to railroads. That is problematical. We don't know; but from our way of thinking, we think that you will gain in the end, because you would build up the State of Iowa in manufacturing, consequently you would increase its population. On the other hand, you would get the freight on the raw material coming in and you would get the freight on the completed product going out. Now, I am in the manufacture of shoes in Fort Dodge. We have only two or three shoe factories in the state, but we are the only factory that is located outside of the river towns, and will say, answering the question that the gentleman raised a while ago in regard to the matter of competition: I will be frank to say that I would rather see a few shoe factories in the State of Iowa than to be here alone, on the general theory that we would have a larger market for shoes. I can't understand why anyone would say that that would not increase the revenue of the railroads. I had a letter last Saturday morning from one of our customers, who complained—of course this was a minimum shipment, it did not amount to a great deal, but then we have a good many minimum shipments under a hundred pounds, and his letter ended up in this way: "Freight on Ft. Dodge is three times as much as it is from Chicago or St. Louis." Now we know that is true. It cost me 60 cents for a little shipment from there, while I could get it from St. Louis or Chicago for 21 cents. I want the railroads to understand the attitude, as it has been stated here already, that we have no antagonism whatever to the railroads. We thoroughly appreciate that it is absolutely necessary that we have the co-operation of the railroads in the upbuilding of the manufacturing industries of the state, and we cannot do it unless we do have it. Now, we have been laboring for seventeen years under a law by which we could have gotten joint rates if any of us had had the time or the money or the inclination to go through the arduous task of coming before the Commission to ask for joint rates. We all know that the probabilities are, in fact, we are quite sure, that we could have secured joint rates to any point in the State of Iowa on an 80 per cent basis, because that rate has always been considered, and really has been enacted by the previous Commission, that it was a remunerative rate and that the railroads themselves have put in operation at times. This matter is an experiment; we know it is, but our belief is that if you give it a fair test, and give it time enough so that we can make a great manufacturing state out of Iowa, that you will in the long run reap the benefit. Long before I went into the manufacturing business

I was interested in the idea of building up the state of Iowa in manufacturing, and it didn't take me long to find out that the main trouble was in our freightage. Not that we wanted the railroads to haul our freight for less than they could do it, but you know we have a precedent in other states, and that thing being in the way, that is really the object of the organization of our Manufacturers' Association, and we feel that you ought to allow this matter to be tried. If you find that it is not going to work after giving it a fair trial, I don't believe you will find anyone that will be more willing to meet you than the Iowa Manufacturers' Association.

MR. C. A. STEELE: On behalf of the jobbers and manufacturers of Davenport, I am here as their representative, and they have expressed themselves, as far as I know, unanimously in favor of the 80 per cent joint rate. Now, they further think that the interstate rates that are in effect through Iowa should apply as a maximum where the short haul is included in the long haul. For instance, we have Rock Island on the opposite side of the river from us. I took that matter up to the Board, and jobbers and manufacturers have written you and have also sent you a petition. I don't feel that there is anything further to be said. I just wanted to speak for Davenport.

MR. EATON: Gentlemen, it is the purpose of this Commission at this time to adjourn until to-morrow morning at nine o'clock. At nine o'clock, for a time at least, we would like to meet the freight men of the railroads—representing the railroads, freight and traffic men—here in this room exactly at nine o'clock. I am also directed by the Commission to say that we feel it our duty to arrive at a conclusion so far as this rate hearing is concerned, and announce it to the public by to-morrow-noon. I say that for the benefit of all parties. After we meet the freight and traffic men in the morning, would be glad to meet any others. I understand our time is very limited. Personally I am compelled to be absent for a couple of months; and it seems to us as though this matter ought to be concluded and finished, and announcement made, before I go away.

MR. DAVIS: You will give us an opportunity to offer some little additional evidence on the coal matter to-morrow at that time? It won't take very long.

MR. EATON: I was about to announce that we would also finish tomorrow noon the question of the revision of the coal schedule, perhaps at ten or half-past.

Here an adjournment was had at 4 p. m., June 24, 1907, until tomorrow morning at 9:00 o'clock.

June 25, 1907, continuation of hearing on the question of freight rates, before the Iowa Railway Commission, at 9:00 o'clock a. m.

MR. EATON: Gentlemen, come to order. This meeting this morning, at which the traffic men were called before the Board, was at the suggestion of the Chairman of this Board, Mr. Ketchum. I think he has some very definite ideas on the subject, and I ask him to take charge of the meeting and bring them out to suit himself.

MR. KETCHUM: I don't know that there is anything particular I want to state in this matter, further than to carry out the plan along which we were working; and I thought it would be a good plan for the traffic men now, knowing about what we have arrived at, as it was pretty plainly stated last night, to get your views of possibilities; and if there is anything that you see in the matter that is derogatory to the statement that was made here last night, I would like to have you state what you think about it. What we want to get at is to get something reasonable on this matter. There seems to be such a volume of opinion as to the rate we should put in, from all quarters of the state, which has practically blanketed the state; and the only thing to do, I think the Board is agreed, that about the only thing we could do would be to put in a rate on the basis of 80 per cent of the sum of the two locals and test it and try it for six months. Now, if any of you have any views on this subject among the traffic men, we would like to hear from you.

MR. EYMAN: Mr. Chairman, as far as the traffic men are concerned, I think we are a unit in the proposition, that if there are any joint rates promulgated, that they should at least be figured on a basis of not using less continuous mileage than twenty-five miles to start with, and that the minimum charge for the joint rate should not be less than 50 cents, and that there should in all cases on less than carload business, be a transfer charge added for the cost of transfer or cartage from one depot to the other at the transfer point. I don't know of any other suggestion.

MR. SIMMONS: Is it the idea of the Commission, when we speak of joint rates, they carry with them the joint privileges and through billing, or does it necessitate accounts being handled by the various roads?

MR. KETCHUM: Joint through billing.

MR. SIMMONS: Why wouldn't it be better to bill to the junction point and fix the transaction there?

MR. KEEPERS: What difference does that make?

MR. SIMMONS: It makes a heap of difference in our accounts.

MR. KEEPERS: The Commission can define how we should handle the freight, whether through billing or locally.

MR. KETCHUM: Well, I don't know that there would be any particular difference except in the matter of convenience. I don't see any reason why the billing could not be made all through billing, interstate and all.

MR. SIMMONS: It would require a much larger force than now.

MR. KETCHUM: Wouldn't that cause more or less of delay of the traffic?

MR. SIMMONS: I should not think so; not necessarily.

MR. KETCHUM: Referring to the transfer charges, I find we are governed a good deal—I think by large correspondence we have had from the jobbers throughout the state, and they all agreed, I think, that they would want the transfer charges absorbed in the 80 per cent; that is, a part of the basis of the 80 per cent. The transferring of goods in the State of Iowa to-day, is, in very many places, as you know, done free of any

charge. If there should be an arbitrary rate put in there, or whatever you might agree upon, that would cover very largely points in the state where they have transfer freight at this time.

MR. SIMMONS: A very large proportion of the interstate business is being subject to transfer. You take the business out of the large centers like Chicago, St. Louis, etc., to points on the other roads, the business is of sufficient volume to load the car for those roads. We load a car on the Iowa Central to Chicago, another to Grinnell, probably another to Livermore.

MR. EYMAN: I think, Mr. Ketchum, the Commission could cover that by providing for an arbiter for the transfer, where the transfer is performed by dray or by team. The condition would be entirely different under the joint rate proposition than it is under any rate proposition that we work under now. As Mr. Simmons says, the volume of business that will be transferred between the roads, will be small in volume in any certain transaction which of necessity would be transferred by team. Now, you take a shipment, for instance, if your minimum is 25 cents, the transfer cost—the minimum transfer cost—for handling a single package is ten cents, and it must be clear to the Commissioners that the line making delivery of that shipment on any 25 cents minimum, would leave to the companies nothing for handling that business. I don't believe the Commission wants to ask the railroads to handle business for nothing.

MR. KEEPERS: There isn't a point on the Illinois Central where there are joint freight houses—in other words, all this has to be hauled by wagons, and we would not get the advantage that you spoke of. As a rule they are separate. Sometimes the passenger stations are together and the freight stations are not.

MR. KETCHUM: Well, there are quite a number of points in the state where there have been some conveniences for transferring, and the shipper always looks forward in his consignments, to going by a route where he can eliminate the transfer charges. That is one of the conditions the shipper generally looks to, the route over which he can carry his goods the cheaper; and it occurred to us that where the conveniences were not already in at such points as railroads are crossing each other, that where the burden was on the railroads, that they would see to it that those matters were made cheaper. As long as the consignee pays the freight and the transfer charges, of course you would have no interest in it; therefore it never would occur to you that those things ought to be curtailed somewhat and made less, if it is possible to do it. There are places, I realize, that it can't very well be done; but there are places that it can be done, and the purpose of the 80 per cent was to cover matters of that kind. To eliminate that it might be necessary to make that 70 per cent, if they have got to pay the transfer charges. All these matters have been considered, have been figured out, and it hasn't only been done by this Board, but it has been done by a very large number of shippers in the state, and we ran onto it very quickly that the state was blanketed the first thing we knew. We first took up the matter of commodities, to see what that would be. We very soon ran into a condition of affairs,

that the whole state was blanketed. It practically is to-day, as far as those matters could come before this Board.

MR. DAVIS: I was going to suggest, Mr. Chairman, that you take the town of Luverne. There is a very little transfer business there. The stations are a mile and a half apart. If you have a small shipment and send it that way, that would make a minimum charge of 25 cents. How are you going to get from one station to the other?

MR. KETCHUM: We were called to Luverne a short time ago to fix that very thing. It is where your road crosses the M. & St. L. If there is anything that they require up there, it is to get a depot right down where you cross, to meet that very thing you speak of.

MR. DAVIS: Suppose we have a half dozen shipments, with a minimum charge of 25 cents. Would the law compel us to put in a joint depot to make the transfer? Take that transfer from one station to another, it would cost us probably 25 cents a package, because there is only occasionally a package. The law certainly would not require us to haul a package a number of miles and then pay as much transfer charge as we get for the whole shipment.

MR. KETCHUM: Well, there are a great many cases of that kind, I realize that.

MR. TITTEMORE: Can't the transfer rates be eliminated altogether? Junctions where we have no ordinary legitimate facilities for doing the business?

MR. SIMMONS: The minimum rate is 2 cents a hundred; that is the minimum. A large portion of the rate you have in the transfers is fourth class. Now, you take fifty miles; it leaves a minimum charge of 3 cents a hundred, equivalent to 20 per cent of that rate; and take it a hundred miles, the rate would be 22 cents, that would be 17.6 and 25 per cent, there in those cases.

MR. KETCHUM: I don't think the volume of business would amount to anything to parley over, yet it is one of the conditions that brings us up to the 20 per cent. I don't look upon this joint rate and transfer charge—the whole business, I don't think it cuts much of a figure.

MR. WRIGHT: It cuts a good deal of figure with the railroads for a year.

MR. KETCHUM: By experimenting with it, Mr. Wright, for six months, you could very easily see what that would amount to.

MR. WRIGHT: While we are holding the bag we are paying for the shipment, and we are reducing our revenue anyway.

MR. KETCHUM: Well, it was to collect up these ideas we wanted to call your attention to it and see what you thought.

MR. WRIGHT: If you make a minimum charge the same as the interstate minimum charge, I think there will be no complaint.

MR. KETCHUM: I would think well of that if we make that 25 cents minimum charge. If the interstate rate is raised to 50 cents—I think

we could raise that 50 cents all right—make it the same as the interstate. There is no such thing as transfer charge on interstate business.

MR. WRIGHT: I can explain the reason for that, why we absorb the transfer charge on interstate shipments, because it comes in such quantities that it is transferred by carloads. You get a much larger proportion out of it.

MR. KETCHUM: It may start that way, Mr. Wright, but it doesn't end that way at the transfer point we are discussing.

MR. SIMMONS: There are a great many points where we haven't got carload connection.

MR. KETCHUM: Well, you all have your connection with your several railroads, so that it brings your freight practically to the same point at the same rate within the state. Take a consignment over the Burlington and go to Dubuque, and over the Iowa Central to Ackley and Marshalltown, the freight is just the same as if the Northwestern took it.

MR. SIMMONS: I don't think we have direct connection at Mason City,

MR. KETCHUM: As far as the interstate business is concerned, but then, we are not in the interstate business; only it leads us up to recognize some of the matters that are handled along the interstate lines, and our attention is quite quickly called to it—the fact that these things are in existence through the handling of the interstate business.

MR. SIMMONS: Take the case of Mason City. That would arrange the rate for Fort Dodge, but it would not for Mason City. We have a great many similar cases.

MR. KETCHUM: Are there any other objections?

MR. HAMBLIN: I would like to inquire in regard to whether there will be any instructions or stipulations in regard to the time. What I mean by that, is, I understood you to say it would be an experimental order. Will the order specify any of the conditions?

MR. PALMER: What's that?

MR. HAMBLIN: As I understand, there is an experimental order that you are going to issue. There should be some conditions, that the shippers and railroads may know what will be expected of them in case the order should stand or fall. There certainly ought to be some conditions so that we would not have to go over the whole situation again in this matter. You ought to specify the conditions so that after your six months are up we will know whether it is to stand or whether it is to go, without taking all your time in going over this whole matter again.

MR. KETCHUM: My view of that matter would be, if it is in experiment six months, we would expect you to come forward and show us whether you are making any money or losing any money. If you can't make any money at it, we would not want to keep the rate in.

MR. HAMBLIN: The railroads would be in suspense then.

MR. TITTEMORE: I am going to put in a set of blanks, so that I am going to know each month the amount of business this 80 per cent affects. I am going to know how it affects our business each month, but I don't believe I could say to you, if we lost money one month, that it could be used as a criterion. At the end of six months we could find out, or before, if we find out that the order of the Commission is losing us more money than we had any reason to anticipate that it would, we are going to come right in here with facts and figures and ask you to stop it. We will be right here to ask you to rescind the order, if it injures us to such an extent as to cause us to believe it is going to injure the property.

MR. HAMBLIN: I don't think we ought to be kept in suspense in this matter. The Commissioners are putting this in as a matter of compromise, and we ought to know what it is expected to accomplish in the meantime, and if it does not accomplish what the Board thinks it should, it ought to be cancelled at once, without any asking on our part to have it done.

MR. TITTEMORE: The Commissioners are not going to be able to determine that. If the Commission injures us, I have no doubt they would be the first people that would want to know it, but they would want the facts so they could determine this matter. We must, therefore, be on the defensive.

MR. HAMBLIN: What we are expected to do in the meantime is to find out whether we are injured or not. We want to know what kind of reports they want us to keep, and everything of that kind, so that when the six months are up we will know whether it is to be continued or extended, or whether it is going to be wiped out.

MR. KETCHUM: You will have to present the figures, and if you can't make any money on the order we put in, I think it will be up to us to change it.

MR. HAMBLIN: My idea is, when a person is doing something to experiment, that they have some definite idea in regard to what will be accomplished by that experiment. Now, the railroad companies ought to know what the experiment is to be and how long it is to continue, and what the conditions are under which it is to be made.

MR. KETCHUM: The experiment would simply grow out of the volume of your business, and you conduct your business just as you do now, on the basis of 80 per cent of the two locals. When we come to the end of the six months, if there is no money in it for you, I think it will be up to us to change it.

MR. TITTEMORE: The railroad men ought to understand each other. If an order comes from this Commission, as I understand it, it is not experimental. It is an order issued under the law. It may be experimental so far as we are concerned—they may have taken that into consideration so far as their judgment is concerned, but in the end, if it does hurt us, we have got to prove it here before this Commission.

MR. HAMBLIN: I don't understand that it is an experiment that we have to come in in six months and prove.

MR. WRIGHT: Do you object to coming out here to Iowa?

MR. HAMBLIN: I don't object to coming out here—it is a nice pleasant place, but I always get the worst of it financially; but what I think we ought to do, Mr. Chairman, without any joking at all, the railroads ought to know what they are up against. If it is an order for six months, with certain conditions after that, why we ought to know it, and we ought to know what the conditions are.

MR. EATON: It seems to me, gentlemen, something like this: Everybody is agreed that it is a difficult proposition to put in the joint rate on our inflexible Iowa distance tariff. Nobody seems to know about how it is going to work. We can't determine that. We must experiment, and we call this order that we make now, we call it an experimental order, and yet it is absolute and complete as though we didn't give you our confidence and say that we want to ourselves experiment for six months. That order will stand. It will always stand unless it is changed. It seems to me it is fair to the Commission, it is just to you and eminently fair to the shippers of Iowa, that at the end of about six months—I would not say to-day—at the end of about six months, if it seems to be considered a fair test and time to test it, that we ask the railroads or their representatives, or some of them, to bring up their figures and show us just how this has worked during that six months. At the same time, we ask the shippers to come back to us, through their representatives or their organizations, and say how it worked with them; whether they are satisfied; whether, in their judgment it is right; and when that time comes, we will have a great deal more information than we have to-day. It may not be low enough. Figures and everything may show that it ought to be lowered to 70 per cent. On the contrary, the figures may show that it is too low; that it ought to be raised to 85, or to 90, or 95 per cent. We can't tell about it. We are not supposed to know. We never can know until we get the information based on actual experience. At the end of six months this Commission will want to know the actual experience of everybody that had anything to do with this joint rate. Doesn't that answer your question, Mr. Hamblin?

MR. HAMBLIN: Not quite. Of course, the way you put it, if the shippers come in and show they were not doing enough, you might feel under some obligations to make it lower.

MR. EATON: We certainly would if your experience, and the experience of the shippers, demonstrated to our mind that it ought to be lower, we would lower it or raise it.

MR. HAMBLIN: If the shippers should not accomplish, under the order you are to issue, quite as much on joint rates as they anticipate, and come in and ask for a lower rate, of course your remarks would indicate that you had to accomplish a certain thing, and that was, to satisfy the shippers on the joint rates until they could be satisfied themselves.

MR. EATON: I don't mean to be understood in that way at all. What we want is to do right and test the thing. We know now that a good many of the shippers in Iowa will not be satisfied. It won't accomplish what they think it will.

MR. HAMBLIN: Of course, if you have to keep on working on the joint rates until you accomplish what these gentlemen expect to accomplish—

MR. EATON: That isn't the law. We are not to put in the joint rate to do what people expect. We are to put in a joint rate that is fair and reasonable.

MR. HAMBLIN: If six months should demonstrate that the traffic had not increased on the joint rate to any great extent, from your talk now, you would feel under some obligations to lower it.

MR. EATON: We will take that into consideration.

MR. HAMBLIN: The reason I think the Commission ought to do something definite, of course the railroads are as much a part of the State of Iowa as the shippers. They pay their portion of all their expenses and should have the same consideration that the shippers have in matters of this kind, and for that reason there ought to be something definite in regard to it. Now, what would be right and fair to my notion, would be, after the six months, if the shippers had not demonstrated their ability to increase their traffic to quite an extent under the order which you are about to issue, then the matter ought to stop, and we ought to go back to the straight rates—maximum rates—otherwise you would be working for the shippers all of the time, notwithstanding the railroads are a very large part of the state and should be taken into consideration as well. Now, an experimental order ought to accomplish in six months what you are trying to accomplish, or they ought to revert to the conditions under which the order was issued in the first place. It ought not to be a downward matter on one side all of the time if that one side don't accomplish what they expect to accomplish with the present order.

MR. EATON: Suppose at the end of that six months your figures show you have made a fair and reasonable compensation for your work; that, in fact, it had been of general benefit to the people of Iowa, even if it had not increased as expected; don't you think that ought to be taken into consideration, too?

MR. HAMBLIN: I believe, and I think all of the carriers agree, that the order as it will be issued, will be very detrimental to the carriers. I don't think it will accomplish what the shippers expect, but it will be detrimental to the carriers because it will be reducing the maximum rate under which we are working, to the extent of what the order is, and to the extent of what we have to pay out for transfers at our connections. It will be reducing the maximum rates that the railroads have protested against, and which they adopted as an experiment which has been going on for about seventeen years.

MR. EATON: Would you prefer to have the Commission take out the whole question of experiment, and simple put in the rates arbitrarily?

MR. HAMBLIN: No, sir; I would not. I believe that the Commission will do what they think is fair as between the carriers and the shippers, and an experiment of that kind will be very much better than an arbitrary rate with no experiment at all. I think the experiment, though, ought to have some limitations to it.

MR. WRIGHT: You don't think that they are saying that they are going to issue an order for an experiment for six months, do you?

MR. HAMBLIN: I don't care much whether they say that in their order. What these gentlemen say is as good as a written order so long as they stay on the Commission.

MR. WRIGHT: The state provides that within ten days after the promulgation of an order, notice should be given. I think that means the promulgation is by the notice, not by the decision which you make to-day. I want to suggest, in view of the great change made, that the notice should not be sent out. The ten days should not commence to run until some later date.

MR. EATON: How much time do you need, Mr. Wright?

MR. WRIGHT: I don't know, but I spoke of it because the statute gives a very short time. August 1st—it ought not to be made before that time.

MR. EATON: How much time do you need?

MR. KEEFERS: If you could make it August 1st, Mr. Chairman, I think it ought to be done, because we have so much to do now.

MR. KETCHUM: Make it at what time?

MR. KEEFERS: August 1st. I want to say in connection with what Mr. Hamblin said just now about raising this, about lowering or raising this percentage. I don't understand the Commission has at all committed itself to this percentage of rates necessarily, if there is some other way found to accomplish what is desired. I haven't heard them say so, and I think I am right in assuming they are not. The idea is now for the six months to try 80 per cent as a basis. If at that time, or before that time, you conclude that isn't the right way to make those rates, and that it is inequitable, they will be willing to consider some other basis, or perhaps the railroads may recommend something else. The shippers may agree to it, and you will have no objection to it. Of course, we understand, I think—most of us—that we have got to have joint rates here while the statute is in effect. I would like to say one thing more, Mr. Chairman, and that is, if you feel that you can do it, if you will make these rates not as a distance tariff on a basis of 80 per cent, but let a scale be worked up in groups, and have no joint rate for less than twenty-five miles; it is a very low rate anyway, for twenty-five, seventy-five, or a hundred—or something like that—and anything within those distances to take the rate for the higher distance. It would be simpler and easier to work out.

MR. TITTEMORE: I just want to say one word. If these hearings that we have had do not educate the railroad men as well as the people, the shippers of the State of Iowa, and the Commission, the hearing has been futile. A blanket rate is not going to accomplish the purpose that the shippers of Iowa expect, of course. We know that. Some of them that thought it would when they first talked with me, are entirely satisfied now that it will not, and they are beginning to see a light in the way of getting out of it. They begin to feel like they would like to see a change—some change in the long and short haul clause, and all that sort of thing,

and I believe the experiment is more in that line than in any other line—the line of education—and we can't have the education without we get some facts and those facts should develop in six months. It may be a costly experiment, so costly that we may ask to have you cancel your order earlier, or change it, or revise it. That is the way I understand it—an experimental order.

MR. WATSON: Mr. Chairman and Gentlemen: We have said very little with reference to this joint rate bill and the disposition of it before the Commission. We feel very much as the traffic men of the other lines feel, that any method of establishing joint rates in Iowa under the peculiar conditions is an experiment; but what we do believe, is that the people of Iowa are beginning to awaken to the conditions which confront them in this state in its development as an industrial state. We believe that six months' experiment of the joint rates in Iowa will show to the industries of Iowa—will show to the shipping interests of Iowa—that the establishment of joint rates, on whatsoever basis, will completely revolutionize their methods of sales, especially so with the jobbing centers, and that they are going to be educated to a point where a campaign of education is going to be started among the people of Iowa for changes in the maximum distance tariff in the State of Iowa and other sections on your code book to-day. We believe that the maximum distance tariff to-day is too low as a straight haul. We therefore cannot help but believe that any basis for joint rates under the sum of the two locals is still more unreasonable. But in the effort to assist the Railroad Commission of Iowa to meet the will of the people and carry out what has been set for them to do by the legislature in its last session, the Great Western Railroad is willing to try, as a six months' experiment, on a basis of joint rates of 80 per cent of the sum of the two locals. We are perfectly willing in this experiment that this 80 per cent of the sum of the two locals shall include the transfer charges. We further ask, though, that the minimum charge in Iowa be made the same as it is on the interstate shipments. But I don't mind stating now that the minimum on interstate shipments is going to be fixed at a higher basis than it now is, because we have found to a certainty that on a 25 cents minimum that the railroads are handling business for less—for nothing—in fact, in many instances we are paying out five and ten cents more than we actually earn on the transportation of the commodity of the shipper.

We also ask that where 80 per cent of the sum of the two locals makes a less rate than continuous mileage, that the continuous mileage be fixed as the minimum fixed or joint rate.

MR. WRIGHT: I want the records to show that so far as the Rock Island is concerned, we have been trying to assist the Commission to arrive at joint rates. We do not want to be understood in any sense as consenting to an order of this character, but as protesting against an order fixing the joint rate to 80 per cent of the sum of two locals.

MR. DAVIS: Let the records show that the Chicago and North-Western join in the same protest.

MR. ———: Let the records show the same as regards the Illinois Central.

MR. ELLIS: I would like to have the records show that the Chicago, Milwaukee & St. Paul Railway enters its protest against the establishment of joint rates on any other basis than the sum of the two locals, plus a transfer charge which shall not be reasonable compensation for the transfer, or to any joint rate order which would compel it to deliver its equipment to a connecting carrier, or receive the equipment of a connecting carrier, inasmuch as it is not a common carrier of cars.

MR. EATON: I suppose, not to cumber up the records, that the record might show this order, when it is made, will be against the protests of all railroads not consenting to it. That will save each railroad making a record of it.

MR. HAMBLIN: My record, as I understand it, is perfectly clear all through the hearing.

MR. KETCHUM: The Commission has no doubt of it, Mr. Hamblin.

MR. EATON: I want to make a personal statement for myself—it won't bind anybody else—in reply to Mr. Keepers. I don't wish to be understood as being committed to this theory at all. I don't believe in it. I don't believe it is the right theory. I believe there is only one scientific theory, and that is based upon the continuous mileage—either an arbitrary amount added to it, or a graduated scale; but I consent to personally, with the other members of the Commission, establishing this as an experiment, because the representatives of the railroads generally believe that that is the better way—will do the least harm to the railroads, the most benefit to the people, and also because it seems to be satisfactory to the shippers generally. I don't want to be understood as being committed permanently or personally to this, or any other theory. I want to call your attention to a part of this law under which we are acting, which, just a moment or two ago, impressed me after listening to the statements in regard to transfer charges. It is as follows:

In establishing such rates for shipments in less than carload lots, in cases where, at the connecting point or points in the line of shipment, the connecting railways have not, and are not required to have, a common station or stopping place for loading or unloading freight, the Board shall make such lawful regulation as in its judgment will be fair and just, respecting the transportation of such freight from the usual unloading place of one railway to the usual loading place of the other.

I am very much inclined to think personally that that is mandatory upon the Commission. Now, notwithstanding that, the Board is unanimous upon the theory that it does not propose to give away to the railroads anything that it now has. Where there are stations where to-day there is no transfer charge, it is quite likely that this Board will find some means of promulgating an order that you don't get transfer charges afterwards; that is, if you don't have a transfer charge now, you ought not to have it afterwards. There isn't any reason for it, and the transfer charge ought, of course, to be based upon the actual cost. There ought not to be any profit in it. It seems to me that possibly the Board might ask for definite information, or gather it from their own tariff sheets, as to the actual cost of transferring at the different points, and make an order

to cover specific cases, so far as the transfer is concerned. I would not say without looking it up further. I am quite sure it can be worked out fairly and justly.

MR. SIMMONS: We publish such a schedule.

MR. KEEPERS: We always have.

MR. KETCHUM: What we have reference to in that case is, there are a great many points on all these roads where there are no transfer charges now, and such as Mr. Davis referred to, that would be another matter.

MR. KEEPERS: And we have always endeavored to get the charge as low as possible because it has to be paid. In some places they are too high now. Perhaps they might be made a little lower. It depends largely upon the length of service and the quantity that is being transferred.

MR. EATON: I think we are all agreed that the order will not be completed at this time except as to carload lots. The transfer charge is to be absorbed, but as to less than carload lots, under this statute the Commission will hold that matter in abeyance until it can, in its own office, and by correspondence, ascertain the exact conditions; and then a little later, perhaps by the time the order is final—takes effect—they could by that time make a complete order as to transfer charges in less than carload lots. I think we ought to have it from every railroad. We have to have that. We will have to get it ourselves or have you do it.

MR. EYMAN: We have been notified, Mr. Eaton, that at some of the points in Iowa the transfer men intend to ask for an increase in the cost of their transfer; for instance, here at Des Moines where we have been paying 3 cents for the transfer, they have given us notice that they intend to make that charge 5 cents.

MR. KETCHUM: What is to prevent you from doing this transferring in Des Moines yourselves?

MR. EYMAN: We have no facilities. We could not run a car, Mr. Ketchum, with ten, fifteen, twenty pounds of freight, or a hundred pounds of freight, or five hundred pounds of freight. If the stuff could be accumulated in your freight house a week or ten days until such time as you would have a reasonable amount to transfer by car, you could do it.

MR. KETCHUM: If you load a car at your freight house each day, which is switched over to the Rock Island—

MR. EYMAN: We would not have enough to warrant doing that. Under present conditions we would not have. Then there would be the intermittent belt line charge. That could be done on, say, ten or twelve thousand pounds of freight, could be handled as a carload, and the belt line would have to be absorbed before delivering. There is no direct connection with any of the other lines, so far as we are concerned in Des Moines. Mr. Berry tells me that the transfer—our Des Moines representative advises me that we have a transfer here at Des Moines at the present time of about twenty thousand pounds per month. That doesn't all go to one freight house or one road, but it goes to all of the freight houses and covers the

entire transfer for the month. Divide that between twenty-four, then, and see what the tonnage would be for each road for each day. It would be impossible to handle that in the cars.

MR. EATON: We are unanimously of the opinion that it can be worked out under this law, that this transfer charge in less than carload lots will have to be adapted to particular points, because the expense of transfer differs at different points. As suggested by Colonel Palmer, a mile and a half to transfer by team is a vastly different thing from drawing it two blocks or a block, and it seems to us we will have to work that out here; but the purpose of what we intend to do, or try to do, will be to strictly comply with this law and make it fair and just, and that fairness and justice will be what would pay the actual cost, so that you lose nothing by it. I think under this law that is what we shall have to do.

MR. KEEPERS: Distance alone would not fix that absolutely, Mr. Eaton, because you will have, instead of large towns with more or less paved streets—most of them paved street—which is much better than a mile and a half from a little station in the country. I am thinking of the C. M. & St. Paul at Delaware. I think that is about a mile and a half—we have to do some transferring there.

MR. EATON: That is a different thing from Waterloo.

MR. KEEPERS: Yes, sir; not only the distance, but the bad roads at times, and the small amount of business, and of course the transfer men charge more for it.

MR. KETCHUM: Referring to this minimum of 25 cents a mile which some of the locals have, fifteen and ten—

MR. KEEPERS: It might be seven and nine. If you make twenty-five miles for the lowest group, and then the next group, say fifty miles,—in other words, making blocks twenty-five miles apart instead of five and ten. It is on the principle of the zone rate and is adopted all over the state.

MR. KETCHUM: Mr. Smith, you are interested in the Interurban. What effect does it have on your line, making twenty-five miles minimum? Take the locals of your line to Cedar Rapids, Rock Island and Iowa City?

MR. SMITH: Twenty-five miles minimum? You mean the transfer charge? I was not listening to the discussion. Why, it couldn't be anything but beneficial to the Interurban Railroad under the present circumstances, in my judgment.

MR. KETCHUM: Would it affect you?

MR. SMITH: I think probably it would increase the volume of our business.

MR. KETCHUM: Well, the minimum twenty-five miles, subject to two locals, would be satisfactory to interurban railroads?

MR. SMITH: For our own railroad, yes.

MR. EATON: As I understand, gentlemen, it simply means that the joint rates will not apply on a mileage less than twenty-five miles where two roads join.

MR. SMITH: Of course, that would affect some of the points on our line.

MR. KEEPERS: It would not work out that way.

MR. SMITH: As I understand the proposition, it would do this: If a shipment was made from a point on our line, say ten miles from Cedar Rapids distant to some point, say to a point on some other railroad, that shipper, under that ruling, would not be entitled to the joint rate. The shipper located on a line more remote from the terminal would get the benefit of the joint rate. I should suppose that that shipper would have a complaint.

MR. EYMAN: That has reference to the minimum of twenty-five miles.

MR. SMITH: I misunderstood it. I didn't think it was anything but reasonable. I thought that the proposition would involve discrimination as between localities.

MR. KETCHUM: Mr. Johnson, of another interurban line, is here. I would like to ask him about the same question; what effect the twenty-five mile minimum would have on his road in connection with other lines.

MR. JOHNSON: As I understood it first, it would be twenty-five miles at its originating point on our line. Now, as Mr. Ketchum has explained to me, it would be taking the twenty-five miles as a whole connected with both lines; that is, ten miles on our line and twenty-five on another, which would be continuous.

MR. KETCHUM: Nothing less than that would take twenty-five mile business?

MR. JOHNSON: As I understood it at first, if the originating point was twenty-five miles, on our line, before we could adopt this rate, it would practically cut us out of business. All of our connections are within twenty-five miles.

MR. EYMAN: It is making the joint rate twenty-five miles.

MR. KETCHUM: And 25 cents would be five on yours and ten on others.

MR. KEEPERS: There is no case, Mr. Chairman, where, under that combination, any road would make less than twenty-five miles.

MR. EATON: Here are some gentlemen from the city of Des Moines that are somewhat belated, but want to be heard. It is the custom of this Board, as I understand it, to hear everybody. It is suggested that Mr. Hurley be called upon. We shall be glad to hear from you, Mr. Hurley.

MR. HURLEY: Des Moines has been heard on this proposition through Mr. Wiley. Mr. Wiley represents the Des Moines jobbers, who are associated under the name of the "Greater Des Moines Committee." We think we have been ably represented, but possibly we have been remiss in not coming before the Commission in a body. The joint rate, as we understand the Commission intend to put in on an 80 per cent basis, will be very detrimental to the interests of Des Moines. While we all look at the matter from a selfish standpoint, and I think every other point in the state looks

at it from the same standpoint, there are things to consider from both sides, and there is one point that I wish to place before the Commission, and that is this:

Des Moines, in years gone by, was not known as a jobbing center. The jobbing business was done mostly in Chicago and the Mississippi River points. The Mississippi River points have had the advantage on incoming freight for years and they have today. For instance, on steel products they pay 23 cents under present schedule from Pittsburg and we pay 34 1-2, a differential of 11 1-2 cents. When we go north or south we have an advantage in what we call our home territory, on account of the Mississippi River jobbers having two local rates of freight to pay. Under the present basis of doing business, the Mississippi River people absorb one local freight rate, and we do the same when we go into their territory. Now, under the present basis of freights in, if an 80 per cent basis is put in at the present time, when we work north in our own home territory, instead of the Mississippi River points being forced to equalize with Des Moines, we will be forced to equalize with the Mississippi points in our own home territory. Mississippi River points have always had the advantage on incoming freight on every commodity, and we have always felt ourselves seriously handicapped; and it is simply through extraordinary effort in building up our business that we have succeeded as well as we have. We realize, that owing to the passing of the law at the recent legislature, that something is going to be done in the way of joint rates; but we believe that the joint rate on an 80 per cent basis is not fair to us and gives the Mississippi River points a still greater advantage than the one they already have, taking it from the standpoint of the smaller towns that are not located on the Mississippi River. If, when the different jobbing houses in Des Moines had started to organize their business, they had looked at the matter of establishing the business on the smallest expense account possible, they would have established themselves in Fort Dodge or Oskaloosa, or some other smaller point, where the expense of doing business was not as great as it is here. The ground rental, help, and everything else that is taken into consideration, the expense of doing business is greater in Des Moines than it is at any other point in the state. When we organized we took all those things into consideration, and we established ourselves at a point that we thought was located for the best advantage from a geographical standpoint. Now, if, after we have made our investment of hundreds of thousands of dollars, if, by the law, the people that are located at other points who have established themselves where they can do business at a less cost, can come and ask the state to reverse things and put into effect a law that will handicap us still further, I can't see the justice of it.

MR. EATON: What sort of a joint rate would you suggest, Mr. Hurley?

MR. HURLEY: We were under the impression, from what has been said from one source or another,—I don't know whether the information is correct—that a sliding scale of 140 per cent basis, was to be put into effect. Now, that will not harm us to such an extent on class rates. I understand it will harm the manufacturer because of the rates that apply on manufactured products; but on merchandise rates the 140 per cent

basis would not hurt us. It would hurt us somewhat, but we can stand it.

MR. EATON: You say 140 per cent basis. What do you mean by that?

MR. HURLEY: I mean the full rate for a given distance, plus 40 per cent, whether it is over two roads or three roads.

MR. EATON: An arbitrary 40 per cent added to the continuous mileage?

MR. HURLEY: Added to the continuous mileage. That will reduce the present rate a few cents.

MR. EATON: Both on the long and short haul?

MR. HURLEY: Yes.

MR. EATON: On all distances?

MR. HURLEY: According to my understanding, there was a sliding scale from 140 down to, say, 105 per cent.

MR. KETCHUM: Wouldn't that make the joint rate less than the long line rate?

MR. HURLEY: No, sir; I don't think so. The 80 per cent will. You take an 80 per cent rate and that will reduce the present mileage rate on the long haul.

MR. KETCHUM: You would have to get out some distance to do that.

MR. HURLEY: Yes, but when you go that distance—there are people that go that distance, Mr. Ketchum.

MR. KETCHUM: That would be pretty near to Council Bluffs.

MR. HURLEY: Yes, it reduces it about 5 cents from Burlington to Sioux City.

MR. EATON: We can't reduce it so that it is less than the present mileage schedule. Up to the point where they come together, or where there might be a reduction, the Commission would be compelled to make an exception, providing that in a case of that kind continuous mileage should be used between the two points; nothing less than that.

MR. HURLEY: Do you feel that it is a just proposition that a rate should be put into effect that forces the jobber doing business in his home territory to equalize with the outside jobber?

MR. EATON: I don't get the question.

MR. HURLEY: Do you think it is just to put into effect a joint rate that forces the jobber in his home territory to equalize with outside people?

MR. EATON: I will ask any gentleman present to answer that. I will ask some representative of Fort Dodge, if he is present, to answer that question. Ask it again.

MR. HURLEY: Is it just to the jobber doing business in his home territory to have a joint rate put in that will force the jobber in his home territory to equalize with outside people?

MR. GREEN: I would answer that question, Mr. Hurley, by asking by what right does any locality claim territory? In the first place, it isn't my province, nor anyone else's—the Commission is supposed to represent the entire state, and by what right does any locality claim the territory?

MR. HURLEY: From geographical location, Mr. Green. If you ask the state to relieve you on a certain rate situation, then the rate situation should be relieved by the state on a situation that is much more serious, and that is the rate into the interior from the East.

MR. GREEN: What have you to say, Mr. Hurley, on the differential discrimination rate between Des Moines and Fort Dodge?

MR. HURLEY: From the East?

MR. GREEN: Yes.

MR. HURLEY: That was reduced to practically the same basis on the Minneapolis & Saint Louis sometime ago.

MR. GREEN: We are discriminated against. You get a rate of 50 cents from Chicago and we have to pay 54 cents.

MR. HURLEY: Des Moines is perfectly willing that that should be corrected.

MR. GREEN: It is not corrected and we are discriminated against in that particular, so that that answers your argument to what you put out, as claiming that the joint rate will injure you. What right has any locality in the State of Iowa to claim any territory in the state as against any other territory?

MR. HURLEY: Simply this, Mr. Green; that the State of Iowa, owing to laws that they have put into effect, is responsible for certain rates that are in effect in the State of Iowa from the East today.

MR. EATON: The answer to that question was turned over to the gentleman from Fort Dodge to emphasize the difficulties of this Commission more than anything else. Fort Dodge representatives come down here and they ask for relief, and we have those conditions all over Iowa; and I wanted to impress on you at least some of the difficulties and troubles:

MR. HURLEY: I appreciate you have a very difficult problem to handle.

MR. KETCHUM: Do you consider Fort Dodge a competitor of yours in the hardware business?

MR. HURLEY: Well, I'll tell you. There are some very nice people in Fort Dodge, and we haven't anything to say against them; but it is not a large house and they are not strong competitors. It is a retail and a wholesale house. It is not strictly a jobbing house.

MR. EATON: For instance, Council Bluffs, Sioux City, Fort Dodge, Dubuque, Marshalltown, and the representative from Mason City, are all asking for a joint rate. In fact, Des Moines is not asking for a joint rate,

Waterloo is not asking it, Cedar Rapids hasn't been here at all. What ought we to do? Can we discriminate between towns in that way?

MR. HURLEY: Here is the whole proposition, as I look at the matter. These people have looked at smaller points where they had a fewer number of roads, and they have made their investment there, and the majority of them have done well, and the majority of them have done better than they expected. Now they see a chance, by getting the state legislature to enact a law, to give them an advantage they never had and never expected to get until the present day. They never expected to get it when they started in business and made their investment. We have already made our investment. They are coming in and asking to be placed on a parity with us. When they started in business there they never expected to get a joint rate.

MR. EATON: Do you know of any way by which we can single out and help you and at the same time help Fort Dodge?

MR. HURLEY: Mr. Green is a manufacturer. He would not look at any proposition from a jobber's standpoint. Of course, he may represent jobbers—I don't know—but the jobber and manufacturer don't usually look at a proposition altogether from the same standpoint. The only reason that Fort Dodge and Council Bluffs, Burlington, Davenport and Dubuque, would want a joint rate, is because they have not the number of roads that Des Moines has, and they want to be placed on a parity if they can get there.

MR. EATON: They want to increase their business and build up their town.

MR. HURLEY: Is there any reason why they should be allowed to increase their business and build up their town to the detriment of certain localities that have always had those advantages?

MR. EATON: If we make the same law governing Des Moines that we do Fort Dodge, we don't discriminate in the law; how can we?

MR. HURLEY: I believe a rate basis should be established from a just standpoint, and I believe that is what the Commission is trying to do. It is simply a question as to what basis is a just basis for everybody concerned. I believe when the other cities ask for an 80 per cent basis they are asking for more than they are entitled to.

MR. KETCHUM: Mr. Hurley, would you be in favor of taking out the joint rates entirely?

MR. HURLEY: No, sir. Just for a continuous mileage over all the roads in the state?

MR. KETCHUM: Yes, sir.

MR. HURLEY: No, sir; I would not.

MR. EATON: What would there be unfair about that?

MR. HURLEY: What is the difference between that and the joint rate? That practically places every city in the state on the same basis.

MR. EATON: Aren't we here for that purpose?

MR. HURLEY: I don't know. I don't think it is a just proposition. There is another point to look at. I am not a railroad man, and I don't talk in favor of the railroads, but I believe the Commission should consider the proposition as well from the railroad companies' standpoint. You can hardly ask the railroads to haul and transfer over two or three roads on a minimum charge of twenty-five or fifty cents, where the charge would naturally be sixty to seventy-five or more. We all know under the present arrangement we have, where we have shipped goods over two roads, we have a charge to pay for transferring. Now, somebody is obliged to absorb that charge, and the railroad companies have to do it. I am just speaking about the justness of the whole proposition from our standpoint, and the railroads, and everybody else concerned. I think the other people are asking too much. That is my idea of the proposition. I am willing to say that a joint rate is all right up to a certain point.

MR. EATON: The vast majority that have been here, including railroads, suggest a percentage of the sum of the two locals, rather than a continuous mileage basis. Do you think 80 per cent is too much of a concession?

MR. HURLEY: I do, yes.

MR. EATON: What ought it to be in your judgment?

MR. HURLEY: Well, 140 per cent basis—

MR. EATON: Well, but I am talking about the other theory. On a percentage of the two locals, what do you think would be fair about that?

MR. HURLEY: Well, 90 per cent would give the other points—would place them just that much better off than they are today, and take it where they equalize back and forth, as they do on all heavy lines, an eighty per cent basis would put us to a disadvantage, on account of the extreme freight charges from the Mississippi River to Des Moines on all incoming stuff.

MR. KETCHUM: You refer to the Mississippi River jobbers more than you do to the Missouri River jobbers. They pay a higher rate in than you do, don't they?

MR. HURLEY: That is one of the queer points of the present freight tariff. On numerous commodities and class rates Des Moines is practically on the same basis as the Missouri River, and they are one hundred and fifty miles further west.

MR. EATON: That is quite an advantage, isn't it?

MR. HURLEY: Yes, it is. You take the freight line and go on a line to the Mississippi River on an almost level line from Chicago on an Eastern route, and the minute you cross the Mississippi River it simply goes up hill until you get to Des Moines, and then it is another even line until you get to the Missouri River.

MR. EATON: Well, isn't that advantage enough for you to compete in your territory?

MR. HURLEY: No, because we are climbing hill all the way from the Mississippi River to Des Moines.

MR. EATON: How about when you are going west? You go clear into the territory of Council Bluffs, don't you?

MR. HURLEY: Yes, but we are talking about Eastern rates, and the manufacturer pays practically the same freight upon merchandise from the East as we do. He can sell goods at Missouri River points at the same price that we can in Des Moines, instead of its costing him more, as it does cost us more over the Missouri River.

MR. EATON: What percentage of your business would take a joint rate?

MR. HURLEY: Simply this: that if a joint rate was made on an 80 per cent basis, that would allow other jobbers to come into our territory and take business from our home field. We would have to go out into their territory and then our business would be increased on a joint rate basis.

MR. KETCHUM: What percentage would be affected by the joint rate?

MR. HURLEY: Very small.

MR. KETCHUM: How small?

MR. HURLEY: We work possibly a half a dozen towns on the Iowa Central, and that is practically all that the joint rate proposition would affect us. The only towns we work on the Illinois Central are made by our cross lines north and south.

MR. LUTHE: Mr. Hurley has expressed the attitude of the Des Moines jobbers pretty well. I can say in addition that Des Moines shippers are a unit on the matter. That is, there may be a few scattering shippers here that would be in favor of joint rates, but I would not think over one or two per cent of the total of shippers. Now, the matter of joint rates, for or against, is not a question of turkey all on one side for Des Moines, because we have, as Mr. Hurley stated, certain points where we are at a disadvantage. For instance, we have to prepay or make strong equalization on the Iowa Central line and Illinois Central. It is not all an advantage for Des Moines, but we feel that any change in the rates at present would disturb the basis upon which business has been established here. For my own firm, we have done business on the Mississippi River and in the interior. We were ten years located on the Mississippi River, and we surrendered advantages which we enjoyed there, for return advantages which we received upon coming to Des Moines; and we are all established here on largely the same terms, or the same basis.

MR. EATON: This law absolutely requires us, however, to put in a joint rate. That has been settled by the legislature. Now, what ought we to do?

MR. LUTHE: I haven't studied the details of it, or gone into it generally, but my impression is that a schedule of 140 per cent would be fairer than any other schedule to Des Moines shippers. As I say, our

commissioner, Mr. Wiley, could answer that better than I, and he could express himself for our company or for Des Moines shippers jointly.

MR. EATON: Doesn't that frequently amount to more than the sum of two locals now?

MR. LUTHE: I don't think it would.

MR. KETCHUM: You are in the grocery business, aren't you?

MR. LUTHE: In the hardware business.

MR. EATON: While you have been talking the secretary of this Board has been working out that problem, and while the percentage may be large, he states that in nine cases out of ten it will work out on the 140 per cent theory so that the rate would be in excess of the sum of the two locals in Iowa. The people of Iowa would not stand that, would they?

MR. LUTHE: I don't think they would. As I say, I haven't gone into the details of rate making or figuring. Mr. Wiley can answer that better than I can.

MR. KETCHUM: Mr. Wiley, you of course have figured over this rate question. In figuring the basis of the joint rates, how have you computed them? What has been your method?

MR. WILEY: My thought was that instead of having a flat 140 per cent, as I imagine you have perhaps misunderstood Mr. Luthe—

MR. KETCHUM: Where did he get that idea?

MR. WILEY: The 140 per cent I never did figure. You will remember that in my remarks before this Commission some few weeks ago, I stated that on such joint schedules as you might find it your duty to establish under the statute, my judgment was that it should be an excess above the continuous rate, which would be an average of, say, 110, 115, 120 per cent, and that in stating that I predicated my opinion upon your own schedule, which provides now for schedules "A," "B," and "C," which are 110, 115 and 130 per cent. It was not my thought, and I do not believe it would be practical, that every rate should 140 per cent of the continuous distance rate. Suppose you would start in with your Schedule "C" as an example, and draw a line on the order for parabola. You can make it start with the high per cent. The ten-mile distance would be a reduced per cent; and 15 still less of an excess, and in that way you would very soon taper down so that you would avoid the conflict that you spoke of, ending with 105 per cent. In other words, this parabola would be somewhat on the model of the rate coronationship Illinois rates. You remember that they advance with decreasing acceleration. The rates for the Illinois distances are relatively high as compared with the Iowa distances for short hauls, but when you pass 150 or 200 miles the Illinois distance class rates in general will be lower than the Iowa class rates, so that in grading out this way you would have to calculate a total starting with the higher percentage cases and grading down step by step. My thought was that you would run down to about the schedule "B," at 150 miles, that being the end of the train run, and then tapering down to the 105.

MR. KETCHUM: We have gone over that pretty thoroughly, taking all the different percentages both ways, and of course, Mr. Wiley, in getting at what would be a fair and equitable joint rate, the condition that we find ourselves in on this Commission, is to find a joint rate that will do Fort Dodge as much good as it will Des Moines. Now, we are not figuring on making any rates, or making any changes, which will give one point an advantage over another, or one place an advantage over another. That I don't think has ever been the thought of this Board for a minute. It has been our attempt to get at an equitable, fair and just joint rate. We have invited the shippers of the state, and we have invited the manufacturers of the state, and all communities that had any interest whatever in transportation of products in their vicinities—have been taking Fort Dodge products,—that differs very widely from other points of the state. We have gone all over the whole subject, and we find ourselves right back to about the same place. The law says we must put in a joint rate. That is where we are standing, and we find ourselves at that point where, inasmuch as that is the case, we must put in that that would be fairest for the whole State of Iowa; regardless of location, regardless of commodities, regardless of railroads, shippers, or anybody else, but giving such rate as will be fair for all. That is what we would want to do. Now, if you can show us, without any points of discrimination coming in contact, where we won't discriminate against Des Moines, or in its favor against Fort Dodge, or any other city in the state. We want it just and fair for every one of them. That is what we are trying to get at. One hundred forty per cent, or any basis we are figuring on, by adding to the mileage of the long line, and turning it over to the joint lines—yet we don't arrive at anything that would be in our minds, equitable and fair all around. Mr. Wiley, we want to be fair with you right here in Des Moines, if we can. You have places here in Des Moines where you want to get on the Illinois Central, so you tell me, and on the Iowa Central, and the Iowa Central wants to get into your territory. We want to fix it so you can all get together and fight for the business.

MR. WILEY: I hope the Commissioners realize that the people of Des Moines are satisfied that the Commission is doing its duty exactly as it understands it. If I were a member of this Commission, I would feel that I would have to do something in the way of putting in a schedule of joint rates, as the law expresses on such rates and commodities, etc., as the phraseology goes. Now, we have no criticism to offer upon the Commission using its judgment and doing its duty. We were hopeful that the other horn of the dilemma would be taken hold of, but this is not the kind of a matter that can be disposed of offhand. We believe—I do—and I believe that the Greater Des Moines Committee in general do, that the more logical basis would be a per cent in excess, rather than a percentage discount. In fact, the very fact that you will have to put in a proviso that the rate will not cut the continuous distance rates, shows that there is a break there, so that the matter would have to be calculated out any way you please.

MR. KETCHUM: That is provided for.

MR. WILEY: Now, speaking for the gentlemen present, I desire to thank the Commission for giving us this opportunity to record ourselves. We understood from the announcement at the last hearing that yesterday's hearing was for the railroads, so that we are at a disadvantage in that. We expected this to be a strictly, or practically a strictly, railroad meeting, yesterday, and in that way we have a smaller delegation by a great number than we otherwise would have had here today. We understand also that this is a tentative schedule of yours; that you are putting it in to try it out, and that being the case, we feel all the more need of our recording our convictions as to the disadvantages that Des Moines is under, that are, in many cases, more than other cities are under. Mr. Hurley mentioned that the rates from St. Louis on probably eight or ten classes, are as high to Des Moines as they are to Omaha. That is interstate, that you will not have authority to deal with until after July 4th,—I believe you do then,—so that it is a subject that you cannot handle now, and we feel that the Commission wants to be fair. We have our own ideas as to what would have been a preferable basis, but everyone is entitled to their individual convictions, and we thank you very much for giving us this opportunity to appear before you and record our own convictions.

MR. EATON: That, gentlemen, concludes the hearing, then, on the subject of joint rates. The Chairman has already explained to you, in a general way, what the Commission intends to do.

MR. KETCHUM: Mr. Davis, was there anything special you wanted to bring up?

MR. DAVIS: We wanted to occupy ten or fifteen minutes in just adding a few statements in regard to application of coal dealers here, which is not, as I understand it, a joint rate proposition; but if it would suit the Commission we will take the time now, rather than come back this afternoon.

MR. EATON: That suits me. I am in error as to Mr. Ketchum's statement. He didn't want to be so understood. I got, perhaps, the wrong impression myself.

MR. KETCHUM: Now, gentlemen, regarding the finding of this joint rate basis, I want to make this statement; that we have, I think, about concluded as to what we shall do, and we want to hold the matter out for a little while until we confer among ourselves and in our own way. I don't think that as far as I am personally concerned, I care to make a statement here as to just the plan and just how we will put in this joint rate, but we will get at it at once and put in a joint rate that I think will come as near being satisfactory as we feel that we can get to from all of the evidence that we have heard on both sides, and in a fair way, and be fair about it; but I don't think at this time and at this meeting that it is hardly fitting for us to state just how that will read when we finish it up. I believe that is about all the statement, so we will consider the joint rate business closed, and will take up now the coal matter.

MR. WRIGHT: In connection with the coal matter, I want to call attention to the table that was prepared by Mr. Simmons for the Interstate Commission, which shows the interstate rate on coal on the three large mining centers in Illinois and Indiana, to every station on the line of the Rock Island road in Iowa, and call particular attention to the fact that in almost every instance, possibly with a half a dozen exceptions, the interstate rate to points in Iowa on coal, is less than the Iowa distance tariff on the same distance. I think it is fair that we should go into the record, in view of what has been said in reference to the interstate rate on coal. In addition to that I would like to ask Mr. Cable a question or two as bearing upon the question of the Illinois rate as applied to our line. I will ask Mr. Cable to state what the fact is in Iowa in comparison with Illinois, as to the rates of our line and the ability to carry a larger tonnage, with the same engine, over the Illinois lines, than we can over the Iowa lines.

MR. CABLE: I have here a copy of our engine tonnage rating sheet, which shows the capacity that we consider that our engines have on various parts of the line; and in answer to Mr. Wright, I will say that I take our Class 39 engine, which is our standard freight engine in both Illinois and Iowa, and the capacity of those engines westward over the main line of the Illinois division, is 2105 tons. The capacity of the same engine over our East Iowa division, being that part of the division from the Mississippi River to Valley Junction, is 1255 tons, and from Valley Junction west of the Missouri River, it is 1170 tons; that is, in a westward direction.

In the eastward direction the capacity of the same engine over our Illinois division main line, is 2135 tons, and on the Iowa division it is 1095 tons east of Valley Junction, and 1380 tons between Valley Junction and the Missouri River; and the freight lines on the main line of the Illinois division, the ruling grade against the westward train is thirty-four feet per mile excepting right out of our yard at Blue Island. We have, between Blue Island and a station about twelve miles out, a ruling grade of forty feet to the mile. Now, on our Iowa division between the Mississippi River and Des Moines, the ruling grade against the westward train is fifty-eight feet to the mile, and between Des Moines and Council Bluffs the ruling grade is sixty-nine feet to the mile. The ruling grades against eastward trains on the Illinois division are thirty-three feet to the mile, and on the Iowa division east of Des Moines are forty-eight feet to the mile, and on the Iowa division west of Des Moines are sixty-three feet to the mile. Does that answer your question, Mr. Wright?

MR. EATON: I would like to ask you how your grade, and the power of your engines compare with the grades and the power of the engines of other roads in Iowa. Take the Northwestern and Milwaukee & Saint Paul and the Illinois Central.

MR. CABLE: I can't speak—I only know the general way that the Northwestern main line, for instance, runs over a territory where the country is not so much broken, and I presume the grades are not so heavy as ours, but I have no exact knowledge as to the grades on those lines.

MR. WRIGHT: You have no means of comparing the grades on the Northwestern in Illinois, with those in Iowa?

MR. CABLE: No, sir.

MR. WRIGHT: Mr. Cable, what is the fact in the handling of coal in coal cars, as to the cars being returned empty? Isn't it a fact that a large percentage of the empty cars are coal cars?

MR. CABLE: I haven't any figures to show that, but I don't think there is any question but that the mileage made by the coal cars—the larger percentage of the mileage made by coal cars—is empty mileage, larger than any other class of cars, but I don't have the figures to show it.

MR. KETCHUM: Well, you haul a great deal of coal in the grain cars, don't you?

MR. CABLE: Quite a little, Mr. Ketchum, yes, sir. That is, from Illinois, you mean—not from Iowa.

MR. DAVIS: I would like to ask Mr. Eyman a question. Mr. Eyman, in some of the former hearings we have had, it was claimed by coal dealers that a very large proportion of the coal consumed in Iowa came from Illinois and other states. Have you had prepared a statement showing the actual traffic handled by the Northwestern road for commercial and domestic purposes, other than the railroad coal? Can you give the Commission the proportion of coal that we haul from the State of Illinois, as compared with the amount of coal that we distribute in the State of Iowa?

MR. EYMAN: Yes, sir; I can give the Commission a statement of the soft coal received at all stations in Iowa for the calendar year of 1906. Now, this shows the number of cars that originated in Iowa and the number of cars that originated outside of Iowa. It does not show all that originated in Illinois. There might have been some in Indiana, but all originated outside of Iowa. That statement shows that we handled a total number of cars during the year 1906, at all stations in Iowa, 12,574 cars, out of which—I have got that wrong. I will correct that. We handled a total of 16,930 cars, out of which 12,574 originated at points in Iowa, and 4,356 originated at points outside of Iowa; or, out of the entire tonnage of the number of cars that we handled at local stations in Iowa during the year 1906, 74 per cent originated at our Iowa mines.

MR. DAVIS: It is also suggested, Mr. Eyman, that the rate on slack coal from points in Iowa to Omaha, is less in some instances than the rate on the same character of coal to Council Bluffs. I wish you would explain to the Commission how the difference in the Omaha and Council Bluffs rate exists, and what controls the rate to Omaha.

MR. EYMAN: The rate to Omaha of \$1.06 per ton, I think possibly at the present time on slack coal, is fixed by competition.

MR. EATON: Where's that from?

MR. EYMAN: From Buxton. That is fixed by competition from the Western coal field; that is, Kansas and Missouri field, and there is a rate made on steam coal for the bakers at Omaha, or any others who desire to

use it. The rate was forced upon us, and my recollection is that that rate was not put in of our own volition really, but it was put in at the suggestion of the Iowa Commission a number of years ago to enable the Iowa miners to dispose of their slack coal in competition with the Kansas and Missouri mines. I think I am right in the statement that the first suggestion as to the establishment of this rate in order to protect the Iowa mines, came from the Iowa Railroad Commission.

MR. DAVIS: To show, Mr. Eyman, that the rate on slack coal from Buxton to Omaha, as I recall it, was \$1.01, and the rate on slack coal from Buxton to Council Bluffs was \$1.56, what would you say as to the rate of \$1.01 being a compensatory rate that one railroad could make a fair profit on?

MR. EYMAN: I would say that rate was entirely too low. I don't believe it is a remunerative rate. I don't think there is any money in that rate.

MR. KETCHUM: The joint rate on that coal from Buxton would take that traffic out of your hands, wouldn't it, from Buxton? On the short line haul from Buxton to Omaha?

MR. EYMAN: I don't understand that the joint rate in Iowa would affect the tonnage or the movement of traffic to any extent as between Buxton and Omaha. That is an interstate proposition.

MR. KETCHUM: I was talking about Council Bluffs. You say the rates are the same.

MR. EYMAN: I don't know what the effect of the joint rate proposition would be to Council Bluffs. If the Council Bluffs rate was made by using 80 per cent of the straight rate, preserving the integrity of the present continuous distance, I don't see how the establishment of the 80 per cent rate would take that out of our hands on Council Bluffs business.

MR. KETCHUM: You have tracks of your own from Buxton to Council Bluffs, don't you? and the joint rate would take your coal out of Buxton and turn it over to some other railroad to take it a shorter distance?

MR. EYMAN: That might be true.

MR. KETCHUM: For instance, you turn that over to the Burlington road, or the Rock Island.

MR. EYMAN: You mean that the joint distance would be so much less than our distance, that the rate would be made lower by the joint rate than by the continuous rate?

MR. KETCHUM: Yes.

MR. EYMAN: Well, that is one objection that we have urged against the establishment of these joint rates; that it would take the business away from the line that originated it, and go to a point for final disposition on its own line.

MR. DAVIS: There is another question I wanted to ask. A comparison of Illinois and Iowa schedules indicates that under some circumstances

the Iowa schedule is higher than the Illinois. I wish you would explain to the Commission some difference in the surroundings as to why, under some circumstances, the product can be carried cheaper in Illinois than in Iowa.

MR. EYMAN: I would like to qualify that statement, Mr. Davis, that the figures do show that the Iowa rate is in some cases higher than the Illinois rate, when you consider the steam coal rate in Iowa. I haven't been able to find as low a basis anywhere under any circumstances as the pea, nut, and slack rate, in the state of Iowa. It is lower than it is anywhere. It runs from 20 to 40 per cent lower than the distance tariff rates in Illinois. It is all handled under the soft coal rate.

MR. EATON: You don't have any pea or slack rate in Illinois?

MR. EYMAN: No, sir; we don't. We don't make any distinction between the mine run coal or the steam coal in Illinois. It is all handled under one rate.

MR. EATON: You take your rate and average it with the lump coal rate in Iowa, what average would it make?

MR. EYMAN: It would make an average very much less in Iowa than in Illinois.

MR. EATON: I don't think I have ever had occasion to strike an average on that, Mr. Eyman.

MR. EYMAN: It is fair to assume that the average distance that coal would be hauled locally in Iowa, would be seventy-five or eighty miles. Now, take even your lump rate for that distance in Illinois, is higher. I mean the coal rate in Illinois is higher than your lump rate, to say nothing at all about the slack coal rate. Your lump rate in Iowa is less than the soft coal rate in Illinois for that distance.

MR. KETCHUM: Well, the fact that all of your rate in Illinois is a lump coal rate, it gives you a higher freight rate than your lump coal and slack coal rate in Iowa, unless your average is what I would naturally suppose it was, although in Iowa there is a great deal of slack coal used now for manufacturing purposes, and I presume some in Illinois. It is growing some there, isn't it?

MR. EYMAN: I would say, taking the traffic as it actually moves today, and the lump coal we handle in Iowa is handled on a lower basis than the soft coal we handle in the State of Illinois, although the conditions surrounding the handling of the business in Illinois would undoubtedly justify a lower basis than in Iowa.

MR. —: What's the difference between Iowa and Illinois?

MR. EYMAN: Coal moves in Illinois largely in trainload lots from the mines to large consuming centers. It is not a one-car distribution of all your local stations all over the state to such an extent as it is in the State of Iowa, but the bulk of the coal we move from our mines in Illinois,—the commercial coal—moves in large quantities. We move it almost the entire distance from the mines to its final destination in trainload lots.

MR. KETCHUM: And the density of traffic is much greater in Illinois than in Iowa?

MR. EYMAN: Yes.

MR. KETCHUM: Owing to the physical condition of the road in places an engine will haul greater tonnage?

MR. EYMAN: That is my judgment so far as the physical condition of the roads is concerned. I have no actual figures on that.

MR. DAVIS: With your experience in the traffic department of the Northwestern, what would you say as to the present Iowa schedule on soft coal being a low one or not, and whether the railroad could stand a reduction consistent with prior remuneration.

MR. EYMAN: I should say in answer to that that the rate per ton per mile on the coal we handle in Iowa, is lower than any other coal we handle anywhere, and that the rate is, if anything too low. I will say without qualification that the rate on the steam coal—slack coal—is entirely too low to be remunerative.

MR. DAVIS: Any further reduction in the lump coal rate would carry it below the line of fair compensation?

MR. EYMAN: Yes, sir; I think so.

MR. EATON: I notice by our schedule that on lump and nut the rates in Iowa and Illinois come together at seventy-five miles.

MR. EYMAN: About seventy-five miles, yes sir. I have a statement showing seventy-five miles, the Iowa distance tariff on lump and nut, is 85 cents and the Illinois distance tariff is 85 cents. Below seventy-five miles the Illinois distance tariff is higher than the distance tariff in Iowa on lump and nut.

MR. EATON: From there on is a great divergence when it gets to ninety miles. It is about—ninety miles we are slightly higher—say 6 per cent higher than Illinois.

MR. EYMAN: No, sir. According to my figures the Iowa distance tariff for ninety miles is 94 cents. The pea, nut and slack rate is 70 cents.

MR. EATON: I am talking about lump, pea and nut.

MR. EYMAN: The Illinois distance tariff, according to my figures here, is 99 cents, which is 5 cents higher than the Iowa distance tariff.

MR. EATON: That is substantially right.

MR. EYMAN: Those figures may be wrong. Take the eighty-five miles, the Iowa distance tariff is 91 cents, and the Illinois distance tariff is 87 cents.

MR. EATON: When it gets to a hundred miles, we are 10 per cent higher than in Illinois.

MR. EYMAN: Yes.

MR. EATON: When it gets out to 500 miles, there is no such haul in Iowa, and of course it is 25 per cent higher.

MR. EYMAN: One hundred twenty-five miles—

MR. EATON: I took 500 miles—take 200 miles, and what have you got it there?

MR. EYMAN: 1.30 in Iowa and 1.10 in Illinois.

MR. EATON: Two hundred fifty miles?

MR. EYMAN: It is 1.40 in Iowa and 1.17 in Illinois.

MR. EATON: The rates advance more rapidly in Iowa than they do in Illinois for the long distance. In Illinois the distance tariff is made up on adding a greater percentage to the short haul. The terminal distances are the same on a short haul and a long haul. The Iowa distance tariff is extremely low for short distances and the rate is higher for the long distances.

MR. EYMAN: The distance tariff is made up on an entirely different tariff basis. That is why I say that the coal that we handle is handled on a much lower basis in Iowa than in Illinois, because the bulk of the coal is not handled over seventy-five or eighty miles.

MR. PALMER: How much of the coal is hauled more than 75 miles?

MR. EYMAN: I should say, as far as the North-Western Road is concerned, not more than 25 per cent in Iowa; that is, Iowa coal.

MR. PALMER: How much is less than 75 miles—75 miles less what proportion?

MR. EYMAN: Seventy-five per cent, I should say.

COLONEL PALMER: That is hauling a distance of 75 miles and under?

MR. EYMAN: Yes, sir.

MR. EATON: Our schedule shows that we are considerably lower than Illinois.

MR. EYMAN: For long distance your rates are higher on the lump coal in Iowa than they are in Illinois.

COLONEL PALMER: Your road has hauled about 25 per cent for a distance over 75 miles?

MR. EYMAN: That would be my judgment. I have no definite figures on that, but I think I am safe in saying that at least 75 per cent of the coal we handle would be hauled 75 miles or a shorter distance.

MR. EATON: How was it on your road, Mr. Tittlemore?

MR. TITTEMORE: Our haul is short. I should say our haul would be less than Mr. Eyman's, but I had the impression that Mr. Eyman's figures were too low. I should say our haul would be about seventy-five miles.

MR. DAVIS: Mr. Tittlemore, what proportion of the tonnage of the Iowa Central transported in Iowa is coal?

MR. TITTEMORE: I think it was about three years ago I took up the question of analyzing each item of our traffic, with the object of reducing,

If possible, the percentage of coal hauled on the Iowa Central Road by increasing the other traffic. I could easily see that if the Iowa Central Railroad could not increase its other business, that the percentage of coal that we were hauling on the rate per ton per mile, that it would have to do, would ruin it. I found at that time that 40 per cent of the tonnage of the Iowa Central Road in Iowa—now, I am not quite clear as to whether it was 40 per cent of the tonnage, or 40 per cent of the earnings, but I recollect that 40 per cent of the earnings was coal tonnage. Since that time we have had two years with deficits of close to one hundred thousand dollars, and I understand there was some strenuous figuring to make it as small as that.

MR. EATON: To make it a deficit?

MR. TITTEMORE: To make the deficit as small as that. And last year we had a very small surplus. This year we probably will have a small surplus over and above the fixed charge, and I think I am correct in saying the Iowa Central has about the smallest amount of interstate mileage now of any road in Iowa. If that is true it is conclusive evidence to me in handling the traffic of the Iowa Central Road, that the coal tonnage of the State of Iowa is being hauled at a rate altogether too low. There may be other conditions, but there is no other condition that can offset that conviction in my mind, that the rate on the coal we haul in Iowa under the Iowa distance tariff is too low. We haul, of course, on a short haul, that is, 75 per cent of our business would be under seventy-five miles, I think. Any change—any reduction in the rate on coal in Iowa, I am afraid would interfere with our interstate rates somewhat.

MR. EATON: If the reduction was only made beginning at the point of seventy-five miles, it would not interfere with you, would it?

MR. TITTEMORE: It would not interfere with our business, I do not think, to any great extent, except that I believe the rate would be too low if we had to do any business on it. I believe that the coal rates in the United States are altogether too low—perhaps some are too high. Perhaps a readjustment might help it, but as a general thing the coal rates in Iowa are too low.

MR. EATON: If we were to adjust the coal rates in Iowa to the rates in Illinois, perhaps adding 5 per cent, as we have done in some instances on some commodities, we would really be doing more harm to the people of Iowa than we would good, wouldn't we, because we would have to raise the rate in Iowa on the short haul up to seventy-five miles. You would be glad to have that done, wouldn't you?

MR. TITTEMORE: I would not object to that for the Iowa Central Road surely. It throws the burden on someone else; but certainly, as time goes on, the coal in Iowa will be on the shorter haul. The short distance rates in Iowa on coal, Mr. Chairman, are too low.

MR. EATON: Is there any reason why the short distance rates in Illinois ought to be any higher than they are in Iowa?

MR. TITTEMORE: Not except that they are more reasonable. The rate in Iowa is too low. It is not compensatory.

MR. EATON: I mean comparing the two rates. Is there any reason why they should be higher in Illinois than in Iowa? I mean taking the short rates.

MR. TITTEMORE: Well, I can't answer that question very well, because I am not as competent witness in Illinois as I might be in Iowa, but in Illinois the Commission there have at times given us the authority on our short line rates to make different rates for the manufacturer than we would for domestic purposes. We haul a great deal of coal out of Illinois into other states—not much in Illinois. Take, for instance, on a short haul we might be allowed to make a difference of 15 cents a ton on coal going into the regular coal dealer there for consumption, and 15 cents higher rate than we would going in to a manufacturing plant.

MR. EATON: Do you do much of that at less than the Illinois rates?

MR. TITTEMORE: Not very much. I only have in mind one instance.

MR. EATON: Mr. Cable, does your road haul the Illinois short distances at less than the Illinois schedule rates?

MR. CABLE: I know nothing about rates.

MR. EATON: What do you say to that, Mr. Simmons?

MR. SIMMONS: No, sir; not as a rule the lower distance tariff. There might be some instances that they may be lower, but not as a rule.

MR. DAVIS: I want to ask Mr. Tittmore one more question; what his experience in the traffic department is, and knowledge of the cost of moving coal; what his judgment is as to the present Iowa rate on lump coal—whether it now affords a fair remuneration to the railroads?

MR. TITTEMORE: I don't think it does afford a fair remuneration to the railroads, especially on the shorter distances, but as to the lower classes of coal—steam coal—I think that could be demonstrated almost physically by test trains, that it does not pay.

MR. EATON: Isn't it true as far as pea and slack coal are concerned, that in putting in the rate you have simply adopted the custom the railroads began with at the beginning in order to move it—fixed a rate so that it could move?

MR. TITTEMORE: Yes, there was a time, for instance on the Iowa Central Road, when I would have to dispose of a hundred carloads of slack coal, for instance. Ten years ago when I came on the road I found 150 cars of slack coal lying around that had laid there all the way from thirty to sixty days, and we would ask the miners—the operators—to unload it, and they would not do it, and we would have to fix some sort of a rate that would move it. It gradually got down to the percentage under the lump coal rate, and we wanted the cars to use. The slack coal rate just grew. They would have to load them in order to keep their mine open—to keep it working. The first thing we would know we would have fifty carloads of slack coal on hands, and the operator would say, "They are yours. You can take them and get rid of them."

MR. EATON: Did you put that rate in yourself, or was it put in by the Commission?

MR. TITTEMORE: We put in a slack coal rate that was not put in by the Commission, but in the beginning, as I understood it, the suggestion came from the Commission, which grew out of the very conditions I am telling you about.

MR. DAVIS: I don't know, Mr. Chairman, whether there is any further evidence to offer on this coal rate, but we want to be as emphatic as we can in protesting against any contemplated reduction in the coal rates in Iowa at this time. In the first place, we believe that there has been no showing that would require a reduction. In the second place, I think we have shown that they are reasonably low, and in the slack coal, unreasonably low. If the Commission contemplates putting in a joint rate that will make a further reduction, we think it would be a very injurious move, and unfair to the interests of the railroads to contemplate making a reduction in the coal rates at this time.

MR. KEEPERS: The Illinois Central is situated different from any other road in Iowa, I believe. It has not got any coal mines on its road. We have a tariff to use on coal on our line in Iowa, and it is the only tariff we have. Now, we think that you could give us a joint tariff. You say we can't use a straight tariff. If we could not use a straight tariff, we would have to use this other, which would be rather unfair. There is nothing reciprocal. It would all be one way. We could have all the coal we could haul on this joint rate.

MR. KETCHUM: The joint rate does not affect you.

MR. KEEPERS: If you say the joint rates must be made—

MR. KETCHUM: Take the consignments at the Illinois points turned over to Iowa—wouldn't that affect you?

MR. KEEPERS: I am talking about Iowa rates entirely.

MR. KETCHUM: You wouldn't have any Iowa coal business?

MR. KEEPERS: We have no Iowa coal business, and if you would make an 80 per cent rate I presume it would have to apply over the Iowa Central—possibly Illinois Central.

MR. KETCHUM: You already make these rates.

MR. KEEPERS: From Illinois to Iowa.

MR. KETCHUM: Is your rate on other roads?

MR. KEEPERS: Through Illinois?

MR. KETCHUM: Yes.

MR. KEEPERS: Yes.

MR. KETCHUM: Therefore, the joint rate would not affect your line.

MR. KEEPERS: On Iowa coal. If you made a joint rate in Iowa we would have to take 80 per cent of these other rates. Now, we have no mines on our own road, so it means that all the coal we would haul would

be on this joint rate basis and nothing the other way, which we don't regard as being quite fair.

MR. EATON: Your percentage would be very small, wouldn't it, Mr. Keepers?

MR. KEEPERS: I think, perhaps, the percentage would increase to a certain extent, I presume, if the rate would be reduced 20 per cent on each line's haul. We would haul for a very low rate, which we don't want. We must protest against any joint rate on coal, as far as the Illinois Central is concerned.

MR. ELLIS: I would just like to call the attention of the Commission—which shows that in comparison with the Iowa distance tariff the interstate rates in the state are higher than the basis of the distance tariff within the state, and that the interstate rates out of the state are lower. Now, that taken in connection with the fact which has been shown beyond question by a number of roads, that the great bulk of our coal consumed in Iowa comes from Iowa mines, would not indicate that Iowa mines were being discriminated against. Iowa people are using much coal farther from the Iowa mines, and the interstate adjustment is in favor of the Iowa mines in both ways—both from outside of the state in it is higher, and from the inside out is lower.

MR. HAMBLIN: I wish to protest on the part of the Burlington Road against any reduction in the rates in Iowa on coal. I presented a statement two or three weeks ago here, which showed that the outside coal coming into the State of Iowa was not 10 per cent of the coal that was handled in Iowa. That is, 90 per cent or over is Iowa coal, and we wish to protest against any change in the rates in Iowa, whether joint rates or local.

MR. EATON: This hearing stands adjourned, gentlemen.

12:40 o'clock p. m., June 25, 1907.

No. 3348—1907.

CORN BELT MEAT PRODUCERS ASSOCIATION

VS.
RAILWAY COMPANIES.

In re Reduction in Rates on Live Stock, with Special Reference to Horses, Cattle and Sheep.

Complaint filed January 7, 1907.

On January 7, 1907, there was filed with the Board, petition of the Corn Belt Meat Producers Association as follows:

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

PETITION FOR REDUCED RATES ON LIVE STOCK.

The Corn Belt Meat Producers' Association, your petitioner, is an organization of over two thousand members who reside chiefly within the State of Iowa, and are engaged in the raising, feeding, and marketing of live stock.

The present condition of railroad rates in Iowa warrants reductions in the schedules on some commodities; and complainants claim that the rates on live stock should receive your favorable consideration on the following grounds:

I. As to the present status of Iowa rates in general it will be useless to pick scattered comparisons on a few rates out of the half million in force. If we take the average rate on all commodities, as given by the official reports, we find that the revenue for every ton hauled a mile in this state is approximately 25 per cent higher than the average in Wisconsin for 1904 and 46 per cent higher than the average was in Illinois for the year ending June 30, 1905. The average revenue per ton per mile in Iowa for the last year reported, ending June 30, 1905, was 30 per cent higher than the average for the same year in the United States, and over 30 per cent higher than the average in the Iowa group of states (Group VI as classified by the Interstate Commerce Commission) which includes Wisconsin, Minnesota, Illinois, Iowa, Northern Missouri and the eastern part of the Dakotas.

II. A number of years ago there was a reasonable reduction in the rates on hogs in Iowa, but there has been no reduction in rates on cattle, sheep, horses or mules since the Iowa Commission established railroad rates over seventeen years ago. During these years the earnings of the railroads in Iowa have increased from \$29,338,033.77 to \$58,436,943.15. The freight revenue per mile has increased from \$2,426.26 for the year 1889 to \$5,618.36 for the year 1905 on the entire lines; the Iowa freight revenue alone in 1905 was over 60 per cent greater per mile of road than the entire line traffic per mile was in 1889. And during this time the live stock hauled annually in Iowa has increased from 976,053 tons to 1,598,909 tons.

III. The experience of neighboring states is of value by way of comparison. But complainant alleges that comparisons of the Iowa state schedule to the Missouri schedule are unfair to the Iowa shipper because the Missouri schedule has been placed so high that the railroads continually cut beneath the rates fixed by the state, while in Iowa the Commissioners' rates are accepted as standard. Consequently the rates in Iowa truly represent the rates received for shipments all over the state, while in Missouri this is not true.

For instance from McIntosh, Missouri, to St. Louis, a distance of 89 miles, the rates on horses over the Chicago, Burlington & Quincy is 8½ cents per hundred pounds, while according to the state schedule it would be 12 cents, on cattle the Chicago, Burlington & Quincy rate is 9½ cents, and the state schedule is 11 cents, on hogs the Chicago, Burlington & Quincy rate is 11 cents and the state schedule is 13 cents. The rate on cattle from Osborn, Missouri, to St. Louis (297 miles) over the Chicago, Burlington & Quincy is 14½ cents and the state schedule is 17½ cents, on hogs the Chicago, Burlington & Quincy schedule is 18½ cents and the state schedule is 20½ cents.

Notwithstanding the fact that the Missouri railroads cut below the state schedule, nevertheless the state rates on cattle and sheep in Missouri are some lower than in Iowa; for example the rate on cattle for

200 miles in	Iowa is 15.53 cents per 100 pounds.
200 miles in	Missouri is 15. cents per 100 pounds.
300 miles in	Iowa is 20.26 cents per 100 pounds.
300 miles in	Missouri is 17.5 cents per 100 pounds.

The difference in regard to sheep is much greater; for instance you can ship ten tons of sheep in Missouri, double deck, 150 miles for \$13.00 while the same amount shipped in Iowa would cost you \$19.00, the Iowa rate being thus \$6.00 higher than the Missouri rate.

IV. In Illinois the rate on cattle, sheep, horses and mules for almost all shipments are much lower than the rates for the corresponding distances in Iowa as shown by the accompanying table; for example three cars, one of cattle (20,000 lbs.), another of horses and mules (22,000 lbs.), and the third of sheep (10,000 lbs.), if shipped under the Illinois schedule of rates, in place of the Iowa schedule would save the shipper:

\$ 4.05 on a haul of	50 miles;
9.80 on a haul of	100 miles;
14.06 on a haul of	150 miles;
19.64 on a haul of	200 miles;
23.91 on a haul of	250 miles;
28.48 on a haul of	300 miles.

V. There was a time when Iowa live stock rates were low compared to the rates in the surrounding states. In those days Iowa was leading in the movement to secure equitable rates on her principal products. Now, after these many years have passed, while the rates on cattle, sheep, horses and mules for all distances up to 400 miles have remained stationary, and other rates have been reduced, and the revenues of the railroads have increased over \$28,000,000 a year, we believe it is again time for Iowa to take her place in the forefront among her sister states protecting her farming interests.

In view of the length of time since we have had a reduction in rates on live stock, and the high average revenue per ton per mile on all freight in Iowa as compared to the average in Wisconsin, Illinois, the Iowa group of states and the United States; in view of the fact that our neighbors in Illinois and Missouri fare better than we do, we ask you to give this subject favorable consideration. The live stock business is the backbone and sinew of our industrial life.

Our interests are so vital to the welfare of the state that we urge you to place the rate on live stock in Iowa upon an equal footing with the rates paid by our competitors living across the river in Illinois.

For the good of the farmer, for the good of all the citizens of our state, whose prosperity and success rises and falls with the farming interests, we ask you to give us lower maximum rates on live stock, and we especially petition you to lower the rates on cattle (including fat cattle, calves and feeders) covering all distances within the state and applying to all railroads handling shipments beginning and ending within the bounds of the state.

Respectfully submitted,

THE CORN BELT MEAT PRODUCERS' ASSOCIATION,
By Clifford Thorne, Attorney for Complainant.

On date the petition was filed the Board gave notice that a hearing would be had upon this application and all other rate and classification matters that might come before the Commission for adjustment, would be heard in the office of the Board on February 7, 1907, at 10 o'clock a. m.

On the date named the Board met pursuant to notice given, at 10 o'clock a. m. 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.

The office of the Board being too small to accommodate those desiring to take part in the hearing it was changed to take place in the reception room of the Governor. All the Commissioners were present with the secretary. Chairman Ketchum announced that Commissioner Eaton would preside at the hearing.

There were present at the hearing the following persons among others:

T. H. Simmons, General Freight Agent, Chicago, Rock Island & Pacific Railway Company.

C. H. Hubbell, General Superintendent, Chicago, Rock Island & Pacific Railway Company.

A. W. Eberhart, Division Freight Agent, Chicago, Rock Island & Pacific Railway Company.

W. P. Brady, General Agent, Chicago, Rock Island & Pacific Railway Company.

I. Mitchell, Dairy Agent, Chicago, Rock Island & Pacific Railway Company.

P. S. Bustis, Passenger Traffic Manager; E. R. Puffer, Assistant General

Freight Agent; John Dewitt, General Baggage Agent; W. D. Eaton, Attorney;

W. H. Hill, Division Freight Agent; W. G. Wagner, Claims Agent, representing the Chicago, Burlington & Quincy Railway Company.

L. Jodon, Commercial Agent, Des Moines, Iowa Falls & Northern Railway.

E. E. Watson, Assistant General Freight Agent; A. G. Briggs, General Attorney, representing the Chicago Great Western Railway Company.

W. E. Keepers, General Freight Agent, Illinois Central Railroad Company.
P. P. Eymann, General Freight Agent; F. J. Allen, Dairy Freight Agent; J. C. Davis, Attorney; L. F. Berry, General Agent, representing the Chicago & North-Western Railway Company.

J. H. Hiland, Third Vice-President, Wm. Ellis, Attorney, representing the Chicago, Milwaukee & Saint Paul Railway Company.

E. M. Wentworth, General Agent, representing Pennsylvania Lines.

H. P. Marsh, General Freight Agent, representing Iowa Central and Minneapolis & Saint Louis.

F. G. McMillan, General Freight Agent, representing the Wabash Railroad Company.

A. E. Wilkinson, Secretary; G. Thornburgh, Traffic Manager; F. A. Leighton, Manager, and Tom Allen, Attorney, representing the Beatrice Creamery Company.

Ed. Holm, representing the Hanford Produce Co., of Sioux City.

H. R. Wright, State Dairy and Food Commissioner, representing the Iowa dairy interests.

J. D. Ludlow, Traffic Manager; R. M. Highley, Agent, representing the Wells Fargo & Company Express.

G. Propst, Route Agent; B. F. Stretton Agent, representing the Adams Express Company.

Robt. E. M. Couye, Assistant General Manager; W. C. Morgan, General Agent, representing American Express Company.

Clifford Thorne, Attorney; A. Sykes, President; H. C. Wallace, Secretary, representing the Corn Belt Meat Producers' Association.

The Commissioners called up the application of the Corn Belt Meat Producers Association for a revision of the tariff on live stock within the State of Iowa. Clifford Thorne, attorney, representing the Corn Belt Meat Producers Association introduced witnesses on behalf of the applicant and then rested his case with the understanding that he be permitted to introduce further testimony after the railway companies had presented their side of the case. Mr. J. C. Davis, attorney, representing the railway companies suggested to the Board that they be given time in which to analyze the documentary testimony filed by the Corn Belt Meat Producers Association, and such time was granted.

After consultation by the Board, Commissioner Eaton made announcement as follows:

Gentlemen: The Commissioners are of the opinion that the request of the railway companies for time is a reasonable one; but while you are all together we have arrived at another conclusion which the Commission ask me to state to you. This investigation today has developed the fact that while there has been, and to our knowledge, a great many revisions of the classifications in the past years there has not been any general revision of the schedules and classifications in Iowa for a good many years. There seems to be a public demand for something of that kind. It is the opinion of the Commission that there ought to be a careful, scientific and complete investigation and revision of the whole subject of freight rates in Iowa and while the Commission dislikes the burden, yet it feels in honor bound to take up that burden.

We do not want any misunderstanding either on the part of the shippers of Iowa or the railroads of Iowa. This Commission believes it occupies a sort of position between the public and the railroads; that its functions are largely judicial and it will ask from the hands of the shippers and the people and the railroads, every possible piece of information it can get

for the purpose of doing the exact right to all interests. We do not want the people to understand that we are, so to speak, "going after the railroads," neither do we want the railroads to understand that we propose to do anything but what is exactly right. We may err in judgment but we will give you the best we have.

This being true it is not a wise thing to take these matters up piecemeal. We have burdens of our own. We will begin this complete investigation and revision of freight schedules and classifications in Iowa at substantially the earliest possible moment. The law requires us to give a notice which we will do. We ought to confer with the representatives of the railroads and other interests in these proceedings so as to make it convenient for them, because we want their assistance. We want it all the time.

We can not announce at this moment just when that investigation will begin but it will be as early as it can be, considering the notice that we have to give and considering the interests of all parties and which we intend very carefully to guard.

This particular case as now pending will, however, be given the precedence. It will be the beginning of this investigation. Of course, when this investigation is completed it will be for the entire schedule.

On behalf of the commission I give you all notice now, that the time that is fixed, after consulting all interests in this case, this case will be taken up first and completed. The gentlemen on the other side will have ample opportunity to prepare themselves. The members of the Corn Belt Meat Producers Association will be given more opportunity for what they must meet.

On February 8th the Commission fixed March 6, 1907, for a continuance of the hearing on revision of rates on live stock. On March 6, 1907, at the appointed time the Board met and there was filed with it, amended and substituted petition of the complainants as follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS FOR THE STATE OF IOWA.
THE CORN BELT MEAT PRODUCERS' ASSOCIATION, COMPLAINANT, AMENDED AND
SUBSTITUTED PETITION.

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

The Corn Belt Meat Producers' Association, your petitioner, is an organization of over two thousand members who reside chiefly within the State of Iowa, and are engaged in the raising, feeding and marketing of live stock.

The present condition of railroad rates in Iowa warrants reductions in the schedules on some commodities; and complainants claim that the rates on live stock should receive your favorable consideration on the following grounds:

1. As to the present status of Iowa rates in general, it will be useless to pick scattered comparisons on a few rates out of the half million in force. If we take the actual rate on all commodities, as given by the official reports, we find that the revenue for every ton hauled a mile in this state is greater than the average in Illinois, in the United States, or in the Iowa group of states (Group VI, as classified by the Interstate Commerce Commission), including Wisconsin, Minnesota, Illinois, Iowa, the northern portion of Missouri, and the eastern portion of the Dakotas.

2. A number of years ago there was a reasonable reduction in the rates on hogs in Iowa, but there has been no reduction in rates on cattle, sheep, horses, or mules since the Iowa Commission established railroad rates over seventeen years ago. During these years the earnings of the railroads in Iowa have in-

creased from \$29,338,033.77 to \$58,436,943.15. The freight revenue per mile has increased from \$2,436.26 for the year 1889 to \$5,618.36 for the year 1905 on the entire lines; the Iowa freight revenue alone in 1905 was over sixty per cent greater per mile of railroad than the entire line traffic per mile was in 1889. And during this time the live stock hauled annually in Iowa has increased from 976,053 tons to 1,598,909 tons.

3. The experience of neighboring states is of value by way of comparison. But complainant alleges that comparisons of the Iowa state schedule to the Missouri schedule are unfair to the Iowa shipper because the Missouri schedule has been placed so high that the railroads continually cut beneath the rates fixed by the state, while in Iowa the Commissioners' rates are accepted as standard. Consequently, the Iowa rates truly represent the rates received for shipments all over the state, while in Missouri this is not true.

For instance, from McIntosh, Missouri, to St. Louis, a distance of 89 miles, the rate on horses over the Chicago, Burlington & Quincy is 2½ cents per hundred pounds, while according to the state schedule it would be 12 cents; on cattle the Chicago, Burlington & Quincy rate is 9½ cents, and the state schedule is 11 cents; on hogs the Chicago, Burlington & Quincy rate is 11 cents and the state schedule is 13 cents. The rate on cattle from Osborne, Missouri, to St. Louis (297 miles) over the Chicago, Burlington & Quincy is 14½ cents and the state schedule is 17½ cents; on hogs the Chicago, Burlington & Quincy schedule is 18½ cents and the state schedule is 20½ cents.

Notwithstanding the fact that the Missouri railroads cut below the state schedule, nevertheless the state rates on cattle and sheep in Missouri are some lower than in Iowa; for example, the rate on cattle for

200 miles in Iowa	is 15.53 cents per 100 pounds;
200 miles in Missouri	is 15.00 cents per 100 pounds;
300 miles in Iowa	is 20.26 cents per 100 pounds;
300 miles in Missouri	is 17.5 cents per 100 pounds.

The difference in regard to sheep is much greater; for instance, you can ship ten tons of sheep in Missouri, double-deck, 150 miles for \$12.00, while the same amount shipped in Iowa would cost you \$19.00, the Iowa rate being thus \$6.00 higher than the Missouri rate.

4. In Illinois the rates on cattle, sheep, horses and mules for almost all shipments are much lower than the rates for the corresponding distances in Iowa as shown by the accompanying table; for example, three cars, one of cattle (20,000 lbs.), another of horses and mules (22,000 lbs.) and the third sheep (10,000 lbs.), if shipped under the Illinois schedule of rates, in place of the Iowa schedule, would save the shipper:

\$ 3.21 on a haul of 50 miles;
9.86 on a haul of 100 miles;
14.18 on a haul of 150 miles;
19.80 on a haul of 200 miles;
23.95 on a haul of 250 miles;
28.35 on a haul of 300 miles.

5. There was a time when Iowa live stock rates were low compared to the rates in surrounding states. In those days Iowa was leading in the movement to secure equitable rates on her principal products. Now, after these many years have passed, while the rates on cattle, sheep, horses, and mules for all distances up to 400 miles have remained stationary, and other rates have been reduced, and the revenues of the railroads have increased over \$28,000,000 a year, we believe it is again time for Iowa to take her place in the forefront, among her sister states, protecting her farming interests.

In view of the length of time since we have had a reduction in the rates on live stock, and high average revenue per ton per mile on all freight in Iowa as compared to the average in Illinois, the Iowa group of states, and the United States; in view of the fact that our neighbors in Illinois and Missouri fare better than we do, we ask you to give this subject favorable consideration. The live stock business is the backbone and sinew of our industrial life.

Our interests are so vital to the welfare of the state that we urge you to place the rates on live stock in Iowa upon an equal footing with the rates paid by our competitors living across the river in the state of Illinois.

For the good of the farmer, for the good of all the citizens of our state, whose prosperity and success rise and fall with the farming interests, we ask you to give us lower maximum rates on live stock, and we especially petition you to lower the rates on cattle (including fat cattle, calves, and feeders), covering all distances within the state and applying to all railroads handling shipments beginning and ending within the bounds of the state.

6. Complainant charges that the maximum schedules of rates on horses, mules, fat cattle, calves, feeders and sheep, as established by the State Board of Railroad Commissioners, and now in effect in the State of Iowa, and that the actual rates received by the railroads doing business within the State of Iowa, for the transportation of such commodities between points within the bounds of said state, are unjust, unreasonably high, and unreasonably discriminatory in themselves; and that the said rates are unreasonably high, unreasonably discriminatory, and unjust when compared to the rates charged, collected and received by said roads from people residing in adjoining states, for similar services under substantially similar conditions.

Wherefore, complainant prays that the Board of Railroad Commissioners of the State of Iowa shall establish and prescribe maximum freight rates on fat cattle, calves, feeders, horses and mules, and sheep, for all distances between points within the State of Iowa, for all railroads doing business within the state, as are just, fair and reasonable; and that the said Commission shall make an order that the said railroads shall cease and desist from such unreasonable and unjust charges as are alleged herein, and that the said railroads shall not hereafter publish or collect any rates or charges for such transportation in excess of the maximum rates or charges so prescribed.

THE CORN BELT MEAT PRODUCERS' ASSOCIATION,
By Clifford Thorne, Attorney for Complainant.

To this the railway companies filed answer as follows:

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

IN THE MATTER OF THE PETITION OF
THE CORN BELT MEAT PRODUCERS'
ASSOCIATION, Asking for Reduction in
Maximum Live Stock Rates. } Answer.

Now come the Chicago, Burlington & Quincy Railway Company, the Chicago, Rock Island & Pacific Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Illinois Central Railway Company, the Chicago & North-Western Railway Company, the Chicago Great Western Railway Company, the Minneapolis & St. Louis Railroad Company, the Iowa Central Railway Company, and the Wabash Railroad Company, and in reply to the petition or complaint heretofore filed on behalf of the Corn Belt Meat Producers' Association, asking for a reduction in the maximum rates on live stock within the State of Iowa, each of said companies respectfully represent to the Commission that the maximum live stock rates, as at present fixed by this Commission, and now in force in the State of Iowa, are unreasonably low, and are now fixed at a rate where there is but slight, if any, profit in the movement of live stock to the said railway companies from one point in the State of Iowa to another.

The said railway companies aver that, as an independent proposition, the said rates are unreasonably low, and are not fairly remunerative, and, further, that said rates in comparison with the rates of adjoining and similarly situated states are unreasonably low.

Wherefore, the said companies respectfully protest against any reduction in said maximum rates, and pray that, upon the conclusion of this hearing, the Commission protect the interests of these companies, and make no reduction in the said rates.

Respectfully submitted,

CHICAGO, BURLINGTON & QUINCY RAILWAY CO.,
By W. D. Eaton, Its Attorney.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.,
By J. L. Parrish, Its Attorney.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,
By Wm. Ellis, Special Representative.
ILLINOIS CENTRAL RAILWAY CO.,
By Thos. D. Healy, Its Attorney.
CHICAGO & NORTH-WESTERN RAILWAY CO.,
By James C. Davis, Its Attorney.
CHICAGO GREAT WESTERN RAILWAY CO.,
By E. E. Watson, A. G. F. A., Its Attorney.
MINNEAPOLIS & ST. LOUIS RAILROAD CO.,
By Geo. W. Seevers, Its Attorney.
IOWA CENTRAL RAILWAY CO.,
By Geo. W. Seevers, Its Attorney.
WABASH RAILROAD CO.,
By Fred C. McMillan, Its Attorney.

The Board then adjourned the hearing until March 7, 1907.

On March 7th, at 10 o'clock a. m., further hearing was had in this proceeding, continuing on through to March 9, 1907. At the conclusion of the taking of testimony, the Commissioners had a conference and through Acting Chairman W. L. Eaton, announced the ruling as follows:

The members of this Commission have unanimously arrived at some general conclusions to which they deem it wise to give expression at this time, not only to parties in interest here represented, but also to the public. I desire to express to the gentlemen who have conducted both sides of this long controversy before the Board, the thanks of the Board for the great care and ability which has been displayed on both sides of the presentation.

This is an application of the Corn Belt Meat Producers' Association of Iowa to have the freight rates lowered twenty-five per cent on horses, mules, cattle (both fat and feeders) and sheep. The main contention is largely related to freight rates on cattle. The complainant represents the greatest interest in Iowa. It is one which lies at the very basis and foundation and welfare and prosperity of the state. If it is entitled to relief it is entitled to speedy relief.

It ought to be thoroughly understood by the people of Iowa that the rates which are sought to be changed were established some seventeen years ago and have remained during all this period unchanged. This, however, is not the fault of the Commission for this is the first time that an application has ever been made to this Commission for a lowering of the freight rates in Iowa on the commodities represented by the applicant. Those interested in many of the other commodities handled in Iowa have frequently been before this Board for relief and have almost as frequently and uniformly obtained it.

During the seventeen years that this freight rate has been in force the conditions relating to the transportation of freights have radically changed. The railroads have improved their road-beds, re-ironed their tracks with heavier rails, taken out curves and grades, put heavier engines and heavier cars on their tracks, all for the purpose of introducing economies and modern methods in the handling of transportation and for the purpose of cheapening the cost, thus raising their own revenues.

On the other hand the evidence before us shows that the expense of operating railroads has largely increased, not only in the great advance in the price of labor but in the very large advances in the price of materials which enter into the construction of railroad equipment. We are not called upon at this time

to determine whether or not these expenses have kept pace with the lessening of the expenses of transportation in other respects.

The representatives of the railroads have very strenuously insisted that there ought not to be any lowering of the rates on these commodities. Indeed a vast array of figures has been presented to show this Commission that they are already too low.

It is true that the overwhelming preponderance of evidence produced at this hearing shows that it is more expensive to transport live stock by rail than any other commodity save one or two unimportant exceptions.

We are satisfied, however, from a fair consideration of all the evidence, assisted by the arguments of counsel, that there ought to be some reduction on these rates. We are bound to believe that the rate that was fixed by law seventeen years ago was a fair and just rate for that time and under the conditions which then existed. This being true we are led irresistibly to the conclusion that the modern methods and economies now in use in railroad transportation in Iowa have enabled the railroads to obtain a greater remuneration in some degree, at least, for the transportation of freight than at the time when the present rates were first put in force.

The difficulty with which the Board has to contend is to determine just what reduction ought to be made in view of these circumstances. We believe it to be the duty of this Board to act conservatively and keep in mind the best interests, not only of the people of Iowa but the railroads of this state. We have been impressed with comparisons made between the State of Iowa and Illinois. It is our duty so far as possible to see that the people of Iowa are as well treated as the people of any state in the Union.

The evidence before us clearly shows that freight rates ought to be, in justice to the railroads, somewhat greater in Iowa than in Illinois. The Railroad Commissioners of Illinois in its special report, 1902-1906, makes a comparison of rates between Illinois and Iowa upon commodities investigated in this hearing. That comparison shows that the rates on cattle for distances from five to three hundred miles are substantially twenty-three and one-half per cent greater in Iowa than in Illinois.

The Railroad Commissioners of Illinois, a very able body, after an exhaustive examination of the subject of freight rates extending over a period of four years, promulgated a new schedule in the year 1906. In this schedule the rates on certain classes were reduced twenty per cent. On other classes ten per cent, but they found upon a careful and scientific analysis on the rates on the commodities investigated in this controversy that they were already as low as they ought to be in justice to the railroads to enable them to earn a fair remuneration for that class of service, and left the schedule as it was. These facts impress us.

We believe for the purpose of this controversy that it would be conservative, fair and just to consider the freight rates in Illinois upon these commodities as just rates. These rates have been accepted by the railroads. Adopting this as a basis and being guided by the evidence produced at this hearing to the effect that the rates in Iowa should be greater than those in Illinois to some extent, we have carefully considered what that differential ought to be. We do not believe that it ought to be as great as contended for by some of the railroads. We think a differential of five per cent would be fair and just under the circumstances.

If the figures are right, to the effect that there is now a difference between the Iowa and Illinois rates on cattle of twenty-three and one-half per cent, our conclusions would lead us to a lowering of this rate of eighteen and one-half per cent. If, however, we take the Illinois schedule, as we purpose doing substantially, and in a general way make a differential of five per cent, which we now announce we intend to do in the practical and mathematical working out of the problem, it will result in the granting of this petition to the extent of the lowering of the rates claimed, somewhat between fifteen and sixteen and one-half per cent, not less than fifteen per cent, probably about sixteen per cent. This will be the real working out of the problem in so far as to make a savings to the stock shippers and dealers of Iowa based on a mileage of from five to three hundred miles. This conclusion is a general one and will be worked

out mathematically as soon as possible and the new rate promulgated in accordance with law.

We have endeavored in arriving at this conclusion to take a conservative view. We cannot base a rate on the years of prosperity like the years 1905 and 1906, because no prophet can say that this prosperity will continue. If we knew it would continue it is likely a greater reduction might be made without doing any injustice to the railroads. It, however, ought to be based upon an average of a series of years.

We cannot be unmindful at the same time of the general railroad situation and of the facts that much legislation has been passed throughout the United States which will affect railroads. We do not want to injure them financially.

We believe it fully as important to have the roads double tracked, install block systems and interlocking switches, increase the efficiency of their equipment and many other things to the end that transportation may be made cheaper. In the light of all the proofs submitted to us when fairly considered we are unanimously of the opinion that the general conclusion which we have arrived at and here suggest are as clearly just and right as they could be made at this time, considering existing conditions.

Incidentally during this hearing there has arisen before this Board the question of rates for feeding in transit. The railroads of Iowa seriously and uniformly object to putting in such a rate as is provided for in the State of Nebraska. Only one argument has been made by the railroads to sustain their objection, which is at all worthy of consideration, and that is the argument that the encouragement of the business of feeding cattle in Iowa upon Iowa corn deprives the railroads of revenue by the process of concentration. In other words, if the Iowa corn was not fed to cattle in Iowa the railroads would have a chance to transport this corn to market and would thus get a much larger revenue. In our judgment this is a very narrow view to take of this problem. It confines the vision to today and does not reach out into the future. The cattle industry is the greatest one in this state and has done more to build up the prosperity of Iowa than any other industry, and with the prosperity of this state largely built up through this cattle industry there comes great benefit to the railroads as well as to the people.

We expressly hold that we have no jurisdiction over the matter of feeding in transit rates because it is purely interstate traffic but we most earnestly recommend that the railroads in Iowa put in a feeding in transit rate in this state. We believe that in the years to come it will be a general benefit and the railroads would get their share of the business. The encouragement of this industry keeps up the fertility of the soil of the state, and the narrow view of getting increase of revenue by the shipping out of corn depletes the fertility of the soil.

As before suggested and as soon as possible a detailed schedule of the rates in controversy will be worked out as lowered by these general suggestions.

In pursuance of the decision of the Board as announced by Commissioner Eaton, the Board promulgated a revised schedule of reasonable maximum rates of charges for the transportation of horses, mules, cattle and sheep, in carloads on each of the railroads of the State of Iowa, as follows:

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA.

Live Stock Rates, Horses and Mules, Cattle, Sheep—C. L.

A revised schedule of reasonable maximum rates of charges for the transportation of horses and mules, cattle and sheep, in carloads, on each of the railroads of the State of Iowa.

Prepared by the Board of Railroad Commissioners in accordance with the laws of the state.

Dated March 22, 1907

Effective April 5, 1907.

*Live Stock in Cents Per 100 lbs.

Miles	Horses and mules in car loads; minimum weight 20,000 lbs., 31-foot cars, inside measurement	Fat cattle in car loads; minimum weight 19,000 lbs., 31-foot cars, inside measurement	Sheep (single deck) in car loads; minimum weight 10,000 lbs., 31-foot cars, inside measurement	Miles	Horses and mules in car loads; minimum weight 20,000 lbs., 31-foot cars, inside measurement	Fat cattle in car loads; minimum weight 19,000 lbs., 31-foot cars, inside measurement	Sheep (single deck) in car loads; minimum weight 10,000 lbs., 31-foot cars, inside measurement
5	5.	5.	6.4	180	13.4	12.1	18.6
10	5.5	5.4	7.2	185	13.6	12.2	18.7
15	6.	5.8	7.8	190	13.7	12.3	18.8
20	6.5	6.	8.2	195	13.8	12.5	18.9
25	6.8	6.6	8.8	200	14.	12.6	19.
30	7.2	7.	9.4	210	14.3	13.	19.2
35	7.6	7.4	9.8	220	14.6	13.2	19.4
40	8.	7.6	10.2	230	14.9	13.5	19.6
45	8.3	7.8	10.6	240	15.2	13.7	19.8
50	8.7	8.	11.	250	15.5	14.	20.
55	9.	8.2	11.5	260	15.8	14.3	20.2
60	9.4	8.4	12.	270	16.1	14.6	20.4
65	9.6	8.6	12.5	280	16.4	14.8	20.6
70	9.8	8.8	13.	290	16.7	15.2	20.8
75	10.	9.	13.4	300	17.	15.4	21.
80	10.2	9.2	13.7	310	17.2	15.6	21.2
85	10.4	9.4	14.	320	17.4	15.8	21.4
90	10.6	9.6	14.4	330	17.6	16.	21.6
95	10.8	9.8	14.8	340	17.8	16.2	21.8
100	11.	10.	15.2	350	18.	16.3	22.
105	11.1	10.2	15.6	360	18.2	16.5	22.2
110	11.2	10.3	16.	370	18.4	16.7	22.4
115	11.4	10.4	16.4	380	18.6	16.8	22.6
120	11.5	10.5	16.8	390	18.8	17.	22.8
125	11.7	10.6	17.	400	19.	17.2	23.
130	11.9	10.7	17.2	410	19.2	17.4	23.2
135	12.	10.9	17.4	420	19.4	17.6	23.4
140	12.2	11.	17.6	430	19.6	17.8	23.6
145	12.3	11.2	17.8	440	19.8	18.	23.8
150	12.5	11.3	18.	450	20.	18.2	24.
155	12.6	11.5	18.1	460	20.2	18.4	24.2
160	12.8	11.6	18.2	470	20.4	18.6	24.4
165	13.	11.8	18.3	480	20.6	18.8	24.6
170	13.1	11.9	18.4	490	20.8	19.	24.8
175	13.3	12.	18.5	500	21.	19.2	25.

†Stock cattle or feeders and calves take 75 per cent of fat cattle rate.

*See page 5 of Iowa Classification No. 13 for minimum weights on live stock—Exception to rule 5.

By order of the Board of Railroad Commissioners of the State of Iowa.
Des Moines, Iowa, March 22, 1907.

DWIGHT N. LEWIS, Secretary.

Cases Closed by Correspondence

CASES CLOSED BY CORRESPONDENCE

No. 3349—1907.

IOWA PORTLAND CEMENT COMPANY

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.} *Special Rate by Contract on Stone,
Shale, etc., for Cement.*

Application filed February 5, 1907.

Application was made by Mr. E. G. Wylie, Freight Commissioner of
Des Moines, as follows:

DES MOINES, IOWA, Feb. 5, 1907.

Board of Railroad Commissioners, State of Iowa,
Des Moines, Iowa.GENTLEMEN,—You are respectfully petitioned to order the following additional
provisions in the Iowa Classification ratings:Stone, or shale, crushed or quarry-run, when used in manufacturing Portland
cement, carloads, minimum weight per car 60,000 lbs., rates per ton,—

5 miles.....	10	cents per ton:
10 miles.....	12½	cents per ton:
15 miles.....	15	cents per ton:
20 miles.....	17½	cents per ton:
25 miles.....	17½	cents per ton:
30 miles.....	20	cents per ton:
35 miles.....	20	cents per ton:
40 miles.....	23	cents per ton:
45 miles.....	24½	cents per ton:
50 miles.....	26	cents per ton:
55 miles.....	27½	cents per ton:
60 miles.....	29	cents per ton:
65 miles.....	30	cents per ton:
70 miles.....	31	cents per ton:
75 miles.....	32	cents per ton:
80 miles.....	33	cents per ton:
85 miles.....	34	cents per ton:
90 miles.....	35	cents per ton:
95 miles.....	36	cents per ton:
100 miles.....	37	cents per ton.

It will be noted that the minimum carload weight suggested is 60,000 pounds, while the minimum carload weight on articles other than those classified third class or higher in Rule 5 of the Iowa Classification is 24,000 pounds. The rates named above are, I believe, vital to the production of Portland cement, and the minimum named in connection with the rates is believed to be only a proper consideration of what is due the carriers in the way of earnings per car.

Respectfully submitted,

E. G. WYLIE.

Accompanying the foregoing was a letter from Mr. Wylie, as follows:

DES MOINES, IOWA, Feb. 5, 1907.

Board of Railroad Commissioners, State of Iowa,
Des Moines, Iowa.

GENTLEMEN,—You are respectfully petitioned to establish the following rate order: Stone or shale, crushed or quarry-run, when used in the manufacture of Portland cement, in carloads, minimum weight per car, 60,000 pounds, transported in quantities averaging per day not less than.....cars, rates per net ton: 35 miles, 20c, 50 miles 25c (these rates to apply as maximum from intermediate points). It will be noted that the minimum carload was suggested as 60,000 pounds, while under the Iowa Classification the minimum carload weight on articles other than those classified third class or higher in Rule 5 of the Iowa Classification, was only 24,000 pounds. It will also be seen that the above rate established is predicated upon the theory of the Wisconsin and Massachusetts decisions, which were as follows:

Railway Commission of Wisconsin in re application account Chicago, St. Paul, Minneapolis & Omaha Railway Company for leave to discontinue tariff on wood for the Ashland Iron & Steel Company.

"It would seem that a lesser rate might well be made on a commodity, such as wood or saw logs, where the carrier was to receive a remunerative rate for hauling the manufactured product, than might be made where there was no manufactured product to haul, and that the circumstances and conditions in the one case were materially different from those in the other."

The Massachusetts decision will be found by reference to Massachusetts Railroad Commissioners' Index-Digest, 1905, page 40:

"The general rule is that wholesale transportation is cheaper and the burden of proof is on the party proposing to show that a given case is an exception to the rule."

"A charge of the same rate for single carloads as for cargoes or larger quantities, is simply evidence tending to prove that the latter rates are unreasonable."

The rates set forth above are believed essential to the production of Portland cement. The minimum stipulated of 250 per cent of the minimum carload weight of the Iowa Classification is thought only a proper safeguard to the carriers in the way of car earnings.

Yours truly,

E. G. WYLIE, Commissioner.

Mr. Wylie submitted arguments for his contention and the matter was presented to the railway company for its attention and answer. On May 21, 1907, a letter was received from Mr. Carroll Wright, attorney for the Chicago, Rock Island & Pacific Railway Company, as follows:

DES MOINES, IOWA, May 21, 1907.

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

GENTLEMEN,—In behalf of the Iowa Portland Cement Company, and the Chicago, Rock Island & Pacific Railway Company, I herewith submit the contract between said companies providing for certain special rates and concessions, which said contract will explain itself.

We ask the approval of same as provided in Sec. 2146 of the Code. The copy of the contract hereto attached, submitted herewith, may remain on file in the office of the Commission as provided in said section.

Very truly yours,

CARROLL WRIGHT.

The contract which Mr. Wright enclosed with his letter follows:

This Agreement, made and entered into by and between the Iowa Portland Cement Company, a corporation organized and existing under and by virtue of the laws of the State of Wyoming, hereinafter called the "Cement Company," first party, and The Chicago, Rock Island & Pacific Railway Company, a consolidated corporation organized under and by virtue of the laws of the States of Illinois and Iowa, hereinafter called the "Railway Company," second party, witnesseth:

THAT WHEREAS, the said Cement Company contemplates and proposes the erection, construction, maintenance and operation of a large plant or factory for the purpose of manufacturing, producing and selling Portland cement in the vicinity of the City of Des Moines, State of Iowa, upon a site or location which is accessible and can be reached by the lines of said Railway Company; and,

WHEREAS, for the manufacture and production of said Portland cement, a large quantity of stone and shale, or either thereof, is required and used; and,

WHEREAS, said Cement Company desires to transport said stone and shale, or either, to its said proposed factory or plant, from points within certain distances thereof, and at a rate for transportation that will justify and enable said Cement Company to install said plant and to properly and profitably develop said cement industry; and,

WHEREAS, there is located along and near the line or lines of said Railway Company certain rock and shale deposits in such quantities and of such quality as it is believed can be successfully used by said Cement Company at its proposed plant, for the manufacture and production of said Portland cement.

Now, Therefore, in consideration of the above recited premises and the agreements hereinafter contained, it is agreed that for the purpose of developing said industry of manufacturing and producing Portland cement by said Cement Company, at the place aforesaid, and for the further purpose of protecting said Cement Company in the development of said industry at said place, the said Railway Company will and does hereby give, make and agrees to maintain during the term for which this contract, or any extension thereof, shall run to said Cement Company, a rate on crushed and quarried stone and shale or either, to be used by said Cement Company in the manufacture and production of Portland cement, and for no other purpose, at its proposed factory aforesaid, for a maximum distance of forty (40) miles from the point or shipment on the said Railway Company's line of road, or spurs running therefrom to the aforesaid factory of said Cement Company, of twenty (20) cents per ton of two thousand (2,000) pounds each.

It is distinctly understood and agreed, that in case said Cement Company shall use any of said materials hauled or shipped under this contract for any other purpose than for the manufacture and production of Portland cement, that then on such material so otherwise used said Cement Company shall pay the regular published tariffs on said materials.

And it is further agreed that the aforesaid rate of twenty (20) cents per ton shall apply to all points along the line of said Railway Company intermediate between the aforesaid factory and the maximum distance of forty (40) miles therefrom, it being agreed that the minimum weight per carload shall be the marked capacity of each and every car used or shipped.

It is further agreed by the parties hereto that this contract shall apply to the following agreed number of cars:

1. The said Cement Company agrees that it will ship to its said factory over the lines of the said Railway Company during the first year after its said factory is completed and put in operation, the equivalent of not less than three thousand (3,000) cars of said materials aforesaid of an average capacity of sixty thousand (60,000) pounds per car.

2. Said Cement Company further agrees that for each and every car thereafter it will ship over the lines of said Railway Company to its factory the equivalent of not less than seven thousand (7,000) cars per year of such material of an average capacity of sixty thousand (60,000) pounds per car during the life of this contract, or any extension thereof, and it is further mutually agreed

that the terms of this contract shall apply to any other number of carloads of said material which said Cement Company may desire to ship to its said factory from points on said Railway Company's lines within said maximum distance of forty (40) miles for use in the manufacture and production of Portland cement only.

It is agreed that this contract only covers the transportation of said materials when the same are taken or quarried from points located on the tracks of said Railway Company, or spurs therefrom, or owned or controlled by said Railway Company.

It is further agreed that the rate hereinbefore designated shall apply only over the track or lines owned, leased or controlled by said Railway Company, and tracks owned, leased or controlled by said Cement Company, which tracks of said Cement Company shall directly connect with tracks of said Railway Company, and which tracks of said Cement Company shall be used for the delivery of cars containing stone and shale, or either, as hereinbefore provided, without expense to said Railway Company, and it is also agreed that the said Railway Company shall not charge said Cement Company, and said Cement Company shall not be required to pay, any switching or any other additional charges or rates than hereinbefore stated, for the hauling of the materials aforesaid from points within the maximum distance as aforesaid to its said factory.

It is agreed that this contract and each of its terms shall be binding on the parties hereto for a term of ten (10) years from the date when said Cement Company's factory is completed and put in operation and begins to manufacture Portland cement; provided, that this agreement and the terms hereof may be extended for an additional term of ten (10) years after the termination of this contract at the option of said Cement Company, by serving written notice of its election to do so upon the freight agent of said Railway Company in the City of Des Moines, Iowa, at least six (6) months prior to the expiration hereof.

This agreement is made by the parties hereto subject to the approval of the Board of Railroad Commissioners of the State of Iowa, and is made under and by virtue of the terms and conditions of Section 2146 of the Code of said state, and the same shall become immediately binding upon the parties hereto upon approval by the said Board of Railroad Commissioners.

This agreement shall extend to and be binding upon the successors and assigns of both parties hereto.

IN WITNESS WHEREOF, said Iowa Portland Cement Company has caused this instrument to be executed by its proper officers, and sealed with its corporate seal, and the said The Chicago, Rock Island & Pacific Railway Company has caused the same to be signed by its proper officers, on this 20th day of May, 1907.

IOWA PORTLAND CEMENT COMPANY,

By Geo. E. Nicholson, President.

(Corporate Seal)

Attest: W. S. Woodin, Secretary.

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY,

By W. H. Bradley, Vice-President.

(Corporate Seal)

Attest: Geo. H. Crosby, Secretary.

The Board submitted the contract to the Attorney General for his opinion with reference to the authority of the Commission to act therein and on May 22, 1907, Hon. H. W. Byers, Attorney General, submitted the following as his opinion:

GENTLEMEN,—In response to your request for an opinion as to the legality of the contract between the Iowa Portland Cement Company and the Chicago, Rock Island & Pacific Railway Company, executed on the 20th day of May, 1907, and as to the authority of your Commission to approve the same, I submit the following opinion:

Section 2146 of the Code, after prohibiting common carriers from making discriminating rates or charges for the transportation of freight, provides as follows:

"But for the protection and development of any new industry within the state, such railway company may grant concessions or special rates for any agreed number of carloads, which rates shall first be approved by the Board of Commissioners, and a copy thereof filed in its office."

The manifest intent of the legislature in tacking on this exception clause was to encourage the building of new industries in the state, thus adding to its growth and development. It was not only its purpose to permit transportation companies to assist in this worthy purpose by the granting of reduced rates for transporting material, but it is evident from the use of the term "protection" that it intended to permit the concessions and special rates to continue so long as the prosperity and growth of the particular industry depended upon such reduced rates.

Three of the necessary and most important factors in the development of industries are labor, fuel, and raw material. These three things are not always to be secured in the same locality, and to bring them as close together as possible for manufacturing purposes by reducing the cost of transportation was undoubtedly in the mind of the author of the provision in question.

I therefore conclude:

First: That the contract is a legal one in every respect.

Second: That your Board have authority to approve the same.

Respectfully,

H. W. BYERS,
Attorney General of Iowa.

Board of Railroad Commissioners,
Capitol Building.

Acting upon the request of the Iowa Portland Cement Company and the Chicago, Rock Island & Pacific Railway Company, and upon the advice of the Attorney General, the Board approved of the contract as submitted in the following language:

May 24, 1907.

RESOLUTION:

(Approval of Contract)

The Iowa Portland Cement Company and the Chicago, Rock Island & Pacific Railroad Company having filed with the Commission a joint contract under Section 2146 of the Code, said contract to be in effect for ten years with the privilege of renewal;

And said contract having been by the Commission referred to the Attorney General for his opinion as to its legality and the Attorney General having filed his opinion with the Commission to the effect that said contract is a legal one and that the Board has full authority to approve the same.

Therefore, resolved, first, that said contract be and the same is hereby approved;

Second, that a copy of this resolution together with a copy of said contract and the opinion of the Attorney General be spread upon the records of this Board.

No. 3350—1907.

TOWN OF IRA
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Highway Crossing.*

Complaint filed June 11, 1901.

The petition in this case stated that the road had been laid out into the town of Ira, properly worked, in good condition, etc., desired that the railway company provide a crossing. It transpired at the investigation that the proposed crossing would be very close to the depot making it necessary to cut freight trains at the station and that there were now two highway crossings over the tracks, one within one-fourth of a mile and one within one-eighth of a mile of the crossing desired.

The Commissioners being without power to act unless the highway is laid out across the railway company's right of way in accordance with the law, which had not been done, the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3351—1907.

S. N. HINMAN, Belmont,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Dangerous Crossing.*

Complaint filed November 1, 1901.

Complainant asked for flagman at crossing that was alleged to be dangerous. The case was more strictly one within the province of the town council, but the Board took the matter up with the railway company in an endeavor to secure what was wanted.

Des Moines, Iowa, December 2, 1907.

No. 3352—1907.

CITY OF MARSHALLTOWN
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY,
IOWA CENTRAL RAILWAY COMPANY,
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Viaduct on South Center Street.*

Application filed February 20, 1903.

This was an application for viaduct on South Center Street in Marshalltown. The Board viewed the premises on March 13, 1903, and took the matter under advisement. This matter was subject to a great deal of correspondence. There were a number of objections made by citizens of Marshalltown to the proposed location of the viaduct, saying that it should cross Third Avenue, and the Board did not care to act in the premises until such time as it was known exactly what was desired by the city of Marshalltown.

In March, 1905, the Chairman of the Committee of the City Council, having the matter in charge, requested the Commission to withhold any further consideration of the case until receipt of further advice from him.

The Board has allowed this case to remain in the files unclosed, awaiting further communication from the city authorities. Nothing has been received and the case is closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3353—1907.

CITY OF ESTHERVILLE
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD
COMPANY. } *Street Crossing.*

Complaint filed August 12, 1904.

The city solicitor of Estherville wrote the Board concerning a crossing that in the reconstruction of the Minneapolis & St. Louis through that town had been left in bad condition. The Commissioners took the matter up with the railway company and the railway company stated that as soon as conditions warranted they expected to build an overhead crossing at this point.

Des Moines, Iowa, December 2, 1907.

No. 3354—1907.

SUPERVISORS OF POWESHIEK COUNTY
ET AL., Grinnell,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Dangerous Highway Crossing.*

Complaint filed September 22, 1904.

Complainants in this case alleged dangerous highway crossing on the section line between Jasper and Poweshiek counties. The Board visited the place December 19, 1905. The case was adjusted to the satisfaction of all concerned.

Des Moines, December 2, 1907.

No. 3355—1907.

R. N. JOHNSON, COUNTY ATTORNEY,
Fort Madison,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Obstruction in Devil Creek.*

Complaint filed October 4, 1904.

Complainant in this case stated that the Chicago, Burlington & Quincy Railroad in constructing a bridge across Devil Creek in Jefferson township, Lee county, had placed a pier in the center of the creek, that it obstructed the flow of the water, etc.

The matter was taken up with the railway company and on November 2, 1905, the Board visited the premises in question which resulted in such reconstruction as was satisfactory to the county authorities.

Des Moines, Iowa, December 2, 1907.

No. 3356—1907.

G. W. WALTERS ET AL., Buchanan,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Petition for Re-establishment of Telegraph Facilities.*

Complaint filed November 17, 1904.

The petitioners in this case stated that the company had deprived that station of telegraph facilities to which they believed they were entitled.

The matter was taken up by the Board with the railway company, the railway company replying that they found that telegraph facilities were not needed at this station and that owing to the small amount of business there the company could not afford to keep an operator at this point, that however, a telephone had been installed in the depot which connected with stations that had telegraph facilities and the complainants were furnished a copy of said answer. The petitioners still requested telegraph facilities but the Board was unable to see its way clear to order in such facilities.

Des Moines, Iowa, December 2, 1907.

No. 3357—1907.

CITIZENS OF CENTERDALE
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Train Service.*

Complaint filed January 17, 1905.

The petitioners in this case requested that a morning passenger train going north be required to stop at Centerdale on signal.

The Commissioners brought about such arrangements with the railway company as they believed were fair to all concerned and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3358—1907.

F. M. SLAGLE & COMPANY, Alton,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Discrimination.*

Complaint filed March 21, 1905.

The complaint in this case involved joint rates over the Chicago & North-Western and the Chicago, St. Paul, Minneapolis & Omaha Railway

Companies and inasmuch as the Board has since the filing of this complaint established joint rates this case is closed.

Des Moines, Iowa, December 2, 1907.

No. 3359—1907.

F. W. MARTENS, Indianola,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Farm Crossing.*

Complaint filed August 19, 1905.

Closed by order of complainant's attorney.

Des Moines, Iowa, December 2, 1907.

No. 3360—1907.

TRUSTEES OF NORWAY TOWNSHIP,
Winnebago County,
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD
COMPANY. } *Removal of Norman Station.*

Complaint filed September 20, 1905.

Complaint in this case follows:

LAKE MILLS, IOWA, Sept. 16, 1905.

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

Norway township, Winnebago county, Iowa, aided in the construction of the Minneapolis & St. Louis Railroad in 1878 and in 1879 a depot was built at Norman (in Norway township), Winnebago county, Iowa, and has been maintained there all the time up to last year when it was moved over in Worth county, Iowa, up to the line between the states of Iowa and Minnesota, just south of the village of Emmons, Minnesota.

There is considerable doubt about whether or not the railroad company had a right to move the depot from Norman and we respectfully request you to send one of the Railroad Commissioners up here and investigate the case and see if there is any remedy for it. In case you send one we would refer him to John Dahle of Norman, Iowa, who will assist him in the work.

By order of the Board of Trustees of Norway township, Winnebago county, Iowa, at a meeting held September 16, 1905. All members present.

H. O. KUAMBECK,
Clerk of Norway Township.

Winnebago county, Iowa.

Please let us know what you are going to do about it.

H. O. K.

Copy of the above was sent to the railway company, reply to which was made by Mr. L. F. Day, General Manager, as follows:

I have your favor of the 28th ult. enclosing letter from H. O. Kuambeck, of Lake Mills, Iowa, which I return in accordance with your request.

The station was removed from its old to its present location, a distance of about thirty-eight hundred feet, in order to settle a controversy of long standing with the citizens in the neighborhood of the state line. The people living on the Minnesota line insisted on a station of their own, less than a mile from Norman Station. The demand seemed so unreasonable, in view of the location of stations in much more populous districts, and the loss which we would incur by maintaining two agencies, that we declined to establish a

second station, although we were ordered to do so by the Board of Railroad Commissioners of the State of Minnesota. The citizens themselves admitted that their petition and the order of the Board were unreasonable, and were willing to dismiss the whole proceeding if we would locate the station on the state line, a short distance from its old location, and still in the State of Iowa. We made that arrangement at a considerable expense, and I think with the concurrence of every person in the community on both sides of the line. Mr. A. E. Clarke, at that time General Attorney of the company, handled the matter, and he so reported the situation to me. Mr. Clarke says that he had the matter up with your Board, and while no order was issued, it was understood that the action taken was approved. Mr. Clarke tells me that he thinks Mr. Dawson will recall the subject if it is drawn to his attention.

Our track in that vicinity needs considerable revision, both in the way of grading and alignment, and we have contemplated doing this work whenever we can possibly afford it. When it is done it will make some change again in the location of the station, although it will remain south of the Minnesota-Iowa state line, and should be in Winnebago instead of Worth county. Mr. Clarke tells me that this was fully explained and well understood by every one at the time the station was relocated.

I am very much surprised at the filing of this complaint with the Commission, as no complaint has ever been made to the railroad company, and I do not think anybody has suffered injury or injustice by the expenditures which we made in this connection in order to satisfy the public. We have acted in the best faith throughout, and must continue to do so. The arrangement for removing the station was by the consent of the Norman people, and the Emmons community acquiesced in their action because of our agreement to do what we have done. I trust that not only your Board, but the complaining parties as well will appreciate the condition and continue to approve of our action.

A great deal of correspondence passed between the Board of Railroad Commissioners, the complainants and the railway company. The railway company on October 26th made a long statement with reference to this case, and the Board herewith prints the statement entire:

Referring to your favor of the 24th instant, relative to the removal of Norman Station. When your letter of June 6th was received I referred it to another department to see if we could get additional information relative to the situation, and the papers were returned to me yesterday. I have not succeeded in getting additional information, except to confirm in general the reports heretofore made to the Commission on the subject.

I have read the communication from Mr. J. I. Dahle under date of March 31st, and it reminds me of a conversation I had with him some time ago in my office. He seemed at that time to have a great deal of feeling because we had built up at Emmons a rival town to Norman. I cited Mr. Dahle to the facts in the case, that we were not only guiltless of that charge, but that we had actually fought the establishment of Emmons Station through all the courts to the supreme court twice. He knew this but for some unaccountable reason it did not seem to affect his opinion in the least, and in our conversation he continually reverted to this action on the part of the railroad company, which seems to be particularly and peculiarly offensive to him.

There is no occasion for two stations to serve these agricultural communities, separated by about a mile. We resisted the request for a station at Emmons, and the case was first tried before Judge Quinn, who decided against the company. It was appealed to the supreme court, where it was reversed upon the merits. Some years afterwards, when there had been some changes in the makeup of the supreme bench, another action was brought asking for the establishment of a station at Emmons, in which it was claimed that conditions had so changed as to warrant a different judgment. This also was tried in the district court before Judge Quinn, who rendered the same decision as before. The case was again appealed and held up by the supreme court for a long time. One of the judges was disqualified by reason of formerly

having been an attorney in the case, so it was submitted to four judges. The court was evenly divided and was unable to agree so the judgment of the lower court, previously reversed by the supreme court, was affirmed in that way by the same body. The railroad company, in the meantime, had never built a station at Emmons, although the business and population were by that time much greater than those of Norman. After this second decision by the supreme court, the Emmons people agreed that they would be satisfied if we would put the station on the Iowa side of the line, which I believe is somewhat nearer to Norman than to the community of Emmons.

The railroad company has acted in good faith throughout in this matter, endeavoring at a considerable expense, and I believe with entire success, to provide all interested parties with good and reasonable facilities. At the time the station was put in its present location there was an expectation, as indicated by our using leased ground, to which Mr. Dahle refers in his communication, that we would make some changes in the line in that territory, that would involve another removal of the station. That is still the expectation, but we have not since that time been in financial condition to be involved in the expense connected with this change of line, which is quite considerable. We still hope to make the change as soon as business conditions will permit; in the meantime everyone in the vicinity is provided with good station facilities.

I have no disposition to dispute what Mr. Dahle says about what he calls the addition to Norman. To me the place has been designated as Kingsville and I referred to it in that way when I wrote the Commission. I do not remember now where I got my information, but somebody told me that the place was so called. Probably Mr. Dahle is better authority, and it may be called an addition to Norman. I think that I am correct in saying that it is much nearer our present station at Emmons than it is to the old station at Norman, and I think that it is somewhat nearer to the station than the town of Emmons in Minnesota. I have not measured either of these distances, but that is my judgment as I now recall all the locations, though I have not passed through that territory in daylight in some little time.

The cases mentioned by Mr. Day entered State ex rel. Railroad & Warehouse Commission vs. Minneapolis & St. Louis Railroad Company, 76 Minn., 469, and 87 Minn., 195.

Des Moines, Iowa, December 2, 1907.

No. 3361—1907.

F. W. STEGER, Rinard,
vs.
CHICAGO, GREAT WESTERN RAILWAY } Drainage.
COMPANY.

Complaint filed September 25, 1905.

The complainant in this case after filing his case withdrew the same in order to file suit in court.

Des Moines, Iowa, December 2, 1907.

No. 3362—1907.

FORT MADISON & APPANOOSE STONE
COMPANY, Fort Madison,
vs.
CHICAGO, BURLINGTON & QUINCY } Switching Charges.
RAILROAD COMPANY.

Complaint filed October 5, 1905.

Complaint in this case is as follows:

Some two years ago the switching or transfer charges of the Chicago, Burlington & Quincy Railway Company at this point did not exceed \$2.00 per car and such being quoted to us, we accordingly made estimate and proposals to the State of Iowa for several hundred carloads of stone for delivery from the Santa Fe Railway to the State Penitentiary side track on the Chicago, Burlington & Quincy Railway at this point.

Subsequent thereto the state made contract with us for stone for the cell-house and walls which would take several years for construction. Soon after we received this contract the Chicago, Burlington & Quincy Railway raised the switching charges from \$2.00 to \$2.50 per car and recently raised them again to \$3.00 per car as per the following letter from Mr. T. L. Lawrence, their agent here:

PORT MADISON, IOWA, Sept. 30, 1905.

GENTLEMEN,—I am sorry to advise you that I have been informed that we cannot agree to make you a lower switching rate than the published tariff, which is \$3.00 per car. The stand is taken that by contracts that you have made, were made without any agreement with us as to switching charge and any exception in your rate, will compel us to give the same rate to all other shippers.

Yours truly,

T. L. LAWRENCE, Agent.

In reply thereto we would say through you, that it is not customary for railroad companies to make any such agreements and we accepted in good faith their rate as given in the usual course of business either orally or by telephone, and all charges in excess of \$2.00 per car is a direct loss to us from which we appeal to your Honorable Board to have these overcharges remitted to us and to prevent any possible further increase in such switching rate.

The source of our shipment and our quarry is in Illinois where the maximum switching charges is \$2.00 if not exceeding two miles.

The Board took this case up with the railway company and Mr. Geo. H. Crosby, Freight Traffic Manager, on October 24th replied:

CHICAGO, ILLINOIS, Oct. 24, 1905.

Mr. Dwight N. Lewis,
Secretary, Des Moines, Iowa.

DEAR SIR,—Your letter of October 5th addressed to Mr. Geo. T. Ross, General Superintendent, about our switching rate at Fort Madison, has been referred to me for reply.

The traffic in question is interstate business, although we have been hauling it at our local switching rate of \$3.00 per car. The old rate was \$2.00, but since it was first established the equipment of all the roads is larger and of much greater carrying capacity and while it is true we advanced the rate per car, it is likewise true that these people are paying no greater rate per ton than they did under the old rate when smaller cars were used. Hauling as we do now a greater quantity of stone in each car, we believe it reasonable to require a greater rate per car, especially as the rate is reasonable in itself and since the old rate per ton is practically maintained.

I am sure this will appear reasonable to you and I hope satisfactory. I may add that we were not asked to agree to the old rate at the time or since the alleged contract was made, nor did we agree with anyone to maintain it indefinitely.

I enclose herewith, as requested, copy of our switching tariff covering the rate now charged for local switching at Fort Madison.

A great deal of correspondence followed these letters and on April 3, 1907, Mr. W. D. Eaton, of the Chicago, Burlington & Quincy Railroad Company, wrote the Board:

In reply to your letter of the 13th ult, enclosing copy of one from the Fort Madison & Appanoose Stone Company, the latter confirm in their letter my previous statement that at the time they made their contract in March, 1904, the

switching charge was \$2.50 and had been that for several months. They say they did not know this. There was a very easy way for them to inform themselves as to the rate. We disclaim any responsibility for what they did not know. I will also say that I am informed that there is no foundation for the statement in their letter that we have absorbed switching for other shipments at Fort Madison.

I have endeavored with patience to answer the various arguments advanced in support of this claim, some of which, in my judgment, had little bearing on the controversy, there must, however, be an end to such a discussion and therefore take this opportunity to briefly and respectfully state our position in the matter as follows:

That these people were simply charged our regular tariff rates for services rendered; that such a charge was the only one that lawfully could be made. That to make a refund, such as they ask, would be unlawful and we cannot do it.

I am sorry if the stone company are unable to agree with the correctness of our position, but we must, of course, be guided by our own judgment.

In sending copy of this letter to the complainants, the Board said:

It would seem from the statements made that this is not a case where the Board could do anything for you as the rates published by the Chicago, Burlington & Quincy would have to govern. No action that this Board might take would result in the re-payment to you of switching charges under the published tariff of the Chicago, Burlington & Quincy or any other railroad company.

The fact that this rate was made and published according to law would put the same into effect and the railroad company would not be authorized to make rebates.

If you claim a lower rate by reason of a contract, that would be a matter for the courts to determine.

Des Moines, Iowa, December 2, 1907.

No. 3363—1907.

W. S. BROWN, Manson,
vs.
ILLINOIS CENTRAL RAILROAD COM-
PANY.

} Loss of Goods in Transit.

Complaint filed October 11, 1905.

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

Des Moines, Iowa, December 2, 1907.

No. 3364—1907.

CITIZENS OF MURPHY ET AL.
vs.
IOWA CENTRAL RAILWAY COMPANY.

} Condition of Road Bed, Fences, etc.

Complaint filed October 30, 1905.

Several petitions were received by the Board from people living along the Newton & New Sharon branch of the Iowa Central Railway, complaining of the condition of said branch stating that it was unsafe for travelling.

The Board called the attention of the railway company to the conditions and stated that they believed the branch line should be maintained

in such a condition as to make traveling perfectly safe no matter whether the earning power of the branch seemed to justify the necessary expenditure to bring this condition about.

On November 22d Mr. L. F. Day, Vice-President of the Iowa Central Railway, wrote the Board as follows:

Returning here after a trip to the East, I find your favor of the 7th inst. relative to the complaint of Mr. J. H. Murphy et al., and note that it is the opinion of the Commission that the earnings of the branch line should not wholly control its physical condition or the facilities afforded for traffic thereon. An examination of your records will show that this branch has been operated in accordance with this view of the Commission, since any other policy would have resulted in the abandonment of the branch altogether, years ago, as I have never gone back in the records far enough to find a time when the company did not spend more money on the branch than it earned. Not only does the past record of this branch show that it has been operated in line with the Commissioners' view that under prevailing circumstances we could not make the physical conditions bear a proper relation to the earnings, but we expect to continue that policy and to improve the road physically just as rapidly as we can do it honestly.

The Commission is mistaken in assuming that the engines run on this branch are generally heavy, for in fact there has never been a heavy engine run on the branch, and the business is so light that there is no prospect that heavy power will be required. We do not, and have not run any heavy engines on this branch except such as would be considered of an obsolete type on any road where there was an appreciable amount of business to handle. The engines are kept in good order but they are very light.

It is impossible to handle dirt after it is frozen without making track conditions worse, but we have planned to resurface the Newton Branch as soon as the weather conditions will permit in the spring, and the present business prospects indicates that we will earn sufficient money on the other lines to enable us to do this. I would like to say for the information of the Commission, in order that they may understand the type of motive power that is used on the Newton Branch, and also the extent of our business there, that the average train tonnage on that branch for the year ending June 30th was 20,41 (20 41-100 tons). It will be seen from this figure, that the train service is not only too frequent to be profitable, but that heavy power is neither used nor required. As stated in my previous letter, the Iowa Central road as a whole has not earned its fixed charges for the past two years, but business is better this year and Iowa is more prosperous, and in my judgment likely to continue so. It is because of these better conditions that I am confident we will be able, with our own money, to resurface this unprofitable branch as soon as weather conditions will permit. It is not possible that anyone can be more anxious than we are to have and to keep the track in safe condition and to handle our business thereon without danger either to our patrons or to our own equipment.

The railway company later improved the branch as suggested by the Board.

Des Moines, Iowa, December 2, 1907.

No. 3365—1907.

CHARLES E. FULTON, Moravia, Iowa,
vs.
CHICAGO, MILWAUKEE & ST. PAUL } *Undergrade Farm Crossing.*
RAILWAY COMPANY.
Complaint filed November 3, 1905.

The complainant stated that his undergrade crossing was in bad repair and he had been unable to get the railway company to fix it for him.

The Commissioners presented the complaint to the railway company and it was found that delay to the repairing of the crossing had arisen from the fact that Mr. Fulton declined to sign an agreement which the railway company presented for his signature, the same as was required of all persons using undergrade crossings. After considerable correspondence, on May 6, 1907, the Commissioners were advised that the railway company had arranged to reinstate the crossing, "at least until such time as the bridge would require renewal, which will likely be five or six years hence."

Des Moines, Iowa, December 2, 1907.

No. 3366—1907.

J. R. GORRELL, Newton,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Farm Crossing.*
RAILWAY COMPANY.

Complaint filed January 8, 1906.

Complainant stated that he had been deprived of a farm crossing that he had had for a number of years.

The complaint was taken up by the Board with the railway company and settled to the satisfaction of Mr. Gorrell.

Des Moines, Iowa, December 2, 1907.

No. 3367—1907.

W. A. PAINE, Eagle Grove,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Farm Crossing.*
COMPANY.

Complaint filed March 21, 1906.

Complainant stated that the railway company had deprived him of an under-crossing for cattle although he had one good crossing; desired that the company be required to restore his under-crossing.

The case was taken up by the Board with the railway company and through Attorney James C. Davis at Des Moines made answer as follows:

Responding to the letter of March 19th, written by Mr. W. A. Paine, in regard to an under-crossing across the right of way of this company on the west half of section 15, township 91 north, range 26 west, which is crossed by the Chicago & North-Western Railway Company, we desire to suggest that the under-crossing referred to by Mr. Paine was maintained under and by virtue of a written agreement with Mr. W. A. Paine, the owner of the land, executed on the 6th of December, 1904. This agreement contains, among other things, the following provisions:

"Whereas, the said railway company has constructed the Northern Iowa Division of its railroad upon and across a portion of said lands (referring to the southwest quarter of section 15, township 91 north, range 26 west, in Wright county, Iowa), and has erected thereon a certain structure known as Bridge No. 702, and the undersigned has requested of said company gratuitous permission to use the ground and openings beneath said Bridge No. 702 only as an under cattle-pass, and only during the pleasure of said company."

The written agreement further provides that the permission to use the pass is without any consideration, and based solely upon the terms contained in the agreement, and further provides:

"That no owner or occupant of said land shall or will, by reason of any such use, however long continued, claim any permanent right of use, or any right, title, interest or easement to, in, or over said openings; and that said railway Company, its successors or assigns, may at any time revoke such permission in any manner, and may close said openings partially or wholly, as if no such permission had ever been granted, and without liability to the undersigned, or either of them, or to any one claiming or to claim under them, by reason of any deprivation of use of such ground and openings."

Subsequent to the execution of said agreement, and I take it some time in the fall of 1905, the company abandoned Bridge No. 702 at this point, and constructed a solid embankment, with box culvert. This was done in the way of improvement, and bettering the roadbed.

It seems that Mr. Paine has one surface crossing connecting the portions of the land owned by him, and separated by the railroad, and this is the only crossing, under the law, that this company is obliged to maintain, as provided by Section 2222 of the Code.

Aside from this, as I understand it, the expense of establishing an undercrossing at this place would be out of all proportion to any sort of convenience afforded Mr. Paine, and would necessitate the raising of the track and the construction of a new bridge. While we would be very glad to accommodate Mr. Paine in this matter, if the circumstances justified it, we must respectfully decline to make the change in our roadbed which he desires.

On June 12th the Board wrote the complainant stating that, inasmuch as he had the crossing that the law provided for, the Board could not do anything further.

Des Moines, Iowa, December 2, 1907.

No. 3368—1907.

CITIZENS OF HILLSBORO ET AL.

VS.

CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.

Train Service on Fort Madison
Branch.

Complaint filed March 24, 1906.

Petitions were received by the Board from the towns along the line of the Fort Madison branch of the Chicago, Burlington & Quincy reading as follows:

The Honorable Board of Railroad Commissioners:

We, the undersigned merchants, shippers, farmers and the traveling public generally of the town of Hillsboro and vicinity, on the line of the Fort Madison & Ottumwa Branch of the Chicago, Burlington & Quincy Railway, running from Fort Madison to Ottumwa, a distance of seventy miles, and those directly affected by the train service on said railway, do respectfully set forth the following:

That WHEREAS, the said Chicago, Burlington & Quincy Railway have broken faith with the Board and the people along the line made two years ago when asked for an exclusive passenger train service, which was then granted, but which is since constantly violated, owing no doubt, to the increased freight traffic, and

WHEREAS, said passenger train is made to do freight service, owing to the railway company having withdrawn its daily freight, much to the detriment of the shipping interests of the community, and operating only a tri-weekly service, and

WHEREAS, the daily passenger train and tri-weekly freight start from the same point in the morning and return from opposite point in the afternoon, very much to the inconvenience of the traveling public, and

WHEREAS, the Chicago, Burlington and Quincy Railway Company has turned a deaf ear to our petition for relief. We therefore entreat your honorable body which has been given ample power to correct these abuses and discriminations, to grant us a daily freight or mixed train.

We ask only a square deal, nothing more, and will be satisfied with nothing less.

This case was the subject of considerable correspondence by the Board and several hearings and finally train service was established on that branch upon request of the Board that was satisfactory to the people.

Des Moines, Iowa, December 2, 1907.

No. 3369—1907.

CITY OF SIOUX CITY

VS.

RAILWAY COMPANIES.

Viaduct on Wall Street.

Application filed April 3, 1906.

On February 7, 1905, the city of Sioux City enacted an ordinance known as Ordinance G 885, requiring a viaduct on Wall street over the various railways, and called upon the Board of Railroad Commissioners to declare the same necessary.

The Board went quite fully into the case and on September 29, 1905, announced its decision as appears on page 32, *et seq.*, Report of the Board for 1905. In this connection the Commission stated that under the circumstances and conditions they could not say there was a public necessity for the viaduct.

April 3, 1906, the Commissioners received from the city clerk of Sioux City, Resolution No. G 2267 and Resolution No. G 2295 as follows, reopening the Wall street viaduct case:

ORDINANCE No. G 2267.

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

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

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

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

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

(Signed) W. G. SEARS, Mayor.

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

Passed March 20, 1906.

Approved March 22, 1906.

RESOLUTION No. G 2295.

Resolution inviting the Board of Railroad Commissioners to make examination and determine whether proposed viaduct on Wall street between Fourth and Grand streets be necessary for the public safety and convenience.

Be it Resolved and Ordered by the City Council of the City of Sioux City, Iowa:

That the Board of Railroad Commissioners of the state be and is hereby invited and requested by this Council to visit and make examination of the proposed location of viaduct on Wall street between Fourth and Grand streets over railway tracks on said streets and determine as to whether such viaduct be necessary for the public safety and convenience, and that the City Clerk be and is hereby directed to notify the Secretary of the said Board of Railroad Commissioners by mail of this resolution, enclosing with such notice copies hereof for the said Secretary and each member of the said Board.

(Signed) W. G. SEAR, Mayor.

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

Adopted March 20, 1906.

Approved March 22, 1906.

The Board thereupon fixed Wednesday, June 20, 1906, at 11 o'clock a. m. in Sioux City, for a hearing of this application, giving all railroads and the city due notice thereof.

The railroad companies filed their objections on June 20, 1906, to the request for a viaduct, as follows:

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

IN THE MATTER OF THE PROPOSED CONSTRUCTION OF A VIADUCT AT SIOUX CITY.

Objections to the Construction of such Viaduct on the Part of the Chicago & North-Western Railway Company, Chicago, St. Paul, Minneapolis & Omaha, Chicago, Milwaukee & St. Paul, Illinois Central and Union Terminal Railway Company.

Now come the above named railway companies, and, in accordance with the order heretofore made by the Board of Railroad Commissioners, respectfully present the following objections to the approval of the proposed plans for a viaduct and the determination of the necessity of such viaduct by this Commission:

1st. It is respectfully represented that there is no necessity for a viaduct at the point proposed by the City Council of the City of Sioux City, as set forth in ordinance No. G-2267, and resolution No. G-2295, providing for the construction of a viaduct on Wall street from the south line of Fourth street to the north curb line of Grand street, over and above the various railroad tracks between said terminal points, for the reason that the amount and character of travel at said point, together with the surrounding circumstances, would not justify the large expense which would be incurred in the construction of such viaduct.

2d. That the proposed viaduct would be constructed over a large area of ground not occupied by the tracks of any of the railroads that are parties to this proceeding, and such viaduct would be constructed over a large area of ground not occupied by any railroad tracks; that the power of cities to order the construction of a viaduct is limited to such viaduct as passes over or under railroad tracks, and there is no authority on the part of the City Council, or on the part of this Commission, to require the construction of a viaduct over large areas of ground that are not occupied by the tracks of railroads, or used for railroad purposes, and that no provision has been made by the City of Sioux City to bear the cost of the construction of such viaduct over the said unoccupied spaces.

3d. It is further objected that no provision has been made by the City of Sioux City, by ordinance or otherwise, that it will furnish, without cost or

expense to the railroad companies which are expected to construct such viaduct, a right of way for the approaches of the said viaduct, as provided by law.

4th. That the plans and specifications for the proposed viaduct contemplate a structure unnecessarily large and unnecessarily expensive, to accommodate the present and prospective travel over same, and are, therefore, unreasonable and unnecessary for the safety and convenience of the traveling public.

5th. It is further stated that this matter has been heretofore adjudicated by this body; that on the 2d of May, 1905, there was presented to this honorable Board, on behalf of the City of Sioux City, a request, as set forth in ordinance G-885, that this Commission determine the necessity and approve plans for a viaduct to be located at identically the same place that this proposed viaduct is to be located; that a full hearing was had upon the merits of said controversy, and that this honorable Board rendered its opinion in writing, in which it expressly declined to approve the plans and specifications as presented, and declined to find that a public necessity existed for the construction of such viaduct.

(A) That among other grounds for refusing the approval of such viaduct, this Commission found:

"We believe that if the railroad companies are required to expend this large sum of money in the construction of a viaduct, that at least the street under the viaduct as well as the adjacent streets running parallel on each side of the proposed viaduct, should be closed against surface travel thereon across the railway tracks, and that the City Council should by proper and reasonable means provide some method by which the surface travel on Iowa street and Howard street, as well as Wall street, should be prohibited and obstructed, where they are crossed by the network of tracks, and that the large travel upon these streets should be diverted to and over the viaduct, and this public travel should include all manner of vehicles, teams, foot passengers and pedestrians."

That the City Council of Sioux City has made no endeavor to comply with the conditions above stated, and no steps have been taken to prevent surface travel upon the said Iowa, Howard and Wall streets.

(B) Upon said hearing this Commission further found:

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

That no steps have been taken either by the City Council or the street railway company to abandon the use of the surface of Iowa street by said street railway company, or to acquire a right of franchise upon said Wall street.

(C) This Commission further found:

"From the present showing, taking into consideration the question of the street car system as well as the failure to make any provision to eliminate public travel upon these streets, that is, Iowa, Wall, and Howard streets, the Commission could not even say there was a public necessity, if present conditions were allowed to continue and exist."

And the Commission further found:

"The Board is unanimous in its disapproval of the plans and specification, and, for the reasons stated herein, it withholds its approval therefrom, and declines to find that a public necessity exists at the present time for the construction of this proposed viaduct."

It is stated that the same objections which controlled the action of the Board upon the former hearing now exist, and there is no change in the situation, and, that, as at present presented, the question of the necessity of a viaduct and the approval of the plans of the viaduct has been adjudicated by this honorable

Commission, and no reason is presented why there should be any change in the conclusion heretofore arrived at.

6th. That the statutes under which these proceedings are now being conducted are in contravention of the Constitution of the State of Iowa, and also of the United States. They are in contravention of Section IX of Article I, of the Constitution of Iowa, in that the said sections of the statute do not provide for any hearing before any tribunal having judicial powers, in which hearing the rights of the railroad companies can be determined, and said statutes provide for the taking of the property of the railroad companies without due process of law. That said statutes are void and unconstitutional, because they violate the Fourteenth Amendment to the Constitution of the United States, in that the said statutes nowhere provide for any hearing before any judicial tribunal, and no day in court in which the rights of the railroad companies may be heard, and judicially determined; for which reason the statutes do not constitute due process of law, and provide for the taking of the property of the railroad companies without due process of law.

Wherefore, it is respectfully submitted that this honorable Commission should withhold its approval as to the necessity of the said proposed viaduct, and its approval of the plans proposed and submitted.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY,

By James C. Davis, its Attorney.

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

By Wright & Call, its Attorneys.

CHICAGO, MILWAUKEE & ST. PAUL RAILROAD COMPANY,

By Shell, Farnsworth & Sammis, its Attorneys.

ILLINOIS CENTRAL RAILROAD COMPANY,

By W. S. Kenyon, its Attorney.

UNION TERMINAL RAILWAY COMPANY,

By Wm. R. Begg, its Attorney.

Upon date named the Board met representatives of all parties interested in this proceeding. At the close of the hearing it was proposed to have further hearing on August 30, in Sioux City. On August 22, 1906, the Board received the following letter from Mr. A. A. Smith, city clerk of Sioux City:

At an adjourned regular meeting of the City Council held on August 21, 1906, I was directed to request you to postpone your meeting adjourned to August 30th, in this city, to some future date.

The Board granted the postponement as requested, and notified all parties. Since that date the Board has not been called upon by the city authorities of Sioux City to act in this case, and it is closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3370—1907.

NEBRASKA BRIDGE SUPPLY & LUMBER
COMPANY, Omaha,

vs.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} Interstate Rate.

Inquiry filed April 17, 1906.

Inquiries made by the Nebraska Bridge Supply & Lumber Company as to whether upon an interstate shipment all lumber from the south to Council Bluffs it could be rebilled from Council Bluffs to points in Iowa and the local Iowa rate apply rather than be compelled to pay the through rate from original points on shipments to destination. Since the filing of

this inquiry the Interstate Commerce Commission has ruled upon this question holding in substance that when a consignee or his agent receipts for a shipment, pays the charges on same, the consignment may then be transported upon a local rate to any other point. However, an agent of the railway company may not perform this service for the consignor or consignee.

Des Moines, Iowa, December 2, 1907.

No. 3371—1907.

C. B. BROCKWAY, Matlock,

vs.

ILLINOIS CENTRAL RAILROAD COM-
PANY.

} Elevator Site.

Complaint filed April 20, 1906.

This was request for site for elevator on the right of way of the Illinois Central at Matlock. The Board placed the matter before the railway officials and after considerable correspondence and personal investigation on the part of the Board, the railway company on February 20, 1907, advised the Commission that "We have decided to grant lease to Mr. Brockway for elevator site at Matlock."

Des Moines, Iowa, December 2, 1907.

No. 3372—1907.

LANE-MOORE LUMBER COMPANY, Lau-
rens,

vs.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY.

} Overcharge—Interstate.

Complaint filed May 14, 1906.

Complainant in this case wrote as follows:

We hand you Chicago, Milwaukee & St. Paul claim No. 484550. You will understand this shipment is a car of lumber, consignor Stout-Greer Lumber Co., Thornton, Ark., consignee Lane-Moore Lumber Co., Council Bluffs, Iowa.

Upon the arrival of this car at Council Bluffs same was redesignated, consignor Lane-Moore Lumber Company, Council Bluffs, Iowa, consignee Lane-Moore Lumber Company, Albert City, Iowa. This shipment changed ownership at Council Bluffs and therefore represents two distinct shipments, and as we paid full tariff Thornton, Ark. to Council Bluffs, Iowa, our understanding of this matter is that Iowa distance tariff should apply Council Bluffs to Albert City, and that we should not be required to pay more than this.

We hand you these papers for your investigation, and you will please advise us as to the correctness of our position.

The Board took this matter under advisement and it was the subject of considerable correspondence. Later the Interstate Commerce Commission ruled that an interstate shipment ended when the freight was paid and the goods receipted for by the consignee or an authorized agent of the consignee not a railway employee. Any further movement of the shipment would become local and not a part of the interstate shipment. Papers were returned to the complainant and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3373—1907.

FARMERS' MUTUAL ELEVATOR COM-
PANY, LARCHWOOD,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Elevator Site.*

Complaint filed May 28, 1906.

This was application by the Farmers' Mutual Elevator Company for site for elevator upon the station grounds of the Chicago, Rock Island & Pacific Railway Company at Larchwood. The application was presented to the railway company and was the subject of much correspondence and on July 26th the Commissioners, after notice had been given all parties, went to Larchwood, examined the premises, and heard such evidence as was offered, both for the complainants and the railway company. It was also agreed between Carroll Wright, attorney for the Chicago, Rock Island & Pacific, and Simon Fisher, attorney for the Farmers' Mutual Elevator Company, that certain witnesses might be examined subsequent to the visit of the Board, and transcribed testimony sent to the Board. This was done and the Commissioners carefully considered all phases of the case as presented.

Before the Board reached a decision in this case, the Farmers' Mutual Elevator Company purchased an elevator building already constructed, taking over the lease, which closed the case.

Des Moines, Iowa, December 2, 1907.

No. 3374—1907.

FARMERS INCORPORATED CO-OPERATIVE
SOCIETY, Greene,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Elevator Site.*

Petition filed June 8, 1906.

The petitioners requested the Commission to secure elevator site for them upon the right of way of the Chicago, Rock Island & Pacific Railway Company at the station of Greene.

The Board made this case the subject of considerable correspondence, visited the premises in person which resulted in the petitioners getting what they desired.

Des Moines, Iowa, December 2, 1907.

No. 3375—1907.

STEWART LUMBER COMPANY, Denison,
Iowa,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Application of Local Rates on Inter-
state Business.*

Complaint filed June 25, 1906.

This complaint arose because the Chicago, Milwaukee & St. Paul Railway Company charged proportional of a through rate on a car of lumber

from Council Bluffs to Charter Oak, which had originated at some point in the south, instead of applying the Iowa Distance Tariff rate.

The Commissioners held that under the statement of the case as made by the complainants, Iowa Distance Tariff rate would not apply.

Des Moines, Iowa, December 2, 1907.

No. 3376—1907.

JOE H. RICKEY, Mount Pleasant,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Undergrade Farm Crossing.*

Complaint filed August 14, 1906.

The complainant in this case stated that the railway company had deprived him of the use of an undergrade cattle pass by placing a culvert and filling it in.

The matter was taken up with the railway company and it was shown that the complainant aside from the cattle pass had a statutory crossing and there not being any reason shown why there should be any extra accommodations needed on the land of the complainant, the Board took no further action.

Des Moines, Iowa, December 2, 1907.

No. 3377—1907.

B. F. WITMER, Polk City,
vs.
NEWTON & NORTHWESTERN RAILROAD
COMPANY. } *Undergrade Farm Crossing.*

Complaint filed August 20, 1906.

This was request for an undergrade cattle-pass on the farm of Mr. Witmer and the Board took up the case with the railway company for adjustment. The Board made exhaustive investigations on the subject and found they would not be justified in ordering other than the statutory crossing which the railway company had already provided.

Des Moines, Iowa, December 2, 1907.

No. 3378—1907.

A. J. KENDIG, Winterset,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Loss of Goods in Transit.*

Complaint filed August 23, 1906.

This was claim for goods lost in transit through some local proceedings that had removed them from the custody of the railroad company. The Board investigated the matter complained of and informed the complainant they had no jurisdiction in the case.

Des Moines, Iowa, December 2, 1907.

No. 3379—1907.

BROWN BROTHERS, Crawfordsville,
vs.
CHICAGO, BURLINGTON & QUINCY } *Industry Track.*
RAILROAD COMPANY.

Complaint filed September 4, 1906.

Case closed satisfactory to complainants.

Des Moines, Iowa, December 2, 1907.

No. 3380—1907.

HAMILTON BROS., Cedar Rapids,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Switching Charges.*
RAILWAY COMPANY.

Complaint filed September 7, 1906.

Closed December 2, 1907.

No. 3381—1907.

CITIZENS OF BRIGHTON,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Highway Crossing.*
RAILWAY COMPANY.

Complaint filed September 17, 1906.

Petitioners in this case stated that in the reconstruction of the Chicago, Rock Island & Pacific a crossing had been left in bad condition immediately south of Brighton and desired the Board to investigate it. The Board made a trip to the point in question which resulted in an agreement being entered into satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3382—1907.

FARMERS GRAIN & COAL COMPANY,
Knierim,
vs.
ILLINOIS CENTRAL RAILROAD COM- } *Elevator Site.*
PANY.

Complaint filed September 25, 1906.

This was application for elevator site at Knierim which after considerable correspondence and personal visit on the part of the Board, was granted by the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3383—1907.

JOHN MACKIN, St. Anthony,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Overcharge.*

Complaint filed October 4, 1906.

This was complaint that overcharge had been made on shipment of live stock from St. Anthony to Chicago.

The Board took the matter up with the railway company and the claim was declined.

Des Moines, Iowa, December 2, 1907.

No. 3384—1907.

A. REIMAN, Patterson,
vs.
CHICAGO, BURLINGTON & QUINCY } *Change of Name of Station.*
RAILROAD COMPANY.

Complaint filed October 4, 1906.

Letter in this case follows:

I will ask a favor of you. Will you compel the Chicago, Burlington & Quincy Railway to change the name of that town of Patterson down by Burlington for we are all the time having goods shipped down there as there is no postoffice nor agent there and the stuff just lays there for a month or so before we can get it. If you need a petition to change it I will get it.

The matter was taken up by the Board with the railway company and a letter was received from Mr. Horace Patterson on November 27, 1906, as follows:

I have been notified by the legal department of the Chicago, Burlington & Quincy Railroad of this city that the Iowa Board of Railroad Commissioners notified them that they must change the name of Patterson station. Myself as well as the rest of the patrons of this station do not want the name changed. The name as well as the station was a part of the consideration for the right of way granted in September, 1869. As I am the one most interested in this station as well as its name I would like to be informed by your honorable body why you wish the change. I have notified the railroad company that I have taken the matter up with you and as soon as I hear from you I would advise them.

The railway company later advised that if the parties had agreed upon a name, they would change the name as requested, but the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3385—1907.

IRA CONGER, Cherokee,
vs.
ILLINOIS CENTRAL RAILROAD COM- } *Elevator Site at Aurelia.*
PANY.

Complaint filed October 10, 1906.

This was application for elevator site and the matter was taken up by the Board with the railway company. The railway company in its reply

objected to granting site to Mr. Conger, but did grant a site to other parties which provided ample elevator facilities at that point.

Des Moines, Iowa, December 2, 1907.

No. 3386—1907.

RED OAK GAS COMPANY, Red Oak,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Overcharge—Interstate.*

Complaint filed October 18, 1906.

This was claim for alleged overcharge on shipment of gas naphtha. The Board took the matter up with the railway company and claim was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3387—1907.

C. P. WALKER, Paton,
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD
COMPANY. } *Depot Service.*

Complaint filed October 20, 1906.

The complainant in this case stated that the depot was not opened for two night trains stopping at that point. The matter was taken up with the railway company. Such showing was made that the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3388—1907.

FEINER FISH COMPANY, Clinton,
vs.
ADAMS EXPRESS COMPANY ET AL. } *Advance in Express Rates.*

Complaint filed October 24, 1906.

This was complaint by the Feiner Fish Co. that at some points the express company had advanced rates upon their product. Pending the adjustment of this case the general assembly passed an act requiring the Board of Railroad Commissioners to fix express rates and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3389—1907.

C. A. GRANT & SON, Rolfe,
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD
COMPANY. } *Loss in Transit.*

Complaint filed October 25, 1906.

This was claim for loss of coal in transit and while not having jurisdiction the Board took it up with the railway company and resulted in the loss being adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3390—1907.

E. J. INGWERSEN MANUFACTURING
COMPANY, Lyod,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Overcharge.*

Complaint filed October 29, 1906.

This was claim for overcharge on account of misunderstanding with reference to shipping mixed articles. The matter was closed up satisfactory to complainants.

Des Moines, Iowa, December 2, 1907.

No. 3391—1907.

HAGER BROS., Baxter, Iowa,
vs.
CHICAGO, GREAT WESTERN RAILWAY
COMPANY. } *Farm Crossing.*

Complaint filed November 12, 1906.

Complainants in this case desired that the respondent railway company be required to provide an undergrade crossing on land belonging to complainants, crossed by said railway company. A vast amount of correspondence followed the application to the Board. The Commissioners made personal inspection of the premises and on June 13, 1907, the complainants wrote the Board that the case had been adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3392—1907.

SPENCER BRICK & TILE COMPANY,
Spencer,
vs.
CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY. } *Switching charge.*

Complaint filed November 24, 1906.

Complaint was made that the Chicago, Milwaukee & St. Paul Railway Company was overcharging them on transfer of car. The matter was taken up by the Board with the railway company and reply was made by E. C. Nettels, General Freight and Passenger Agent, December 15, 1906, as follows:

Referring again to your favor of November 24th, enclosing copy of complaint of the Spencer Brick & Tile Works, concerning charges made by our company for handling their shipments at that point. The plant of the Spencer Brick & Tile Company on our line is located outside of the switching limits of Spencer, and it is necessary in handling cars from that point, to perform the service under train orders, and legally we are not permitted to apply any rate other than that which is provided by Iowa distance tariff. For your information, I wish to say that we have no track reaching the tile factory of the Spencer Brick & Tile Company, but they team their product to a small spur off of our main line which was placed there for the convenience of their predecessors who were not attempting to do business on the Minneapolis & St. Louis Railroad, but were forwarding shipments to our own station.

There is no disposition on the part of this company to work a hardship on any of its patrons, but as laws have been made for the transaction of all business, we do not feel justified in violating the same in order to accommodate anyone, it being the policy of the Chicago, Milwaukee & St. Paul management to live strictly up to the letter and spirit of the law.

Copy of this was furnished complainant and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3393—1907.

F. J. BALGEMAN, West Bend,
vs.
MINNEAPOLIS & ST. LOUIS RAILROAD } *Shortage of Cars.*
COMPANY.

Complaint filed November 27, 1906.

Complainant stated that he was having trouble in obtaining cars for shipping a ditching machine. The matter was taken up with the railway company and the car was furnished.

Des Moines, Iowa, December 2, 1907.

No. 3394—1907.

M. T. O'BRIEN, Kinross,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Delay in Coal Shipments.*
RAILWAY COMPANY.

Complaint filed December 1, 1906.

Complainant stated that the people in that town were suffering for coal and were unable to receive shipments.

The matter was taken up by the Board with the railway company and coal was readily forwarded.

Des Moines, Iowa, December 2, 1907.

No. 3395—1907.

P. A. PENNEY, Malvern,
vs.
CHICAGO, BURLINGTON & QUINCY } *Claim for Overcharge.*
RAILROAD COMPANY.

Complaint filed December 4, 1906.

Complainant stated that he had been overcharged by reason of the railway company charging bridge toll between Council Bluffs and Omaha and back.

The matter was taken up by the Board with the railway company and claim was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3396—1907.

R. L. VEIRS, Chariton,
vs.
ADAMS EXPRESS COMPANY. } *Overcharge.*

Complaint filed December 7, 1906.

This was complaint that overcharge had been made on shipment of pianola from Des Moines to Chariton. Upon investigation it was found that the pianola had been shipped without crating, which resulted in the apparent overcharge.

Des Moines, Iowa, December 2, 1907.

No. 3397—1907.

J. C. MANLY, Grinnell,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Overhead Farm Crossing.*
RAILWAY COMPANY.

Complaint filed December 8, 1907.

Complaint in this case concerned the reconstruction of an overhead bridge that had been destroyed. There was some delay in having the work done but the railway company finally reconstructed the bridge to the satisfaction of all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3398—1907.

SIBLEY MILL COMPANY, Sibley,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Use of Industrial Track for Broken Cars.*
RAILWAY COMPANY.

Complaint filed December 10, 1907.

The complainant stated that the railway company was using their spur track for storage of broken cars which caused delay to their business and a shut down. The Chicago, Rock Island & Pacific, in answering this complaint explained the circumstances and case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3399—1907.

Mrs. O. P. SHERMERHORN, Canton,
vs.
CHICAGO, BURLINGTON & QUINCY } *Loss in Transit.*
RAILROAD COMPANY.

Complaint filed December 11, 1906.

This was claim for loss of fruit and household furniture in transit. The matter was taken up by the Board with the railway company and the claim adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3400—1907.

Ed. SHAUB, Kensei,
vs.
CHICAGO GREAT WESTERN RAILWAY } *Location of Scales, Bolan.*
COMPANY.

Complaint filed December 11, 1906.

The complainant stated that shippers desired respondent railway company to put in scales at Bolan for stock shippers. The Commissioners took the matter up and found that there were scales already in place at Bolan near the stock-yards and did not feel warranted in ordering scales as requested.

Des Moines, Iowa, December 2, 1907.

No. 3401—1907.

E. F. SMITH, Wellman,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Shortage of Cars.*
RAILWAY COMPANY.

Complaint filed December 12, 1906.

Complainant desired cars for hay shipment to Cairo, Illinois. Commissioners laid the matter before the railway company and cars were furnished.

Des Moines, Iowa, December 2, 1907.

No. 3402—1907.

HENRY PAINE, Decorah,
vs.
CHICAGO, BURLINGTON & QUINCY } *Conditions at Afton Junction.*
RAILROAD COMPANY, and
CHICAGO GREAT WESTERN RAILWAY
COMPANY.

Complaint filed December 12, 1906.

The complainant stated that conditions were such at Afton Junction as to make it undesirable for passengers to wait there for trains. The case was taken up by the Board with the railway company interested, and the

Board was later advised that conditions had been improved at the point in question.

Des Moines, Iowa, December 2, 1907.

No. 3403—1907.

WITMER BROS., Cedar Rapids,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Refusal to Switch Foreign Cars.*
COMPANY.

Complaint filed December 18, 1906.

Complainant stated that the Chicago & North-Western refused to receive a car for switching to industry because the car had not come over their line of railway. The matter was taken up with the Board and satisfactorily adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3404—1907.

COMMISSIONERS
vs.
WABASH RAILROAD COMPANY and } *Sanitary Conditions at Albia Sta-*
IOWA CENTRAL RAILWAY COMPANY. } *tion.*

Complaint filed December 18, 1906.

On December 18, 1906, the Commissioners called the attention of the railway companies interested to the fact that no water closets had been provided at or near Albia, Iowa. The railway companies assured the Commissioners that everything would be done to improve the sanitary conditions at this point.

Des Moines, Iowa, December 2, 1907.

No. 3405—1907.

C. C. BUCK, Ware,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Scarcity of Cars.*
RAILWAY COMPANY.

Complaint filed December 21, 1907.

Complainants in this case stated that they were unable to secure cars for shipment of grain. Attention of the company was called to the matter and the cars were furnished.

Des Moines, Iowa, December 2, 1907.

No. 3406—1907.

CHICAGO, MILWAUKEE & ST. PAUL } *Condemnation in Tama County.*
RAILWAY COMPANY,
vs.
GEO. M. LAMB ET AL.

Petition filed December 21, 1906.

This was petition in the usual way for right to condemn land for changing the line. The Board fixed January 11th for hearing, but before date set were notified that the matter had been adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3407—1907.

THISTLE COAL COMPANY, Cincinnati,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Distribution of Cars.*

Complaint filed December 24, 1906.

Complaint in this case follows:

We wish to call your attention to the discrimination in the distributing of cars at this place. The Consolidated Block Coal Company that is supplying the railroad company with company coal, is being supplied with all the cars necessary to run their mines full time and the other mines get only what cars the Consolidated people can't use. This is a great injustice to us and we hope that you will take steps at once to put an end to such discrimination. If your Board can't give us the relief desired at once, we will ask the courts for such relief as is necessary.

Considerable correspondence passed between the Board, the railway company and the complainant, and on February 1, 1907, the Board closed the case by the following letter:

Thistle Coal Company, Cincinnati, Iowa.

GENTLEMEN,—Replying to your favor of the 31st ult., I am directed by the Board to say:

On December 22, 1906, you wrote the Railroad Commission that the Chicago, Burlington & Quincy Railway Company was discriminating against your company and others in the distribution of coal cars, that about the same time the Railroad Commissioners received a complaint to the same effect from the Mendota Coal Company. These complaints were based upon the following statement of facts:

"The railroad company seem to have a contract with the Exline Coal Company, Exline, Iowa, and the Consolidated Coal Company, Cincinnati, Iowa, for coal, the first for 150 tons daily, the last for 100 tons daily. When there is not a full supply of cars the railroad company gives the mines loading railroad coal enough cars to fill the railroad contract. Then if there are any left, they are divided among the other operators, and the mines receiving cars for railroad coal also share in the distribution of the balance of empties, pro-rated on their tonnage over railroad contract."

On the 21st day of January, 1907, in reply to the request of this Board for information, a letter was received from the railroad company, a copy of which is enclosed.

There is no substantial disagreement as to the facts. It is undisputed that the railroad company has contracts with the Exline Coal Company of Exline and the Consolidated Block Coal Company of Cincinnati for 100 tons of coal per day each.

The railroad company claims that these contracts are "for coal for company use in that vicinity, and these orders are based on our actual requirements." There are no facts before this Board which would tend to contradict this claim.

From the records before the Commission it must be taken to be true that in the distribution of its cars the railroad company first furnishes to the mines loading company or contract coal, afterwards the remaining cars available for carrying coal are pro-rated equally between all mines in the district, including those loading company coal, on the basis of their output. No complaint is made as to the general method of distribution "on the basis of their output."

The precise question submitted to the Board is as to whether the railroad company discriminates by first furnishing cars for the loading of its own coal as per its contracts for its actual requirements.

It is the judgment of the Board that Section 2175 of the Code does not apply to the state of facts presented. The purpose of the statute is to prevent discrimination on the part of a railroad company as a common carrier among shippers, dealers and producers of coal.

The very basis of this statute is that the railroad company is in operation. It must be permitted to operate its railroad.

The state of facts presented to the Board is based on the theory that the railroad company in good faith first protects itself in the operation of its own railroad. In the opinion of this Commission it has a right to do this.

It need not be suggested that a railroad company would have no right to use the statute as a cloak or a subterfuge for favoring any particular dealer or shipper. The very essence of the statute is good faith, and that appears upon the record in this case.

The Commissioners have thus answered your questions as presented by the facts and desire me to say to you that if they can be of any further service they would be glad to have you write them.

Yours very truly,

DWIGHT N. LEWIS,
Secretary.

For the Board.

Des Moines, Iowa, December 2, 1907.

No. 3408—1907.

SPAULDING MANUFACTURING COM-
PANY, Grinnell,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Overcharge.*

Complaint filed December 24, 1906.

This complaint was filed under a misapprehension of the facts, and was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3409—1907.

MENDOTA COAL COMPANY, Mendota,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Distribution of Cars.*

Complaint filed December 26, 1906.

This inquiry and the answer of the Board thereto is similar as in the case of the Thistle Coal Company of Cincinnati vs. Chicago, Burlington & Quincy Railroad Company.

Des Moines, Iowa, December 2, 1907.

No. 3410—1907.

I. M. JOHNSON, Maquoketa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

} *Failure to Furnish Cars.*

Complaint filed December 20, 1906.

Complainant stated that he was unable to obtain cars for shipment of hay. The matter was taken up by the Board and cars were furnished Mr. Johnson as soon as possible.

Des Moines, Iowa, December 2, 1907.

No. 3411—1907.

BECK GRAIN COMPANY, Fremont,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.

} *Failure to Furnish Cars.*

Complaint filed December 29, 1906.

Complainant stated that they were unable to get sufficient number of cars and desired the Board to help them obtain more equipment for the conduct of their business. The matter was taken up by the Board with the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3412—1907.

COMMISSIONERS
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

} *Failure to Furnish Cars.*

In December, 1906, the Commissioners took up the matter of scarcity of cars in Iowa with the Chicago & North-Western Railway Company with the special reference to the number of cars furnished Iowa and contiguous territory from December 12th to December 22d. On December 31, 1906, Mr. F. P. Eyman, assistant general freight agent of the Chicago & North-Western Railway Company, wrote the Board submitting the statement of cars furnished, all of which is herewith set out in full:

CHICAGO, Dec. 31, 1906.

Mr. Dwight N. Lewis,
Secretary, Iowa Board of Railroad Commissioners,
Des Moines, Iowa.

DEAR SIR,—While at Des Moines last Thursday Colonel Palmer, Chairman of the Commission, spoke to me about the complaints they are having relative to car shortage in Iowa for the loading of grain, and stated that it had been intimated to the Commission that on account of the agitation in the northwest the Iowa roads were discriminating against the grain shippers in the State of Iowa, sending all their equipment to Minnesota and Dakota. I told him that I would give him a statement of the movement for the last ten days, which I was sure would indicate that our Iowa shippers were getting their full share of the cars available.

This statement from December 12th to 22d, inclusive, which I enclose herewith, shows that the total number of cars of grain loaded in Iowa during that period was 1,536 and the total loaded in Minnesota, North and South Dakota 1,643. In other words, practically as many cars were loaded in the State of Iowa as in all of the three states of Minnesota, North and South Dakota.

This I am sure will convince the Commission that there has been absolutely, so far as this line is concerned, no discrimination against our Iowa shippers.

Yours truly,

F. P. EYMAN,
Assistant General Freight Agent.

GRAIN LOADING—IOWA, MINNESOTA AND DAKOTA.

December 12, 1906, to December 22, 1906 (inclusive).

Divisions.

December	Iowa	Northern Iowa	Sioux City	Minnesota	Dakota	Iowa & Minnesota
12	69	29	42	47	76	13
13	67	23	30	45	69	21
14	51	41	33	101	68	18
15	83	34	36	88	90	11
16*						
17	65	35	61	99	67	12
18	73	42	48	70	59	13
19	81	37	44	86	33	18
20	72	47	32	90	91	22
21	57	29	34	119	90	10
22	45	39	30	90	75	19
	643	355	300	835	808	151

* Sunday.

Total Iowa.....1,285

Total Minnesota & Dakota.....1,643

Iowa & Minnesota.....151

Des Moines, Iowa December 2, 1907.

No. 3413—1907.

C. G. MESSEROLE, Gowrie, Iowa, Sec-
retary, Farmers Grain Dealers
Association,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY ET AL.

} *Scarcity of Cars.*

Complaint filed January 2, 1907.

Mr. Messerole acting for the Farmers Elevator Companies generally through Iowa filed many complaints of the failure of the Chicago & North-Western Railway to furnish cars at different points named by him. The Commissioners took up these complaints and made them the special subject of correspondence and personal investigation but all that was possible to be done was to induce the railway company to make special efforts to supply the elevators in Iowa with cars.

There was a general shortage of cars all over the country and from careful investigations made the Board did not find that Iowa was being discriminated against in the distribution of the available equipment.

Des Moines, Iowa December 2, 1907.

No. 3414—1907.

CHRIS. WILLIAMS, Stratford,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed January 2, 1907.

Closed January 9, 1907.

Des Moines, Iowa December 2, 1907.

No. 3415—1907.

FRANK LUTTER, Cambridge,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Refusal to Switch.*

Complaint filed January 8, 1907.

This was complaint that the respondent railway company would not switch cars from connecting lines to be unloaded on their own team tracks. The Board has never felt justified in requiring this kind of service and the case was closed.

Des Moines, Iowa December 2, 1907.

No. 3416—1907.

W. J. CHASE, Guthrie,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars for Export Movables.*

Complaint filed January 8, 1907.

Closed January 16, 1907.

Des Moines, Iowa December 2, 1907.

No. 3417—1907.

CITIZENS OF YORKSHIRE
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Train Service.*

Complaint filed January 9, 1907.

This was a petition that Yorkshire be made a flag stop for trains No. 1 and No. 15 going west and No. 6 going east. The Board had considerable correspondence but it was finally agreed to make Yorkshire a flag stop for No. 1 west bound and No. 6 east bound.

Des Moines, Iowa December 2, 1907.

No. 3418—1907.

MITCHELL IMPLEMENT COMPANY,
Fort Dodge,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Overcharge—Interstate.*

Complaint filed January 9, 1907.

This was claim for overcharge on car of vehicles from Flint, Michigan, to Graettinger, Iowa. The case was investigated by the Board and it was found that no overcharge had been made by the railway company.

Des Moines, Iowa December 2, 1907.

No. 3419—1907.

C. A. CALDWELL, Onawa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars for Hay.*

Complaint filed January 10, 1907.

Closed January 29, 1907.

Des Moines, Iowa December 2, 1907.

No. 3420—1907.

C. R. RICHARDSON, Cambridge,
vs.
NEWTON & NORTHWESTERN RAILROAD COMPANY. } *Farm Crossing.*

Complaint filed January 10, 1907.

This complaint was presented to the Board by Gillespie & Bannister, attorneys, and was presented at once to the railway company. This complaint was the subject of a great deal of correspondence and was finally adjusted on October 12th.

Des Moines, Iowa, December 2, 1907.

No. 3421—1907.

KUNZ BROS., Wesley,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed January 12, 1907.

Closed February 7, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3422—1907.

LYMAN B. PARSHALL, Canton,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.

} *Overcharge—Interstate.*

Complaint filed January 12, 1907.

This was claim made for overcharge on tickets which when presented to the railroad company was found to be correct and refund was made.

Des Moines, Iowa, December 2, 1907.

No. 3423—1907.

THEO. S. DELAY, Creston,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.

} *Viaduct.*

Complaint filed January 14, 1907.

This was originally an inquiry as to what the city should do in so far as preparing for submission to the Board a plat of the proposed viaduct at the crossing of Walnut street and the Burlington Railway Company. The Commissioners advised of the steps necessary to take and on January 23d Mr. DeLay again wrote the Board as follows:

Referring to your favor of the 14th inst. It is not possible for me to submit plans and specifications of the proposed structure as it is not yet determined whether the crossing will be by viaduct or tunnel, though there is a widely disseminated feeling that we must have a crossing at the point indicated.

It seems to be the understanding here that the most desirable method of procedure would be to secure the approbation of your Board of a crossing at the indicated point and then take up possibly with the railroad people, the determination of what kind of a crossing will be satisfactory to all parties.

In accordance with further instructions I am this day sending you, by Adams express, a plat of Creston, with the location of the proposed crossing indicated thereon and the business parts of streets shaded in pink. The nearest crossing on each side of the proposed crossing I have shaded in green.

The entire matter was presented to the railway company but on March 14th Mr. DeLay wrote the Commission saying:

As the matter of the viaduct or tunnel in this place seems to be resting in *status quo* for the present, will you kindly return to me, express collect, the map of this city which I sent you.

Mr. DeLay's request was complied with and the case was closed.
Des Moines, Iowa, December 2, 1907.

No. 3424—1907.

CITIZENS OF BLAKESBURG, IOWA,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.

} *Telephone Service.*

Complaint filed January 15, 1907.

This was petition from the citizens of Blakesburg that telephone be installed at that station for the accommodation of the public, for the

reason that the station of Blakesburg is located quite a distance from the town itself. The matter was presented to the railway company and telephone was placed in the depot as requested.

Des Moines, Iowa, December 2, 1907.

No. 3425—1907.

GEO. S. HALLETT, Union,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

} *Condition of Stock Yards at Gifford.*

Complaint filed January 15, 1907.

Complaint was made to the Board by shippers saying the stock yards at Gifford were such they were unable to accommodate the stock; that there was no water, racks, troughs nor scales; that the fence was not strong enough to hold the stock. Upon complaint being presented to the railway company Mr. R. H. Aishton said:

Our Mr. Smith, superintendent, called on Mr. Hallett and several others who are shipping from that point with the object of ascertaining what was required to put the yard in satisfactory condition. This has been ascertained and arrangements have been made to provide partitions, scale house, scale, water supply, etc., just as early in the spring as weather conditions will permit the economical prosecution of that class of work. This, we understand, is entirely satisfactory to the interested parties and the necessary instructions will be given at the proper time.

Des Moines, Iowa, December 2, 1907.

No. 3426—1907.

A. N. AHLSTRAND, Gowrie,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.

} *Private Drainage Across Railway
Right of Way.*

Complaint filed January 15, 1907.

Complete correspondence in this case follows:

GOWRIE, IOWA, January 14, 1907.

Iowa Board of Railroad Commissioners,
Des Moines, Iowa.

GENTLEMEN,—I would like to be advised concerning a matter which has been causing me some trouble; it is my purpose to tile out and improve my farm and to do so it becomes necessary for me to cross the railroad right of way with a ten-inch tile.

I applied to the Chicago & North-Western Railway Company for a permit to do so; they demanded that I deposit a fee of five dollars with them to cover the expense of issuing a permit. This I acceded to, and after a delay of two months they send a contract for me to sign making me responsible for all damages, which in effect would hold me for wrecks.

This contract I cannot sign in justice to myself. I have therefore served on them the regular notice as required by law, and I would like your opinion as to whether or not you consider this law constitutional, or if you would advise me to accede to their demands, or give up the improvement of my farm.

The action I have taken is in accordance with the provision of the statute, Code section 1955. The railway company claim that this law is unconstitutional and threaten to take the matter to the courts.

Aside from making me liable for damages, the contract they ask me to sign provides that at their request I would be required to take up this title on thirty days' notice.

Kindly advise by return mail what you think would be the best course for me to pursue in this matter; if you have any suggestions that you think would be better than to carry out the provisions of the law, kindly advise me of them.

Yours truly,

A. N. AHLSTRAND.

January 15, 1907.

Mr. A. N. Ahlstrand, Gowrie, Iowa.

DEAR SIR,—Replying to your favor of January 14th and returning herewith your notice as requested, I am directed by the Board to say that the question of the constitutionality of Section 1565 of the Code is one for the department of the Attorney General or for your own attorneys. As a Board of Railroad Commissioners they would not want to express themselves upon the constitutionality of this or any other statute, yet your attention is called to the case of Fleming vs. Hull et al., 73 Iowa, 596, and the more recent case of Oliver et al. vs. Monroe County, 90 Northwestern Reporter, page 510.

The Commissioners are of the opinion that in view of the adjudications upon the statute in question there would be no damage to you in executing the contract called for by the railway company. While there may be injustice in this contract yet it is scarcely possible that any court would construe it so as to hold you liable for damages for railroad wrecks.

Des Moines, Iowa, December 2, 1907.

No. 3427—1907.

B. F. ROBINSON, ARMSTRONG,
vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Failure to Furnish Cars for Grain.

Complaint filed January 18, 1907.

Closed February 6, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3428—1907.

F. M. TUTTLE, SPENCER,
vs.

MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY.

*Failure to Furnish Cars at Lang-
don, Spencer and Greenville for
Shipments of Hay.*

Complaint filed January 22, 1907.

This was complaint of the inability to obtain cars for shipments of hay destined to points in Florida. Investigation transpired that the difficulty lay in the Minneapolis & Saint Louis getting cars from its connections for the south shipments. Mr. L. F. Day, vice president, assured the Commissioners that everything would be done possible to move the hay promptly.

Des Moines, Iowa, December 2, 1907.

No. 3429—1907.

GEO. A. WELLS, Secretary, Iowa
Grain Dealers Association, Des
Moines,

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.

Failure to Furnish Cars for Grain.

Complaint filed January 23, 1907.

Complaint in this case was as follows:

We have received numerous complaints from grain dealers in the northwestern part of the state in regard to the shortage of cars. For instance, at Buffalo Center, the elevator storage capacity of that town is about 125,000 bushels, sufficient to store one-third of the total yearly receipts of the station. One dealer at that station wrote me under date of January 21st that on December 19th he ordered five cars and up to date of the letter he had received only four, and that he was obliged to turn away during the previous week at least 10,000 bushels of grain. This, however, is only one instance, indicating the small supply of cars that is being provided by the Chicago, Rock Island & Pacific road, and it would seem that in the general distribution of cars on the Rock Island System, that Iowa is not receiving its share.

Is it not a fact that the statutes provide that it is the duty of the Railroad Commissioners to satisfy themselves that the railroad company in the distribution of its cars, give to this state its proportionate share of the equipment operated by such road. Kindly let me hear from you on this point and oblige.

In replying to this case the Board said on January 23d, that there was no statute making it the duty of the Railroad Commissioners to satisfy themselves that the railway company, in the distribution of its cars, gives to this state its proportionate share of the equipment operated by said road but that the Board would insist that no discrimination be practiced by any railroad company to the detriment of Iowa shippers.

Mr. Carroll Wright, attorney for the Chicago, Rock Island & Pacific Railway Company, in answering this complaint on February 14th, said:

With reference to the complaint of George A. Wells, regarding scarcity of cars at Buffalo Center, I have to say that upon investigation I find that we furnished at Buffalo Center during the month of January 37 cars, 24 for grain and 13 for hay. At the stations in that immediate vicinity we furnished cars as follows:

Armstrong	26 cars.
Swea City	30 cars.
Germania	36 cars.
Rake	14 cars.
Thompson	13 cars.

It will thus be seen that we have endeavored to distribute our cars fairly among the shippers at the various points. It should not be claimed that 156 cars in a month at stations of the size of these referred to is a very great scarcity.

No further complaint was made.

Des Moines, Iowa, December 2, 1907.

No. 3430—1907.

TOWN OF LEHIGH

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.*Maintenance of Sewer.*

Complaint filed January 23, 1907.

This was a complaint that hardly warranted the interference of the Board and the railroad company and the town council were advised to reach an agreement as to the proper thing to be done. Later the Commissioners were advised that this had been accomplished.

Des Moines, Iowa, December 2, 1907.

No. 3431—1907.

J. N. WHEELER, Germania,

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.*Failure to Furnish Cars for Hay*

Complaint filed January 23, 1907.

Upon investigation it was found that Mr. Wheeler was getting his proportionate share of the cars available and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3432—1907.

WESTERN ELEVATOR COMPANY,
Winona, Minn.*Inquiry with Reference to Discrimination in the Distribution of Cars.*

Inquiry filed January 23, 1907.

Inquiry was made of the Board whether track buyers of grain could insist on being furnished cars when equipment was so scarce that elevator companies could not obtain all the cars they need in the transportation of their grain. The Commissioners in answering this inquiry stated that the "track buyer" is a "person" within the meaning of the statute as well as the "manager of an elevator" and that the Board could not make any discrimination and neither could the railroad company between the two; the track buyer paying for a right to his proportionate share of the cars available as his business might warrant.

Des Moines, Iowa, December 2, 1907.

No. 3433—1907.

H. DREYER, JR., Aplington,

vs.

ILLINOIS CENTRAL RAILROAD COM-
PANY.*Failure to Furnish Cars.*

Complaint filed January 25, 1907.

Closed February 14, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3434—1907.

S. G. HADDOCK, Hornick,

vs.

CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.*Overcharge and Damage.*

Complaint filed January 25, 1907.

This was claim for excess charges and broken tombstone. The Board asked for further information with reference to the matter but it was not forthcoming and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3435—1907.

RICHARDS ELEVATOR COMPANY,

Richards,

vs.

ILLINOIS CENTRAL RAILROAD COM-
PANY.*Failure to Furnish Cars for Grain.*

Complaint filed January 28, 1907.

This was an alleged discrimination against the grain houses at Richards in favor of Rockwell City in the distribution of cars. Complaint was taken up with the company but it was not found that any discrimination had been practiced against Richards shippers.

Des Moines, Iowa, December 2, 1907.

No. 3436—1907.

TRIPOLI INDUSTRIAL ASSOCIATION,

Tripoli,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY AND WATERLOO, CEDAR
FALLS & NORTHERN RAILWAY
COMPANY.*Joint Rates.*

Complaint filed January 29, 1907.

This was complaint that joint rates were not made by the railway companies respondent hereto. The matter was taken up by the Board with the railway companies interested but later the Commissioners promulgated rates applicable in Iowa and this case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3437—1907.

S. H. POLK, Sidney,

vs.

CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.*Overcharge—Interstate.*

Complaint filed January 30, 1907.

This was claim for alleged overcharge on live stock from South Omaha, to Percival. The claim was presented to the railway company on February 18, 1907, the Commissioners were advised it had been adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3438—1907.

THOS. LYNCH ET AL., North Buena Vista,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Condition of Stock Yards.*

Complaint filed January 31, 1907.

This was complaint that the condition of the stock yards of North Buena Vista was such that shippers could use them with no convenience. The Commissioners took the matter up with the railway company and Mr. W. A. Underwood, general manager, on March 4th, wrote as follows:

Since the receipt of your letter the matter has been thoroughly investigated and our superintendent and division freight and passenger agent have met the complainants on the ground and gone over the situation thoroughly.

On account of physical conditions there is no way by which we can add to our facilities without heavy and unreasonable expense. The owners of property which it is necessary for us to acquire in order to expand are reluctant in disposing of the ground and in fact will not sell at any figure. Our line runs between the river and the bluff and the stock-yards track can neither be moved or extended.

On Thursday, January 20, 1907, the Board inspected the premises and found the company owned no land favorable for stock yards in any different location than as at present.

Des Moines, Iowa, December 2, 1907.

No. 3439—1907.

THOS. H. BEGGS ET AL., Kanrwaha,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed January 31, 1907.

Closed February 13, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3440—1907.

FARMERS ELEVATOR COMPANY,
Kingsley,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 1, 1907.

Closed February 9, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3441—1907.

J. M. PORTER & SON, Fairmount,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 2, 1907.

Complainants stated that they were having difficulty in getting cars. The matter was taken up by the Board with the railway company and it transpired that they wished foreign cars for shipments on lines other than the Chicago, Rock Island & Pacific. Cars were finally furnished as desired.

On September 12, 1907, complaint was made again with reference to inability to get cars. Upon being taken up with the railway company the request for cars was complied with.

Des Moines, Iowa, December 2, 1907.

No. 3442—1907.

W. A. BLEAKLEY, Grant Center,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 4, 1907.

Closed.

Des Moines, Iowa, December 2, 1907.

No. 3443—1907.

J. A. GRAY, Onawa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 5, 1907.

Closed February 13, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3444—1907.

J. H. CHARLTON, Rolfe,
vs.
MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 6, 1907.

Closed February 23, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3445—1907.

GEO. S. LOFTUS, St. Paul, Minn.

vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 6, 1907.

Closed February 23, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3446—1907.

SLOAN ELEVATOR COMPANY, Sloan,

vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 6, 1907.

Closed February 15, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3447—1907.

WM. SENE, Latimer,

vs.
IOWA CENTRAL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 9, 1907.

Complainant stated that his elevator was full of grain and that on account of his inability to get cars he was losing money. Complaint was taken up at once with the railway company and adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3448—1907.

MRS. SARAH A. WORTMAN, Grinnell,

vs.
IOWA CENTRAL RAILWAY COMPANY. } *Condition of Right of Way Fence.*

Complaint filed February 9, 1907.

Complainant stated that right of way fence was in bad repair. When the attention of the railway company was called to the complaint, proper repairs were made.

Des Moines, Iowa, December 2, 1907.

No. 3449—1907.

HENRY HAHN, Mallard,

vs.
MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 9, 1907.

Complaint was made for Mr. Hahn by Mr. C. G. Messerole, secretary of the Farmers Grain Dealers Association of Iowa. There seemed to be some misunderstanding with reference to loading of cars and obtaining of foreign cars.

The Commissioners after much correspondence got the matter adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3450—1907.

MEDBERY & DARNELL, Hornick,

vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 11, 1907.

Complaint was made of discrimination in furnishing cars but upon investigation it was found that no discrimination had been practiced but that complainants were suffering from a general shortage of equipment.

Des Moines, Iowa, December 2, 1907.

No. 3451—1907.

AUGUST LAU & SONS, Klemme,

vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 12, 1907.

Closed February 28, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3452—1907.

F. S. LIVERMORE, Buffalo Center,

vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 13, 1907.

Complainant stated on February 13th, that the Chicago, Rock Island & Pacific Railway Company had furnished him but two cars since January 15th although he had ordered twenty cars and was ready to load them in forty-eight hours. The matter was taken up at once with the railway

company and Mr. C. J. Wilson, superintendent, on February 23d said that they were very short of empty box cars but were doing everything they could to supply the demand. On March 1st the Commissioners were advised that Buffalo Center had loaded fifty box cars from January 1st to March 1st.

Des Moines, Iowa, December 2, 1907.

No. 3453—1907.

EDWARD GALBRATH, Webb,

vs.

CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. *Failure to Furnish Cars.*

Complaint filed February 13, 1907.

Closed February 20, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3454—1907.

L. E. MILLER, Sinclair,

vs.

ILLINOIS CENTRAL RAILROAD COMPANY. *Failure to Furnish Cars.*

Complaint filed February 16, 1907.

Case closed.

Des Moines, Iowa, December 2, 1907.

No. 3455—1907.

CITIZENS OF ORAN

vs.

CHICAGO GREAT WESTERN RAILWAY COMPANY. *Condition of Stock Yards.*

Complaint filed February 19, 1907.

This was a petition through Sager & Sweet asking that the Chicago Great Western Railway be required to furnish better stock yard facilities at Oran. The case was taken up by the Board with the railway company and the Board was advised by the railway company that they had authorized improvements made at the stock yards that were satisfactory to the complainants.

Des Moines, Iowa, December 2, 1907.

No. 3456—1907.

S. C. MOORE, Elmore, Minn.

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. *Failure to Furnish Cars at Germania.*

Complaint filed February 20, 1907.

Commissioners presented the complaint to the railway company with the result that cars were furnished as soon as the company could get the equipment.

Des Moines, Iowa, December 2, 1907.

No. 3457—1907.

C. OTTOSEN ET AL., Ottosen,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. *Train Service.*

Complaint filed February 20, 1907.

This was request for passenger trains known as No. 606 and No. 619 stop at Ottosen. The matter was taken up by the Board with the railway company. After considerable correspondence had been had the railway company finally agreed to stop train No. 619 at Ottosen to discharge passengers from Livermore and beyond and to stop on flag to receive passengers from Emmetsburg and beyond. This arrangement was satisfactory to the complainant.

Des Moines, Iowa, December 2, 1907.

No. 3458—1907.

OLIVER J. HOFFMAN, Sigourney,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. *Failure to Furnish Cars.*

Complaint filed February 21, 1907.

Closed March 16, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3459—1907.

G. BECKMAN, Hull,

vs.

CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. *Failure to Furnish Cars.*

Complaint filed February 22, 1907.

This was complaint for failure to get cars for shipment of live stock. The matter was taken up at once with the railway company and everything possible was done by the Commission to get cars.

Des Moines, Iowa, December 2, 1907.

No. 3460—1907.

J. A. METCALFE, Sac City,

vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Train Service.*

Complaint filed February 23, 1907.

Complaint was made by the Board as follows:

The past three months the North-Western Railroad train that brings the United States mail in has been from one to three hours late, in Sac City; this train is the 9 A.M. train that comes up from Carroll.

I understand the cause of it is that they have an old engine that they can't get up steam if it is below zero.

Can't you do something for us. We can't get out mail half the time until noon.

The case was presented to the railway company and on March 19th Mr. R. H. Aishton, general manager, said:

Referring to your letter of February 25th. The delay complained of is primarily due to the disarrangement of schedules which usually occur during the winter months, which coupled with the fact that our fuel supply was not what we would like to have it.

Since your letter was received, however, the conditions have materially improved in both respects and schedule of train handling mail into Sac City a great deal more evenly maintained, special instructions to that effect having been issued.

All of our people understand that they must be on the alert to get this train through Sac City on time.

Copy of the foregoing was furnished the complainant and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3461—1907.

V. C. HEMENWAY, Spirit Lake,

vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Delay in Transit.*

Complaint filed February 25, 1907.

Complaint was made that car of hard coal from Chicago had been delayed in transit since February 14th. The Commissioners were advised that the car reached its destination on February 23d, date of Mr. Hemenway's letter.

Des Moines, Iowa, December 2, 1907.

No. 3462—1907.

C. E. EVERWEIN, Palmer,

vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed February 26, 1907.

Closed March 8, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3463—1907.

T. B. LUTZ, Mapleton,

vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Discrimination in the Use of Stock Yards.*

Complaint filed February 26, 1907.

Complaint in this case was as follows:

The Chicago, Milwaukee & St. Paul Railroad Company maintain and operate a small stock-yards and switch to the same about one mile west of this place on the farm of Peter Lamp.

These stock-yards and switch have been used by the farmers and the public for shipping and receiving stock at this place.

As the yard is on the land of said Peter Lamp, he is discriminating as to what farmers shall use the yards for shipping. He has prevented one G. A. Smith from shipping from this point but permits others to do so.

This, we think, is an unjust discrimination and call your attention to the facts so the matter may be inquired into and prevented in the future.

Attention of the railway company was called to this complaint and on June 4, 1907, the Board received the following letter from Mr. W. J. Underwood:

Referring to your letter dated February 26th with reference to the complaint recently filed by T. B. Lutz, of Mapleton, regarding alleged discrimination in the use of the stock-yards located about one mile west of there:

Our investigation of the matter discloses the following: About ten or twelve years ago Mr. Peter Lamp who owns a farm one mile west of Mapleton and is a stock feeder and shipper, made application to this company for a side track for unloading and loading stock. The matter was taken up in the usual way and a side track laid on our right of way and a four-pen stock-yards with chute and scales erected by this company on land owned by Mr. Lamp.

At the time it was distinctly understood that any and all shippers might load stock through these yards so long as the facilities remained there. It seems that last fall some of the employees of Mr. Bennett when loading stock went into Mr. Lamp's orchard and took some apples. They had some words in regard to this after which Mr. Lamp refused to allow Mr. Bennett to use the yards.

Mr. Bennett, it seems, handles the range and stock business of Mr. Smith. The complaint, therefore, is the natural outgrowth of a personal matter between the parties interested. Superintendent Beardsley, however, has just been on the ground with Mr. Lamp and Mr. Bennett, and patched up matters between these two gentlemen so that loading of Mr. Smith's business may be resumed as heretofore and we do not anticipate there will be any further trouble.

A copy of this was sent the complainant and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3464—1907.

C. PARKER, Fredericksburg,
 vs.
 CHICAGO GREAT WESTERN RAILWAY COMPANY. *Farm Crossing.*

Complaint filed February 26, 1907.

The case was presented to the railway company and on April 22d Mr. M. C. Woodruff writing the Commissioners for the Chicago Great Western Railway Company, said that the entire case had been referred to the general manager with the expectation that he would direct the crossing to be made. Later the Commissioners noted the crossing was provided the complainant as desired.

Des Moines, Iowa, December 2, 1907.

No. 3465—1907.

H. G. KING, Mount Union,
 vs.
 CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. *Interstate Rates.*

Complaint filed February 27, 1907.

Complainant stated that there was a difference in rates charged on yellow pine, cypress, red cedar posts, etc., to the different points along the Chicago, Burlington & Quincy to the detriment of the dealers at Mount Union. While the conditions complained of were interstate the Board laid the complaint before the officials of the Chicago, Burlington & Quincy Railroad Company, and the following explanation was made by Mr. Geo. H. Crosby, freight traffic manager of the respondent railway company:

In further reply to your letter of February 27th regarding complaint from H. G. King of Mount Union, Iowa.

Mr. King has been misinformed as to the cement rate, which is 9 cents per 100 pounds, Hannibal, Mo., to New London, Iowa, not 6 cents. That is to say, the rate on cement from Hannibal to New London is 1 cent higher than to Mount Union.

The rate on lumber from the South to New London is 26½ cents per 100 pounds; to Mount Union 28½ cents. The Ottumwa rate fixes our New London rate, account being an intermediate point. We would not reduce the rate to Mount Union without a corresponding reduction at Winfield, which is Mr. King's principal competition. This southern lumber comes through the St. Louis gateway. The distance from St. Louis to Mount Union is 242 miles, as against 233 miles to New London, so that the difference does not seem to be seriously out of line, everything considered, especially as Mr. King is on a parity with Winfield, and furthermore, has an advantage of 1 cent per 100 pounds in the cement rate.

Mr. King was furnished a copy of the foregoing letter.

Des Moines, Iowa, December 2, 1907.

No. 3466—1907.

FILIA BROS., Solon,
 vs.
 CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. *Failure to Furnish Cars.*

Complaint filed February 28, 1907.

Closed March 19, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3467—1907.

M. P. MILLER, Davenport,
 vs.
 CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. *Train Service Des Moines to Osceola.*

Complaint filed March 1, 1907.

Mr. M. P. Miller complained that the train service on the Des Moines and Omaha Branch of the Chicago, Burlington & Quincy was inadequate to the needs of the public, that the coaches were cold, etc.

The matter was taken up by the Board with the railway company and it was found that at the time concerning which complaint was made that the car was cold, the day was a very cold one and the stoves seemed inadequate to heat the entire coach. The railway company stated effort would be made in the future to remedy this fault.

Des Moines, Iowa, December 2, 1907.

No. 3468—1907.

FARMERS ELEVATOR COMPANY,
 Holland,
 vs.
 CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. *Failure to Furnish Cars.*

Complaint filed March 1, 1907.

Cars were furnished and case closed.

Des Moines, Iowa, December 2, 1907.

No. 3469—1907.

ANDERSON & MOEN, Estherville,
 vs.
 CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. *Failure to Furnish Cars.*

Complaint filed March 1, 1907.

Complaint was made of their inability to obtain cars on the Dakota Division of the Rock Island. Mr. C. J. Wilson, superintendent of that

division, replied that while there was a general shortage he believed that division was obtaining their proper share of the equipment that was available.

The Board made a personal investigation of the matter complained of and did not find that any discrimination was being practiced against the Dakota division.

Des Moines, Iowa, December 2, 1907.

No. 3470—1907.

L. ZUNDEL, Monroe,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 2, 1907.

Complainant stated on March 2d that he had had his emigrant movables ready for shipment to South Dakota and had been waiting two or three weeks to get a car. The matter was taken up locally with Mr. Shackell, commercial agent, who advised the Board on March 5th that the car had been furnished.

Des Moines, Iowa, December 2, 1907.

No. 3471—1907.

A. B. MALLIOTT, Minburn,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 4, 1907.

Complainant stated that he was unable to obtain Chicago & North-Western cars through the Minneapolis & Saint Louis for shipment of emigrant movables on points on the line of the Chicago & North-Western in South Dakota. Mr. R. H. Aishton for the railway company responded that they were so short of equipment on their own line they could not at that time deliver empties to the Minneapolis & Saint Louis.

The matter was subsequently adjusted and the goods were forwarded.

Des Moines, Iowa, December 2, 1907.

No. 3472—1907.

FRANK CONROY, CONROY,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 4, 1907.

Complainant stated that he was unable to get car for shipment of hay although he had been trying since January 24th. It transpired that what Mr. Conroy desired was a Chicago, Burlington & Quincy car to be sent to Streator, Illinois, and the respondent railway company had been unable to obtain a car over their connection, however, the matter was adjusted by the company allowing one of its own cars to go with the shipment.

Des Moines, Iowa, December 2, 1907.

No. 3473—1907.

ROBERT CLARK, New Sharon,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Claim for Overcharge.*

Complaint filed March 4, 1907.

Complaint was made that there had been overcharge on shipment of emigrant movables and live stock.

The matter was taken up by the Board and investigated and it was found that an overcharge had been made which was refunded by the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3474—1907.

BURT FARMERS EXCHANGE COMPANY,
Burt,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 5, 1907.

Complaint was made that there was great shortage of cars at the station of Burt and they desired the Commissioners to take immediate action. The claim was made that Burt was being discriminated against.

From statements furnished by the railway company of the number of cars furnished it appeared that there was no discrimination practiced although there was no doubt about there being a shortage.

Des Moines, Iowa, December 2, 1907.

No. 3475—1907.

L. A. SURBER, Prairie City,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY and CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed March 5, 1907.

Complainant stated that he had been unable to obtain cars for shipment of his emigrant movables although the order had been placed for two weeks. The matter was taken up at once with the railway companies and the car was furnished March 5th.

Des Moines, Iowa, December 2, 1907.

No. 3476—1907.

J. HANSON ET AL., Monroe,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Failure to Furnish Cars.*
RAILWAY COMPANY.

Complaint filed March 5, 1907.

Complaint was made by Mr. Hanson for himself and others located on the Dow City Branch of the Rock Island that they were unable to obtain cars for shipment of grain, etc. In response to this complaint the company sent a complete statement of the cars furnished on the branch from January 1st to March 20th, inclusive, which would indicate that the branch was not being discriminated against.

Des Moines, Iowa, December 2, 1907.

No. 3477—1907.

THE HOG SAVER COMPANY,
Cedar Rapids. } *In Reference to Classification on
Poultry Roosts and Mite Traps.*

Complaint filed March 7, 1907.

Complainants desired third rate on their product which upon examination of amendments was found had already been granted by Amendment 3 to Iowa Classification No. 13 effective October 1, 1906.

Des Moines, Iowa, December 2, 1907.

No. 3478—1907.

C. O. DAVIS, Keota,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Failure to Furnish Cars at Harper.*
RAILWAY COMPANY.

Complaint filed March 7, 1907.

Complaint was made that respondent railway company had failed to furnish four cars ordered at Harper, Iowa, although the order had been in fifteen or twenty days. It transpired that the cars were desired for points off the line of the railway company, but while the respondent company assured the Board that they would do everything possible to get the cars for Mr. Davis, during the prevailing scarcity they could not allow their cars to leave their lines.

Des Moines, Iowa, December 2, 1907.

No. 3479—1907.

JAMES FENLON, Des Moines,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Overcharge—Interstate.*
RAILWAY COMPANY.

Complaint filed March 11, 1907.

Complaint was made by Mr. Fenlon of overcharge on car of coal from Empire, Kentucky, to Dexter, Iowa. He figured his overcharge on the basis of the L. & N. rate from Empire to St. Louis, Wabash rate from St. Louis to Des Moines and Chicago, Rock Island & Pacific rate from Des Moines to Dexter.

Correspondence developed that the Chicago, Rock Island & Pacific Railway had charged its proportion on a through haul rather than the local rate Des Moines to Dexter. The following letter from A. W. Eberhart, division freight agent, of the Rock Island, will explain the situation. This being an interstate matter the Board assumed no jurisdiction and the case was closed. Before closing the case, however, the Board called the attention of the railway company to the ruling made by the Interstate Commerce Commission on November 16, 1906, Tariff Circular 6—4:

"It is believed to be proper for the Commission to say that if called upon to formally pass upon a case of this nature it would be its policy to consider the through rate, which is higher than the sum of the locals between the same points, as *prima facie* unreasonable, and that the burden of proof would be upon the carrier to defend such higher through rate."

Des Moines, Iowa, December 2, 1907.

No. 3480—1907.

R. C. BIRCHARD, Kellogg,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Depot Platform.*
RAILWAY COMPANY.

Complaint filed March 11, 1907.

Complaint was made of the bad condition of the depot platform at Kellogg. The railway company in answering this complaint stated that, as soon as spring permitted, a permanent platform would be placed at this station.

Des Moines, Iowa, December 2, 1907.

No. 3481—1907.

D. J. FOSTER, Ringstead,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Failure to Furnish Cars.*
COMPANY.

Complaint filed March 12, 1907.

Complainant stated that he was unable to get two Great Northern emigrant cars although the order had been placed several weeks previous. The railway company stated that they were unable to get the Great Northern cars and unless they were forthcoming at once they would permit their own cars to take care of the business.

Des Moines, Iowa, December 2, 1907.

No. 3482—1907.

FARMERS ELEVATOR Co., Aurelia,	} Elevator Site.
vs.	
ILLINOIS CENTRAL RAILROAD COMPANY.	

Complaint filed March 12, 1907.

Complainant stated that February 9th they had applied for elevator site on the Illinois Central railroad but up to date had been unable to obtain the ground. The Commission called the attention of the railroad company to the matter and on March 29th the Board was advised that the company had concluded to grant the site as requested.

Des Moines, Iowa, December 2, 1907.

No. 3483—1907.

MITCHELL IMPLEMENT COMPANY,	} Failure to Furnish Cars.
Fort Dodge,	
vs.	
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY.	

Complaint filed March 13, 1907.

Complainant stated that the railway company demanded four cents additional per 100 pounds on shipment of wagons from Lansing provided they were furnished in Illinois Central cars. The Board advised them that there was nothing to warrant the Chicago, Milwaukee & Saint Paul Railway in making such a charge and the complaint was laid before the officials of the railway company for answer.

Mr. W. J. Underwood, general manager, in replying, stated:

Replying to your letter of the 21st ult., relative to complaint of the Mitchell Implement Company and I. O. Rudd & Company of Lansing in regard to furnishing car for shipment of trucks and which also has reference to an increased freight rate.

On March 12th Rudd & Company ordered a car to be loaded for Fort Dodge but failed to give the routing. The order was placed with the Chicago Great Western Company for one of their cars, as we assumed the shipment would move via Dubuque, in which case it would be quite proper of the Great Western Company to furnish the car as it would secure the longest haul.

When our local officers at Dubuque learned that there was a difference in the freight rate and that the car should be routed via Mason City, our agent at Lansing was immediately instructed to furnish one of our furniture cars and it was furnished the following day; namely, March 13th.

I trust this will satisfactorily dispose of the complaint.

Copy of the answer was furnished the Mitchell Implement Company, the Board writing them as follows:

"Replying to yours of April 6th, there is nothing at present in the Iowa law permitting the long line to meet the short line rate between points in this state, if by so doing they should make a mileage rate different from the charges on other portions of the line. A year ago the legislature passed a law permitting this to be done, but owing to some defect in it, the Governor vetoed it."

Des Moines, Iowa, December 2, 1907.

No. 3484—1907.

FARMERS CO-OPERATIVE COMPANY,	} Failure to Furnish Cars.
Armstrong,	
vs.	
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.	

Complaint filed March 13, 1907.

Case closed March 21, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3485—1907.

ECONOMY FARM RECORD COMPANY,	} Storage Charges.
Newton,	
vs.	
ILLINOIS CENTRAL RAILROAD COMPANY.	

Complaint filed March 14, 1907.

Complaint was made that there were excessive storage charges on shipment of books that they declined to pay and the company desired the Board to take the matter up and get the shipment released.

The Board laid the case before the railroad company and later the Commissioners were advised that the storage charges had been cancelled.

Des Moines, Iowa, December 2, 1907.

No. 3486—1907.

S. C. ALLEN, Laurens,	} Failure to Furnish Cars.
vs.	
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY.	

Complaint was filed March 14, 1907.

Complainant stated that he was unable to obtain cars for shipment of potatoes that were apt to spoil unless cars were furnished immediately. The Commissioners took the matter up by telegraph and on March 20th Mr. Allen advised the Board that cars had been furnished.

Des Moines, Iowa, December 2, 1907.

No. 3487—1907.

CITIZENS OF LOTHROP

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.*Maintenance of Station.*

Complaint filed March 19, 1907.

The citizens of Lothrop and vicinity petitioned the railway on March 4, 1906, that they build and equip a suitable building as depot for the citizens of Lothrop "as per agreement between your company and citizens of surrounding country at the time when you secured right of way."

Later the matter was presented to the Board of Railroad Commissioners and the case was taken up with the railroad company. Mr. Carroll Wright, attorney of the Chicago, Rock Island & Pacific Railway Company, answering the complaint, said:

Referring to the complaint of certain parties living near the town of Lothrop. I write now to ask that you request these parties to state the nature of the agreement which they claim exists between this company and the citizens of the surrounding country in reference to the maintenance of a station at that point. The complaint states that this agreement was secured at the time we procured our right of way.

Up to this time I have been unable to find any evidence of any such contract or agreement, and I wish the interested parties would give me such information to enable me to ascertain the facts.

The Commissioners requested the parties interested to supply the information desired by Mr. Wright but it was not forthcoming and the case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3488—1907.

GEO. A. WELLS, Secretary, Iowa
Grain Dealers Association, Des
Moines.

vs.

CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.*Failure to Furnish Cars at Chatsworth.*

Complaint filed March 20, 1907.

Complaint was made by Mr. Wells in behalf of grainshippers at Chatsworth, Iowa, who claimed that they were not being furnished their rightful share of cars. The Commissioners took the matter up at once with the railway company and Superintendent Beardsley advised the Commission that he had instructed the train dispatcher to do everything possible to furnish cars at Chatsworth at the earliest date possible.

Des Moines, Iowa, December 2, 1907.

No. 3489—1907.

W. L. DECLOW, Cedar Rapids,

vs.

IOWA CENTRAL RAILWAY COMPANY.

Failure to Furnish Cars.

Complaint filed March 20, 1907.

Closed.

Des Moines, Iowa, December 2, 1907.

No. 3490—1907.

L. & H. GOEFFINGER, Boone,

vs.

CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.*Delay in Transit.*

Complaint filed March 22, 1907.

The Commissioners took this case up at once with the railway company and assurance was given that the cause for complaint would be removed.

Des Moines, Iowa, December 2, 1907.

No. 3491—1907.

M. P. MILLER, Davenport,

vs.

ILLINOIS & IOWA RAILWAY COM-
PANY.*Maintenance of Station near Le
Claire.*

Complaint filed March 25, 1907.

The complainant desired that the electric railway company make a "stop" station one mile west of Le Claire at regular road crossing.

Replying to the application Mr. P. P. Crafts, general manager, stated:

Mr. Miller is in error when he states that we do not stop at other than regular town stations, as there are a number of stops outside of the towns. Our stops average approximately two miles apart, but in the particular case mentioned our stop nearest to the point mentioned by Mr. Miller is one mile east of Le Claire, the next stop approximately $1\frac{1}{4}$ miles west at a station named Tile Works, which is an out of town stop. It is only necessary for Mr. Miller to travel one mile to reach the nearest station.

The Board closed the case without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3492—1907.

D. A. FENN & COMPANY,
Salem,vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.*Failure to Furnish Cars.*

Complaint filed March 26, 1907.

Closed April 13, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3493—1907.

BUERKENS MANUFACTURING COM-
PANY, Pella,
vs.
WARASH RAILROAD COMPANY.*Failure to Furnish Cars.*

Complaint filed March 27, 1907.

Closed March 28, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3494—1907.

E. B. WOODRUFF, Knoxville,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.*Overcharge—Interstate.*

Complaint filed March 28, 1907.

Claim was filed under misapprehension of the rates actually in force
and no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

No. 3495—1907.

G. R. ENGELHARDT, Saint Olaf,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.*Undergrade Cattle Pass.*

Complaint filed March 30, 1907.

Complainant desired that he be furnished an undergrade cattle pass.
It was found, however, that this was impracticable and the complainant
accepted a regular crossing as provided by the Iowa statute.

Des Moines, Iowa, December 2, 1907.

No. 3496—1907.

WM. DANA, Dana,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY.*Farm Crossing.*

Complaint filed April 1, 1907.

This was request for farm crossing which was granted.

Des Moines, Iowa, December 2, 1907.

No. 3497—1907.

CHAS. STARRETT, Newton, and
C. L. TROUT, Kellogg,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.*Train Service at Amboy.*

Complaint filed April 1, 1907.

This was request that Amboy be made a flag station on the line of
the respondent railway. It developed that there was no business at the
point in question and that it was a passing track merely for the meeting
and passing of trains.

Des Moines, Iowa, December 2, 1907.

No. 3498—1907.

CHAS. GRESS ET AL., Fenton,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.*Failure to Furnish Cars for House-
hold Goods.*

Complaint filed April 1, 1907.

Closed April 2, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3499—1907.

SOUTH MUSCATINE LUMBER COMPANY,
Muscatine,
vs.
MUSCATINE NORTH & SOUTH RAIL-
WAY COMPANY.*Switching Charges.*

Complaint filed April 2, 1907.

Complaint was made by Mr. R. C. Schenck, secretary of the South
Muscatine Lumber Company, of a rate of \$2.50 per car for switching, on
the Muscatine North & South Railway, that Mr. Howard stated that they
would be glad to charge a less rate if the Board of Railroad Commis-
sioners would permit, that they had formerly paid \$1.00 per car, etc.
On receipt of complaint Mr. Schenck was advised that there must be

some mistake as the Commissioners had made no such ruling. The attention of Mr. Howard of the Muscatine North & South Railway Company was also called to this complaint and he was asked to state why such a statement had been made to the complainants. It transpired that there was a misunderstanding with reference to this switching and on July 31st the Commission wrote the complainants asking whether they cared to continue the case. No reply has been received and the case is closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3500—1907.

SEEFELDT & HOBSON, Red Oak,
vs.
WABASH RAILROAD COMPANY. } *Demurrage Charges.*

Complaint filed April 4, 1907.

There seemed to be some misunderstanding with reference to storage charges and the case was canceled.

Des Moines, Iowa, December 2, 1907.

No. 3501—1907.

W. N. YODERS, Ankeny,
vs.
CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Complaint of Failure to Rebuild Overhead Highway Crossing in Polk County.*

Filed April 6, 1907.

Mr. W. N. Yoders, postoffice Ankeny, Iowa, township trustee, called at the office of the Board and stated that about seven miles from Des Moines on the highway from said city to Bondurant, the respondent railway company had maintained an overhead bridge until about a year and a half ago when said company was permitted to remove said bridge for the purpose of replacing with a more substantial structure; that since that time permanent piers have been constructed but nothing further has been done, and in consequence of which it is necessary to drive in a very dangerous and inconvenient place in order to cross the railroad; that from fifty to one hundred teams cross the railroad at this point every day as it is the main traveled road from Des Moines to Bondurant and the country beyond; that not long ago a man had a horse killed by slipping and falling at this place; that teams get stuck in muddy weather and in fact the crossing is almost impassable in its present condition; that the company has repeatedly promised to rebuild the bridge but up to the present time has failed to do so; that the people using the road are complaining bitterly and he believes that something should be done at once.

The Board took this matter up with superintendent of the Great Western, Mr. C. L. Nichols, on same date as filed and Mr. Nichols stated that the material was ready; that orders had been given to attend to this immediately and that in a very days work would begin upon the new structure.

Des Moines, Iowa, December 2, 1907.

No. 3502—1907.

ARION MILL COMPANY, Arion.
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Industry Track.*

Complaint filed April 9, 1907.

Complainants desired industry track to their mill connecting with railway.

The matter was taken up by the Board with the railway company.

Considerable correspondence followed and on Tuesday, June 18, 1907, on the premises the Commissioners met the parties interested and an agreement was practically reached that the railway company would construct a spur track to mill, furnishing all materials. The mill company to do all the grading, pay for the ties and the cost of labor in laying track.

With this understanding the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3503—1907.

I. M. JOHNSON, Maquoketa.
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY, and CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars for Hay*

Complaint filed April 9, 1907.

Closed April 18, 1907.

Des Moines, Iowa, December 2, 1907.

No. 3504—1907.

AULTMAN ENGINE & THRESHING CO.,
PANY, Cedar Rapids. } *In the Matter of Rates on Engines Returned.*

Complaint filed April 11, 1907.

Complainants stated that they were having difficulty in having proper classification applied on engines returned. On July 10th the Commissioners wrote this company sending application blanks for re-classification.

tion on items involved to which no response was made. On September 18th the Board again addressed the complainants and upon hearing nothing from them the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3505—1907.

GEO. WILDE, Dubuque,
vs.
ILLINOIS CENTRAL RAILROAD COM- } *Loss in Transit.*
PANY.

Complaint filed April 13, 1907.

This was claim for loss in transit of one barrel of preserved fruit. The Commissioners laid the claim before the railroad company and on April 22d the attorney for Mr. Wilde advised the Commission that assurance had been given by the railway company of early adjustment.

Des Moines, Iowa, December 2, 1907.

No. 3506—1907.

CENTRAL LUMBER AND COAL COM- }
PANY, Dubuque.
vs.
MINNEAPOLIS & SAINT LOUIS RAIL- } *Failure to Furnish Cars.*
ROAD COMPANY.

Complaint filed April 15, 1907.

Closed.

Des Moines, Iowa, December 2, 1907.

No. 3507—1907.

CITIZENS OF GRAND JUNCTION }
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Gates at Crossing.*
COMPANY.

Petition filed April 16, 1907.

Petition in this case was as follows:

To the Honorable Board of Railroad Commissioners at Des Moines, Iowa.

We, the undersigned citizens of the incorporated town of Grand Junction, Iowa, petition your honorable body to use all means within your power to have the Chicago & North-Western Railway Company to place gates upon and across what is known as 16th street, 13th street and 9th street, crossing said tracks, for the safety of public travel and citizens of Grand Junction, Iowa, and vicinity, that this petition be forwarded with your request that said gates be constructed over said streets by the Chicago & North-Western Railway Company, at once.

W. J. SMITTLE AND OTHERS.

On the same date the mayor and councilmen of Grand Junction also petitioned the Board.

The matter was taken up at once by the Board with the railway company and on August 3d the Commissioners were advised that the necessary protection at these crossings had been arranged for proposed installation of crossing gates at the 9th, 13th and 16th street crossings.

Des Moines, Iowa, December 2, 1907.

No. 3508—1907.

J. G. WHEELER, Battle Creek,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Overcharge.*
COMPANY.

Complaint filed April 19, 1907.

Claim was made for overcharge on shipment of mixed car of hogs and sheep from Battle Creek to Sioux City. It transpired through correspondence that there was evidently some misunderstanding as the rules provided that where sheep and hogs were shipped together the car takes the sheep rates with the hog minimum. The case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3509—1907.

GRAHAM PAPER COMPANY, Saint
Louis, Mo.,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } *Overcharge.*
RAILWAY COMPANY.

Complaint filed April 19, 1907.

This complaint was based on the fact that the interstate rate across the State of Iowa on paper is less than the rate made by the Board on paper. The Commissioners on a later date adjusted the Iowa rate to meet the interstate competition.

Des Moines, Iowa, December 2, 1907.

No. 3510—1907.

MARSHALLTOWN BUGGY COMPANY,
Marshalltown,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Overcharge—Interstate.*
COMPANY.

Complaint filed April 24, 1907.

Complaint was made that in receiving car of lumber from Scottsburg, Indiana, the Chicago & North-Western charged 19 1-2 cents while on the other roads the rate was 15 cents. The matter was taken up by the Board with the railway company and refund of overcharge was made.

Des Moines, Iowa, December 2, 1907.

No. 3511—1907.

FELIX H. PICKWORTH, Anamosa,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Overcharge—Interstate.*

Complaint filed April 25, 1907.

Complaint was made of alleged overcharge on shipment of chairs furnished from Eau Claire, Wis., to Anamosa. The Board presented the claim to the railway company and it was found that overcharge had been made which was refunded.

Des Moines, Iowa, December 2, 1907.

No. 3512—1907.

LOONAN LUMBER COMPANY, Sioux
Falls, S. D.,
vs.
GREAT NORTHERN RAILWAY COMPANY. } *Delay in Shipment of Shingles.*

Complaint filed April 25, 1907.

Complaint was made that shipment of shingles had been on the way from Cloverdale, British Columbia, since December 16, 1906.

While the Commissioners did not assume jurisdiction in the case, the claim was called to the attention of the Great Northern Railway and on April 30th the Commissioners were advised that the car had reached its destination.

Des Moines, Iowa, December 2, 1907.

No. 3513—1907.

B. A. HARDIN, Knoxville,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Farm Crossing.*

Complaint filed April 30, 1907.

The complainant desired an open crossing on his farm connecting the two farms lying on either side of the railroad tracks. The matter was taken up by the Board with the railway company and satisfactory arrangements were made between the land owner and the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3514—1907.

C. F. BRUECK, Battle Creek,
vs.
CHICAGO, SAINT PAUL, MINNEAPOLIS
& OMAHA RAILWAY COMPANY. } *Loss of Live Stock in Transit.*

Complaint filed May 1, 1907.

The complainant by his attorney, W. C. Strock of Des Moines, stated that in a shipment of cattle from St. Paul to Battle Creek, Iowa, wrong-

ful routing was responsible for shrinkage, making a total damage of \$124.60. While the case was one over which this Board had no jurisdiction, it was taken up with the railroad company. The company stated that the delay to the shipment was unavoidable "due to the fact that we have no direct connection for shipments of stock from Elmore, Minn., to Jewell Junction, Iowa. The stock was handled on first trains and was properly cared for while on the Northern Iowa Division."

With this explanation the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3515—1907.

KELLEY CANNING COMPANY,
Waverly,
vs.
ILLINOIS CENTRAL RAILROAD COM-
PANY. } *Failure to Place Car on Industry
Track.*

Complaint filed May 6, 1907.

The complainants stated that the railroad company would not place cars on its private track as the necessities of its business demand, etc. The Commissioners took the case up with the railway company with the result that on June 1, 1907, the complainant wrote the Board that the matter had been adjusted to its satisfaction.

The case was therefore closed.

Des Moines, Iowa, December 2, 1907.

No. 3516—1907.

V. R. LANE, West Liberty,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Damage in Transit.*

Complaint filed May 8, 1907.

Complaint was made that an automobile had been damaged in transit. While this was not a case over which the Board could exercise jurisdiction, the claim was taken up with the railroad companies and adjusted to the satisfaction of complainant.

Des Moines, Iowa, December 2, 1907.

No. 3517—1907.

FARMERS' ELEVATOR COMPANY,
Badger,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } *Shortage of Cars.*

Complaint filed May 8, 1907.

Complainants stated that they were unable to get sufficient number of cars for their shipments of grain to their great inconvenience and

damage. The case was taken up with the railroad company and adjustment was made.

Des Moines, Iowa, December 2, 1907.

No. 3518—1907.

J. E. BALES & SON, Stockport,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Overcharge and Loss in Transit.*

Complaint filed May 8, 1907.

Complaint was made that the respondent railway company would not return stock free from a fair because there had elapsed more than ten days from the original date of shipment. The matter was taken up by the Board with the railway company and it was found that the published tariffs of the company provide that property to be returned free from a fair must be returned within ten days after the close of the fair. The complainant was advised of the published tariffs and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3519—1907.

ALBERT C. MEITZEN ET AL., AVOCA,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Train Service.*

Complaint filed May 10, 1907.

Petition in this case was filed by Mr. Fremont Benjamin, attorney of Council Bluffs, Iowa, requesting that certain trains stop at Avoca that were not at that time scheduled to stop there. The matter was taken up with the railway company and the company agreed to make stops as requested.

Des Moines, Iowa, December 2, 1907.

No. 3520—1907.

E. H. CAMPBELL, Battle Creek,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Overcharge.*

Complaint filed May 14, 1907.

Complainant in this case stated that a shipper from the town of Battle Creek believed that he had been overcharged by the railway company on a mixed car of oats and barley. The matter was taken up and investigated and it was found that no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

No. 3521—1907.

WM. CHANDLER ET AL., Princeton,
vs.
IOWA & ILLINOIS RAILWAY COMPANY. } *Location of Wapsie Station.*

Complaint filed May 14, 1907.

Petitioners stated that the present location of Wapsie station was inconvenient and that it should be moved to a point designated in the petition in order to better accommodate the public.

The matter was taken up by the Board with the railway company and a member of the Commission visited the place in question. The station was moved in accordance with the request of petitioners and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3522—1907.

H. H. HAYNE, Marshalltown,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Right of Way Fence.*

Complaint filed May 14, 1907.

This was complaint that the company had not properly maintained right of way fence. The matter was taken up with the railway company and adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3523—1907.

KREUTZER & WASEM, Marshalltown,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Delay in Transit.*

Complaint filed May 18, 1907.

Complaint was made regarding delay in shipment of car of shingles. The matter was taken up with the railway company and satisfactory explanation for delay was made.

Des Moines, Iowa, December 2, 1907.

No. 3524—1907.

JOHN E. DAVIS, Clarinda,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Public Use of Private Stock Yards*

Complaint filed May 21, 1907.

The complaint in this case was as follows:

On the line of the Keokuk & Western Railroad (formerly the Humeston & Shenandoah Railroad), a part of the Chicago, Burlington & Quincy system at that point about two miles east of Norwich, and at a point near the northwest

corner of section 9-68-88, there is a stock pen and switch maintained by said road. Most of this section is owned by one S. S. Lingo, but the stock pen is on the right of way of the railroad company and could be so constructed that it could be used by the public without entering upon the land of Lingo. The stock pen has been used by the public, by shippers and all persons except those who have in some way incurred the dislike of S. S. Lingo.

Now I have a client, one John E. Davis, and Lingo will not allow him to load his stock there, nor will he allow shippers to ship stock bought from my client from said pen. Now it seems to me that this is a discrimination that no road should be allowed to make and one that should come under your jurisdiction. I know that the road claims that the stock pen is private property of S. S. Lingo but we are prepared to prove that others use it and that the road keeps up the pen. Please look the matter up and let us hear from you.

Filed by Orr & Turner, attorneys. The matter was taken up by the Board with the railroad company and after considerable correspondence had been had, arrangements were made for shipping stock, satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3525—1907.

E. F. HENSEL, Wall Lake,
vs.
CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Farm Crossing.*

Complaint filed May 21, 1907.

Complainant stated that he had no farm crossing connecting his meadow with the rest of his land. The matter was taken up with the railroad company and the crossing was furnished.

Des Moines, Iowa, December 2, 1907.

No. 3526—1907.

L. S. HELPHREY, Newton,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Right of Way Fence.*

Complaint filed May 23, 1907.

Complainant stated that he had been trying unsuccessfully for some time to get the railway company to repair right of way fence. Upon the attention of the railway company being called to the complaint, proper repairs were made.

Des Moines, Iowa, December 2, 1907.

No. 3527—1907.

FRANK B. SPENCE, Ames,
vs.
AMERICAN EXPRESS COMPANY. } *Express Rates.*

Complaint filed May 23, 1907.

Complaint was made on the charges on a five gallon ice cream packer from Marshalltown to Ames compared to the charge made from other

points the same distance. The matter was taken up with the express company and the matter adjusted to the satisfaction of complainant.

Des Moines, Iowa, December 2, 1907.

No. 3528—1907.

C. J. IVES, Fort Dodge,
vs.
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Overcharge.*

Complaint filed May 27, 1907.

Complaint was made that there had been overcharge on shipment of household good from Muscatine to Fort Dodge. The matter was investigated by the Board and as there seemed to be an overcharge the railway company was asked to make refund, which on July 5, 1907, complainant acknowledged they had done.

Des Moines, Iowa, December 2, 1907.

No. 3529—1907.

DES MOINES CASKET COMPANY,
Des Moines,
vs.
ADAMS EXPRESS COMPANY. } *Inequalities in Express Rates.*

Complaint filed May 28, 1907.

Complainant stated that there were some irregularities in rates on their products from Des Moines and asked that adjustments be made. The matter was taken up with the express company and on July 12, 1907, the complainant stated that they were satisfied with the results of the Board's action and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3530—1907.

P. P. COLE, Charles City,
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Inquiry with Reference to Cattle Pass.*

Inquiry filed May 29, 1907.

This was an inquiry with reference to the right of the land owner to require a cattle pass. Answer was made quoting the statutes and the decision of the courts and the rights of the Board thereunder.

Des Moines, Iowa, December 2, 1907.

No. 3531—1907.

OREL JONES, Township Clerk, Love-
land, Iowa,
vs.
ILLINOIS CENTRAL RAILROAD COM-
PANY.

Dangerous Highway Crossing.

Complaint filed June 6, 1907.

Petition in this case was as follows:

The undersigned residents of Harrison and Pottawattamie counties state that we are users of the certain public highway near Loveland, Iowa, Pottawattamie county, center section 3-44-77, in which the Illinois Central Railway Company proposes to erect a masonry arch, and that the proposed construction upon said highway would endanger the lives and property of persons using said highway, and we most earnestly protest against said proposed construction and ask your honorable body to investigate and compel said company to make said proposed construction such that the rights of the public will be protected.

The Board took the matter up with the railway company and final answer to this complaint was made by Mr. J. T. Harahan, president:

I beg to advise that plans for the proposed structure were submitted to the highway commissioners and approved by them, but when the work was started the grand jury of Pottawattamie county, Iowa, indicted this company upon complaint of some residents in that territory. The matter was handled by our district attorney at Fort Dodge and was adjusted by our agreeing to make the arch two feet wider than at first proposed. The original plans proposed a sixteen-foot arch, and the revised plans provided for an eighteen-foot arch.

Complainants were informed and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3532—1907.

THOS. J. MARTIN, Westfield,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.

Elevator Site.

Complaint filed June 7, 1907.

Complainant stated that he had asked several times for a site for an elevator and the railway company had not answered. Later the Commissioners were advised by the railway company that they would grant a site provided the complainant would build an elevator of the proper capacity and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3533—1907.

GEORGE E. WAGNER, Faulkner,
vs.
IOWA CENTRAL RAILWAY COMPANY.

Abandonment of Station.

Complaint filed June 10, 1907.

Complainant wrote the Board that the railway company had threatened to abandon the station of Faulkner. The matter was taken up with

the railway company and Mr. L. F. Day, vice president, said that it was not the intention of the railway company to abandon the station. The complainant was so advised and the case closed.

Des Moines, Iowa, December 2, 1907.

No. 3534—1907.

CITIZENS OF DEDHAM

vs.

CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY.

Train Service.

Petition filed June 11, 1907.

This was petition that trains numbers 11 and 6 stop at that place on signal. The matter was taken up by the Board with the railway company, and arrangements were made to have trains stop as requested.

Des Moines, Iowa, December 2, 1907.

No. 3535—1907.

M. T. McEvoy, Emmetsburg.

vs.

MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY.

Loss in Transit.

Complaint filed June 13, 1907.

The complainant stated that an incubator had been lost in transit and desired that it be located. The Board took the matter up with the railway company and on August 8, 1907, Mr. L. G. Scott, auditor, advised the Board that the incubator had been received by the consignee.

Des Moines, Iowa, December 2, 1907.

No. 3536—1907.

FARMERS' ELEVATOR COMPANY,
Wightman,

vs.

CHICAGO GREAT WESTERN RAILWAY
COMPANY.

Failure to Furnish Cars.

Complaint filed June 13, 1907.

Complainant stated that they could not get sufficient cars to ship grain. The matter was taken up with the railway company with the result that the cars were furnished as desired.

Des Moines, Iowa, December 2, 1907.

No. 3537—1907.

RILEY A. TALCOTT, Arion,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } *Shortage of Cars.*
RAILWAY COMPANY.

Complaint filed June 13, 1907.

Complainant stated that he was unable to obtain cars for the shipment of sand and gravel. The matter was taken up with the railway company and cars were furnished as requested.

Des Moines, Iowa, December 2, 1907.

No. 3538—1907.

FARMERS' ELEVATOR COMPANY,
AKRON,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } *Elevator Site.*
RAILWAY COMPANY.

Application filed June 15, 1907.

This was an application of the Farmers Grain Company for site for elevator. The Commissioners took the matter up with the railway company at once and on June 18th, the Board met the parties interested at Akron, where it was agreed that the site would be granted for elevator provided the Farmers' Elevator Company could not, for a reasonable price, buy the Hunting warehouse.

Des Moines, Iowa, December 2, 1907.

No. 3539—1907.

C. L. BRILL, Emerson,
vs.
CHICAGO, BURLINGTON & QUINCY } *Train Service.*
RAILROAD COMPANY.

Complaint filed June 25, 1907.

Complaint was made that the railway company did not give the town of Emerson proper train service. The matter was taken up by the Board with the railway company and it was seen that the town was given good local train service and that what they desired was that some of the fast through trains be required to stop. It appeared to the Board that the town was given good train service on the present schedule and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3540—1907.

GEORGE W. HEALEY & SON, Dubuque,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } *Refusal to Bill Freight to Massey*
RAILWAY COMPANY. } *Station.*

Complaint filed June 28, 1907.

The complainants wrote the Board as follows:

The Chicago, Milwaukee & St. Paul Railway Company refuse to accept freight for shipment to Massey, Iowa, a station on their line about six miles below Dubuque. Is there any way we can get them to make this stop?

The Board investigated the matter and found there was no regular station at Massey and the complainants were advised that the railway company is not bound to accept freight except when consigned to regular stations.

Des Moines, Iowa, December 2, 1907.

No. 3541—1907.

C. T. KISOR, Oskaloosa,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Private Crossing.*

Complaint filed June 29, 1907.

Complaint in this case was filed by Messrs. Bolton & Bolton, attorneys, and was as follows:

C. T. Kisor owns land in the northeast quarter of section 1, Prairie township, Mahaska county, Iowa, through which land the Iowa Central Railroad runs. Kisor's land is off the public highway at that point. He has a right of road way through Mrs. Hitzman's land as a public easement or road way, which right of way or road way is of record and has been for a number of years. This was his line of egress and ingress to his lands. At one time Kisor owned this Hitzman land and he reserved this right of way when he sold the land to Mrs. Hitzman.

The Iowa Central Railroad Company has raised their grade over this public road from four to five feet making it absolutely impossible for him to cross even on horseback. They refuse to give him his right to cross the land and we desire your Board to investigate this and make such orders as will protect his rights in the land.

The case was taken up by the Board with the railway company and on October 14th, Mr. L. F. Day, vice president, replied as follows:

Referring to your letters of July 1st and 21st, regarding a complaint made by Mr. C. T. Kisor relative to the alleged blocking of a roadway in Mahaska county, Iowa, near the North Skunk river.

Our engineer has just been able to interview Mr. Kisor and investigate his complaint. I attach a copy of a sketch made to show the situation. The road which Mr. Kisor claims this company has blocked, approaches the public road way near its intersection with this company's track, but does not cross our track. Our grade at this intersection was raised in 1903, and the public roadway graded up accordingly. We heard nothing at that time from Mr. Kisor, nor since, until your letter of July 1st, and we cannot learn that Mr. Kisor has ever used this old road way, as he has another road leading from his house across the company's right of way and track.

Mr. Kisor informed our engineer that he desired this company to provide him a connection with the public road way, the connection to cross our right

of way and track at either one of the places shown in red ink on the sketch. Of course we do not care to endanger public safety by the establishment of unnecessary road crossings, and furthermore, we do not understand where Mr. Kisor has any claim whatever against this company, as the question of the connection of his road with the public highway is one in which we have no concern, since his road does not cross our property.

Copy of this letter was sent to Bolton & Bolton at once and inasmuch as it did not appear to the Board that it had any jurisdiction in this case it was closed.

Des Moines, Iowa, December 2, 1907.

No. 3542—1907.

F. C. GILMORE, Mayor, North Mc-
Gregor,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILROAD COMPANY. } *Flagman at Crossing.*

Complaint filed July 9, 1907.

Complainant in this case stated that a flagman was needed at the Mill Crossing in the town of North McGregor on account of the amount of switching done by the railway company. The Board examined the crossing in question and upon recommendation the company issued a special bulletin to train and engine men instructing them to use every care possible to avoid likelihood of accidents and unnecessary delay to teams or foot passengers. The complainant was notified of this action of the company and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3543—1907.

SAYLOR COAL COMPANY, Des Moines,
vs.
NEWTON & NORTHWESTERN RAILROAD
COMPANY. } *Switching Charge at Ames.*

Complaint filed July 10, 1907.

Complaint was made in this case that the respondent railway company was charging regular Iowa Distance Tariff Rate from Ames to College on freight received from the Chicago & North-Western Railway, while complainant felt a switching charge only, should be made. The Board had some correspondence on this matter and on July 31st wrote the complainant as follows:

Referring to your complaint to this Board of July 9th I beg to advise that the Commission has announced its decision in a case similar to yours, brought by the Boone Brick, Tile & Paving Company, in which they held that the services performed by the Newton & Northwestern Railway Company from Ames to the station of Campus on the college grounds is a haul and not a switch, and the company is therefore entitled to charge the mileage rate. Your complaint is therefore closed on the records of the Board.

Des Moines, Iowa, December 2, 1907.

No. 3544—1907.

FRANK DEKLOTZ, Kirkman,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Train Service.*

Complaint filed July 10, 1907.

The complainant desired that the fast mail train be required to stop on signal at Kirkman. The matter was taken up by the Board with the railway company and Kirkman was made a flag stop by the train as requested.

Des Moines, Iowa, December 2, 1907.

No. 3545—1907.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.
vs.
A. A. GORDON, Emmet County, Iowa. } *Condemnation.*

Petition filed July 11, 1907.

Notice for hearing in this case was given for the 19th of July. The Board did not grant certificate in this case, however, as parties made settlement.

Des Moines, Iowa, December 2, 1907.

No. 3546—1907.

BEATRICE CREAMERY COMPANY, Des
Moines,
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Delay in Transit—Cream.*

Complaint filed July 11, 1907.

Complaint was made that the railroad company was not properly handling cream shipments from stations on the Grant City branch destined to Des Moines. The Board took the matter up with the railroad company and arrangements were made to handle cream shipments in accordance with the desires of the complainant.

Des Moines, Iowa, December 2, 1907.

No. 3547—1907.

JAMES FENLON, Des Moines,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Overcharge—Interstate.*

Complaint filed July 12, 1907.

Complaint was made in this case of alleged overcharge in the shipment of coal from New Empire, Kentucky, to Earlham, Iowa. The Board

did not claim jurisdiction in the case but presented the claim to the railway company who declined to pay it on the ground that no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

No. 3548—1907.

GUY R. CAMPBELL, Emmetsburg,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Overcharge—Passenger Fare.*

Complaint filed July 13, 1907.

Complainant stated that he had overpaid on passenger fare from Manilla to Emmetsburg, and desired that refund be made him by the railway company. The matter was taken up by the Board and refund was made.

Des Moines, Iowa, December 2, 1907.

No. 3549—1907.

W. H. RANSON, Van Wert,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Crossing—Alley.*

Complaint filed July 13, 1907.

Complainant desired that the railroad company be compelled to furnish a crossing at a certain alley in the town of Van Wert. Before taking the case up with the railroad company the Board asked for further information from Mr. Ranson, and as the information was not furnished the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3550—1907.

CHISHOLM & EVANS COMPANY, Keokuk,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Refusal to Receive Cars.*

Complaint filed July 18, 1907.

This complaint resulted from some misunderstanding with reference to routing of shipment and was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3551—1907.

HENDERSON BROTHERS, Traer,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Overcharge.*

Complaint filed July 18, 1907.

This complaint concerned an alleged overcharge on interstate business. Though the Board had no jurisdiction in the matter the case was presented to the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3552—1907.

G. W. DOUTHART, Hillsboro,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Undergrade Farm Crossing.*

Complaint filed July 18, 1907.

Complaint in this case was as follows:

I have a matter which I wish to call your attention to and that is a private underground crossing on my farm. We granted the railway company the right of way across our eighty acres of land on three conditions:

1st. We were to have an over-crossing in the middle of the farm. (This railroad, the Chicago, Burlington & Quincy by name, divides our eighty acres in the middle and leaves forty acres on each side of the track.)

2d. An underground crossing at the east side under a bridge which is plenty high for stock to pass under.

3d. A pass over the road for one year, but the under-crossing they have not put in and I can't get them to do it so far. It would be a great convenience to me in passing my stock from one side of the track to the other.

The matter was taken up by the Board with the railroad company and through Mr. W. D. Eaton, attorney for Iowa, said company on July 23d replied as follows:

I have looked into this matter and we are unable to agree with Mr. Douthart's claim that he has a contract for an under-crossing. He owns land on both sides of the railroad and is entitled to a grade crossing. He has such a grade crossing now. In addition to this he wants an under-crossing at one of our bridges. Although we are under no obligations to give this to him, we would be willing to permit him to use the ground under this bridge as an under-crossing, with the understanding that when we conclude to add to the safety of the railroad by either filling this bridge, in whole or in part, or in some other way reduce the size of the opening so that it is no longer available as an under-crossing, that we shall retain the right to do so. In other words, we are willing to let him use the opening as an under-crossing with the understanding that we are to retain control of what shall be done there in the future. I think the probabilities are that it will be some time before any change will be made in our bridge at this place. This is the best that we can do for him.

The Commissioners on July 26th, in closing this case, wrote Mr. Douthart as follows:

Replying to your letter of July 24th, I beg to refer you to a letter from this office of July 18th where it was stated that the proper course for you to pursue if you desire to enforce the terms of the contract is to bring suit in a court of proper jurisdiction. This Commission has no authority to enforce contracts.

You will observe what Mr. Eaton says, that they will allow you to use this bridge for an under-crossing until such time as it is necessary to fill the same. If you desire to do this he will undoubtedly see that proper arrangements are made for you to use it.

Des Moines, Iowa, December 2, 1907.

No. 3553—1907.

FARMERS' ELEVATOR COMPANY,
Badger,

vs.

MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY.} *Site for Coal Sheds.*

Complaint filed July 20, 1907.

The Farmers' Elevator Company desired site for coal sheds at Badger. The request was laid before the officers of the railroad company and site was granted as requested.

Des Moines, Iowa, December 2, 1907.

No. 3554—1907.

JOSEPH TRETTER, Marshalltown,

vs.

IOWA CENTRAL RAILWAY COMPANY.
CHICAGO GREAT WESTERN RAILWAY
COMPANY.} *Drainage.*

Complaint filed July 20, 1907.

Complainant stated that the respondent railways had stopped up certain waterways which had damaged his property on Seventh street in Marshalltown. The matter was taken up with the railway companies and waterways were cleaned. No further complaint has been made.

Des Moines, Iowa, December 2, 1907.

No. 3555—1907.

GEORGE E. MCGREW, Selma,

vs.

UNITED STATES EXPRESS COMPANY.

} *Overcharge—Interstate.*

Complaint filed July 20, 1907.

Complaint was made of overcharge on shipment of turkeys from Douds, Iowa, to Bethany, Missouri. The claim was taken up with the United States Express Company and satisfactorily adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3556—1907.

SNAKE CREEK COAL COMPANY, Rip-
pey,

vs.

MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY.} *Failure to Furnish Cars.*

Complaint filed July 24, 1907.

Complainants stated that they were having difficulty in getting cars sufficient for their shipments of coal and asked the assistance of the Board. The Commissioners took the matter up with the railway company and the trouble was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3557—1907.

PELLA BRUSH COMPANY, Pella,

vs.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.} *Interstate Rates.*

Complaint filed July 26, 1907.

Complaint was made of the rate on rice root brush fibre from Mexico City, Mexico, to Pella, Iowa, with especial reference to the excess charge from St. Louis to Pella. The matter was presented to the railway company and Mr. T. H. Simmons, General Freight Agent, advised the Board that it would be taken up direct with the complainants for proper adjustment.

Des Moines, Iowa, December 2, 1907.

No. 3558—1907.

R. T. MCCREADY ET AL., Cherokee,

vs.

ILLINOIS CENTRAL RAILROAD COM-
PANY.} *Train Service.*

Complaint filed August 22, 1907.

Complaint was made in this case as follows:

I do not think that you are aware that the Illinois Central Railroad Company are requiring one-fourth of the people traveling on their trains, at least on trains No. 101 and 102, to stand up. Still it is true, and every day is the same. Last P.M. twenty-seven were standing up when I arrived here, for I was on the train, and nine of them were ladies.

In the morning the same train going west, before it arrived at Sioux City had forty-seven standing up. There were only two day coaches on that train and the Clipper was taken off over a month ago. Please ask any man that travels on this end of the road, who is not a railroad man, and he will tell you the same story.

The Commissioners presented the complaint to the railway company with the suggestion that if the statements made were true, such action be taken as to remove any cause for similar complaints in the future. In response thereto the Board received the following letter from Mr. C. B. Fletcher, dated September 9, 1907:

Your letter of September 5th, addressed to Superintendent Jones at Fort Dodge, has been referred to me, by him. In answer to the same I beg to say that the condition of our equipment has been and is now very good. That they have been somewhat crowded is true in many cases, but these matters are more or less exaggerated to you.

Since the complaints mentioned in your letter there have been placed in trains 101 and 102, one more coach, which amply cares for all the travel. I have also requested another coach to be placed on trains 104 and 121. This should more than care for the travel on these trains.

So far as replacing the Clipper train is concerned, I have no jurisdiction in the matter, as this is handled by the general officers in Chicago.

I note that the principal complaint made by Henry Young is of inadequate accommodations on the Dubuque Division, which should be referred to F. J. Bechley, Superintendent, Dubuque.

The complaint made by R. T. McCready was referred to me by the general superintendent in Chicago and I have replied to him.

The complainants thanked the Commission for their action in the matter and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3559—1907.

FARMERS' UNION ELEVATOR COMPANY }
vs. } Elevator Site.
CHICAGO & NORTH-WESTERN RAILWAY }
COMPANY. }

Complaint filed August 23, 1907.

APPLICATION FOR ORDER REQUIRING THE TIEDEMAN ELEVATOR COMPANY TO
MOVE ITS ELEVATOR SO THAT THE SPUR TRACK OF THE COM-
PLAINANT CAN BE LENGTHENED.

The Board met upon the premises in controversy on Wednesday, September 24, 1907. There were present, N. S. Ketchum, chairman and W. L. Eaton of the Board; R. H. Aishton, general manager of the Chicago & North-Western Railway Company and other officials of the road and representatives of the complainant.

After a careful examination of the premises and a full conference between all parties in interest, in view of the inadvisability of requiring the Tiedeman Elevator Company to move its plant a satisfactory arrangement was entered into between the complainant and the defendant railway company by which the railway company agree to perform double switching for the complainant and the application to this Board is dismissed and the case is closed.

Dated September 27, 1907.

No. 3560—1907.

C. L. PERCIVAL COMPANY, Des Moines, }
vs. } Refusal to Receive Shipment of
CHICAGO & NORTH-WESTERN RAILWAY } Hides.
COMPANY. }

Complaint filed August 24, 1907.

The complainants asked the Board what authority the Chicago & North-Western Railway Company had to refuse to ship hides, stating that they had had trouble with various agents of the railway company. The matter was taken up by the Board with the railway company and such action was taken as to remove cause for complaint.

Des Moines, Iowa, December 2, 1907.

No. 3561—1907.

IN THE MATTER OF PROPOSED INCREASE OF RAILWAY AND EXPRESS RATES ON
CREAM.

On August 27, 1907, protest was received by the Board as follows:

To the Honorable State Board of Railroad Commissioners,
Des Moines, Iowa.

PROTEST.

Protest against the raise in cream rates proposed by the various railroads and express companies doing business within the State of Iowa.

WHEREAS: The various railroads and express companies doing business within the State of Iowa and carrying cream as express and baggage within the state, have given notice of the rates charged and to be collected for carrying cream as aforesaid as express and baggage. Said raise in cream rates to be effective on or about September 14, 1907.

WHEREAS: Said increase in cream rates averages about thirty per cent (30 per cent).

WHEREAS: This increase in rates if allowed to go into effect will have to be borne by the producers of cream; and

WHEREAS: This increase of rates is arbitrary and no reason has been assigned that would justify.

THEREFORE, The undersigned receivers of cream shipped by themselves and by the producers of cream and owning and operating creameries within this state and being vitally and deeply interested in this state in the dairy interests of the state, very respectfully ask your honorable body:

1. To deny said increase in said rates.
2. However, if deemed necessary by your honorable body that a hearing be had on the matters contained in this protest, that a day be set in the reasonably near future, due notice being given all parties, for the purpose of determining the right and justice of the matters presented.
3. And we further humbly ask your honorable body to order the various railroads and express companies doing business in this state and carrying cream as aforesaid, to desist and abstain from putting into force and effect the said proposed rates until after this matter is finally determined and adjusted.

McRay Brothers, Des Moines, Iowa.
J. W. Fowler, Grinnell, Iowa.
Andrew Wood Company, Rockwell City, Iowa.
A. Wood Creamery Co., Davenport, Iowa.
Manning Creamery Co., Manning, Iowa.
D. Fairmont Creamery Co., Denison, Iowa.
J. D. Bickle Produce Co., McGregor, Iowa.
J. D. Bickle Produce Co., Mason City, Iowa.
Farmers' Co-operative Produce Co., Des Moines, Iowa.
E. B. Higley Co., Mason City, Iowa.
Iowa Cold Storage Co., Clinton, Iowa.
S. P. Pond Co., Keokuk, Iowa.
Des Moines Creamery Co., Des Moines, Iowa.
Clarinda Poultry, Butter and Eggs Co.
Clarinda Poultry, Etc., Co., Leon, Iowa.
Clarinda Poultry, Etc., Co., Creston, Iowa.
J. L. Humphery, Jr., Humeston, Iowa.
A. R. Loomis, Fort Dodge, Iowa.
Dairy City Creamery Co., Manchester, Iowa.
S. P. Wadley Co., Dubuque, Iowa.
Gureu Barth Co., Cedar Rapids, Iowa.

The matter was taken up at once by the Board with the various railway and express companies interested requesting that they do not put into effect in Iowa the proposed rates until the Board had acted upon the matter. The Railway and express companies acceded to the request of the Board and later the entire matter was transferred to the courts and so far as the present case is concerned it may be considered closed.

Des Moines, Iowa, December 2, 1907.

No. 3562—1907.

J. L. BILLINGS, Olivet,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Maintenance of Station.*
RAILWAY COMPANY.

Complaint filed August 28, 1907.

Petition was received in this case stating that depot accommodations at that point were not sufficient for the public desiring to use the same; that the depot was kept locked, etc. The railway company made answer to the complaint and the petitioners were furnished a copy of the same. The case was closed without prejudice.

Des Moines, Iowa, December 2, 1907.

No. 3563—1907.

JOSEPH MATTES, Odebolt,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Overcharge.*
COMPANY.

Complaint filed August 28, 1907.

This was complaint of overcharge on small shipment and the case being presented to the railway company, adjustment was made satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3564—1907.

FARMERS' COAL AND GRAIN COMPANY,
Havelock,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Elevator Site.*
COMPANY.

Complaint filed August 29, 1907.

Complainants desired site for elevator. The Board took the matter up with the railway company and finally brought about an adjustment that was satisfactory to all concerned.

Des Moines, Iowa, December 2, 1907.

No. 3565—1907.

N. G. O. COAD, Hull,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } *Delay in Transit.*
RAILWAY COMPANY.

Complaint filed September 4, 1907.

Complaint was made of delay in shipment of car of gasoline. The matter was taken up with the railway company and on September 14th, Mr. Coad advised the Board that his car had been received.

Des Moines, Iowa, December 2, 1907.

No. 3566—1907.

H. D. ALVORD, Fort Dodge,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL } *Farm Crossing.*
ROAD COMPANY.

Complaint filed September 5, 1907.

Complainant stated that planking had been removed from his private crossing and he wished to have it replaced. The complaint being presented to the railway company planks were provided as requested.

Des Moines, Iowa, December 2, 1907.

No. 3567—1907.

W. G. BLOCK COMPANY, Muscatine,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Application of Local Rate on*
RAILWAY COMPANY. *Through Shipments.*

Complaint filed September 9, 1907.

Complainant inquired the right of the shipper to reconsign freight in transit in order to obtain the charge of a low local rate on a through shipment. The questions involved in this complaint have already been answered by the Interstate Commerce Commission holding that this may be done only when freight is receipted for by the consignee or accredited agent of the same not an employee of the railway company, and all charges paid.

Des Moines, Iowa, December 2, 1907.

No. 3568—1907.

FARMERS' ELEVATOR COMPANY, Mount
Union,
vs.
CHICAGO, BURLINGTON & QUINCY } *Shortage of Cars.*
RAILROAD COMPANY.

Complaint filed September 13, 1907.

Complaint was made of inability to obtain cars promptly for shipment of grain. It was at a time when an unusual amount of grain was being

shipped but the Board took the matter up with the railway company and requested that something be done to relieve the situation and furnish equipment as ordered. Adjustment was made to the satisfaction of everyone concerned and the case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3569—1907.

THOMAS NELSON, Ewart,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Right of Way Fence.*

Complaint filed September 20, 1907.

Complainant stated that the right of way fence along his farm was in very poor condition. The matter was taken up with the railway company and the fence was repaired.

Des Moines, Iowa, December 2, 1907.

No. 3570—1907.

MARTIN BOHRISCH, Marshalltown,
vs.
IOWA CENTRAL RAILWAY COMPANY. } *Right of Way Fence.*

Complaint filed September 21, 1907.

Complainant through his attorney, Henry Stone, Marshalltown, stated that there was no right of way fence along his land and desired that same be constructed. The matter was presented to the railway company and later it was understood that fence was built as desired.

Des Moines, Iowa, December 2, 1907.

No. 3571—1907.

FARMERS' GRAIN & LUMBER COM-
PANY, Dows,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Failure to Furnish Cars.*
RAILWAY COMPANY.

Complaint filed September 23, 1907.

Complaint was made of car shortage at Dows. On October 10th, the railway company advised the Board that twelve cars had been ordered during September all of which were furnished and that a shortage occurred for a few days on account of the necessity of handling potatoes which were lying on the ground and would have otherwise spoiled.

Des Moines, Iowa, December 2, 1907.

No. 3572—1907.

W. C. SPURGIN, Jamaica,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL } *Delivery of Freight.*
RAILWAY COMPANY.

Complaint filed September 23, 1907.

Complaint was made that respondent railway company failed to deliver freight promptly at that station from points west. The matter was taken up by the Board with the railway company and satisfactorily adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3573—1907.

FARMERS' ELEVATOR COMPANY, Nor-
way,
vs.
CHICAGO & NORTH-WESTERN RAILWAY } *Failure to Furnish Cars.*
COMPANY.

Complaint filed September 24, 1907.

Complaint was made by Mr. B. L. Wick, attorney of Cedar Rapids, Iowa, of the failure of the complainant to obtain cars. The matter was taken up by the Board with the railway company and complaint was adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3574—1907.

M. Y. AMES, Marcus,
vs.
ILLINOIS CENTRAL RAILROAD COM- } *Condition of Cabooses.*
PANY.

Complaint filed September 25, 1907.

Complaint was made that the Illinois Central Railroad Company still had some cabooses that were not furnished with water closets. The matter was taken up by the Board with the railroad company and the Commissioners were assured that these conditions were being remedied as fast as possible.

Des Moines, Iowa, December 2, 1907.

No. 3575—1907.

FARMERS' INCORPORATED CO-OPERATIVE
SOCIETY, Palmer,
vs.
CHICAGO, ROCK ISLAND & PACIFIC } *Failure to Furnish Cars.*
RAILWAY COMPANY.

Complaint filed September 30, 1907.

Complaint was made of failure to obtain cars for shipments of grain. The Board took the matter up with the company and no further complaint was made.

Des Moines, Iowa, December 2, 1907.

No. 3576—1907.

CITIZENS OF HAVERHILL,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Passenger Service.*

Complaint filed October 2, 1907.

This was a petition from the citizens of Haverhill, Iowa, requesting that that station be made a flag stop for certain trains therein named. The matter was taken up by the Board with the railway company and the station was made a flag stop as requested.

Des Moines, Iowa, December 2, 1907.

No. 3577—1907.

CANFIELD LUMBER COMPANY, Water-
loo,
vs.
CHICAGO GREAT WESTERN RAILWAY
COMPANY. } *Sidetrack Facilities at Dunkerton*

Complaint filed October 2, 1907.

Complaint was made that the facilities of the railway company at Dunkerton for unloading cars were inadequate, etc. Complaint was laid before the officials of the railway company and such arrangements were made as were satisfactory to the complainants.

Des Moines, Iowa, December 2, 1907.

No. 3578—1907.

HALVOR SEVERSON, Inwood,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL
RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 3, 1907.

Complaint was made that the railway company refused to furnish cars at Rock Valley for shipment of sand to Inwood. Upon investigation it was found that there was no refusal to furnish cars but owing to the coal famine, all cars for a time were in use for hauling coal. The car was later furnished as desired.

Des Moines, Iowa, December 2, 1907.

No. 3579—1907.

DYSART CANNING COMPANY, Dysart,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 4, 1907.

This was a complaint of the failure of the railway company to furnish car for shipment of canned corn, etc. Cars were furnished as desired.

Des Moines, Iowa, December 2, 1907.

No. 3580—1907.

W. R. GREEN ET AL., Audubon,
vs.
CHICAGO & NORTH-WESTERN RAILWAY
COMPANY. } *Train Service.*

Complaint filed October 5, 1907.

This was a complaint by W. R. Green and others of Audubon, Iowa, asking the Board to require the respondent railway company to install better train service on the branch from Carroll to Audubon. The matter was taken up by the Board at once with the railway company, and instructions were issued that removed cause for complaint.

Des Moines, Iowa, December 2, 1907.

No. 3581—1907.

E. W. ROE, Carson,
vs.
CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY. } *Overcharge—Passenger Fare.*

Complaint filed October 7, 1907.

Complainant stated that he had been overcharged on the purchase of a ticket to St. Joseph. Complaint was forwarded to the railway company and refund of overcharge was made.

Des Moines, Iowa, December 2, 1907.

No. 3582—1907.

FARMERS' ELEVATOR COMPANY, Bad-
get,
vs.
MINNEAPOLIS & SAINT LOUIS RAIL-
ROAD COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 8, 1907.

Complainants stated that they were being discriminated against in the furnishing of cars for the shipment of grain. The Board laid the case before the railway company, and it was found that no discrimination had been practiced, the inability of the company to furnish cars being due to the prevalent shortage.

Des Moines, Iowa, December 2, 1907.

No. 3583—1907.

J. P. THOMAS, Washington,
vs.
CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY. } *Removal of Verdi Station.*

Complaint filed October 9, 1907.

Statement was made that a petition had been sent to the Chicago, Rock Island & Pacific Railway Company to permit the station of Verdi to

remain as it had been located for some time, rather than to remove the same as seemed to be contemplated by the railway company. The commissioners corresponded with the railway company concerning the matter, and Mr. Carroll Wright, attorney for the Chicago, Rock Island & Pacific Railway Company, advised the Commission on October 18, 1907, that there was no present intention of making any change at that station. The petitioners were so informed.

Des Moines, Iowa, December 2, 1907.

No. 3584—1907.

H. E. HAUSCHEN, Emmetsburg,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Farm Crossing.*

Complaint filed October 9, 1907.

It was petitioned that the farm crossing which complainant had the use of be allowed to remain without planks being removed, as he needed the crossing in his winter hauling. The request was granted by the railway company.

Des Moines, Iowa, December 2, 1907.

No. 3585—1907.

J. K. McANDREW, Hartley
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 10, 1907.

Complainant stated that he was unable to obtain cars for shipment of grain, a petition being sent to the Board, numerously signed, requesting that the company be required to furnish the cars to the complainant. The complaint referred especially to conditions at Max and Dion. The matter was taken up by the Board with the railway company and no further complaint has been made.

Des Moines, Iowa, December 2, 1907.

No. 3586—1907.

T. M. HOOPER PRODUCE COMPANY,
Chariton,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } *Discrimination.*

Complaint filed October 11, 1907.

Complainants stated that they were being discriminated against on their shipments of ice-packed poultry, in that on some shipments W. T. L. No. 6 applied, while on theirs they did not. The matter was taken up by the Board with the railway company and properly adjusted. Later

the Commissioners adopted for Iowa shipments, Western Trunk Lines Rules Circular No. 6, wherever it was to the advantage of the shipper to apply such rule.

Des Moines, Iowa, December 2, 1907.

No. 3587—1907.

NORTHWESTERN TILE & CLAY PRODUCTS COMPANY, Emmetsburg,
vs.
CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 12, 1907.

Complainants desired the Chicago, Milwaukee & Saint Paul Railway Company to furnish car for shipment to points on their line, said car to be placed on the switch connecting with the Chicago, Rock Island & Pacific Railway Company, to be set for the tile company at their plant situated on the Chicago, Rock Island & Pacific Railway Company side-tracks. The matter was taken up by the Board with the railway company and the Board was advised that these shipments were being taken care of as promptly as possible.

Des Moines, Iowa, December 2, 1907.

No. 3588—1907.

A. N. KNYPER, Pella,
vs.
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY. } *Delay in Translt.*

Complaint filed October 14, 1907.

Complainant complained of delay in shipment of a car of cement. The matter was taken up at once and on October 17th the Commissioners were advised that car had been received.

Des Moines, Iowa, December 2, 1907.

No. 3589—1907.

BOARD OF CONTROL OF THE STATE OF IOWA
vs.
ILLINOIS CENTRAL RAILROAD COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 14, 1907.

Complaint was made by the Board of Control that the Woodbine Milling Company was unable to procure cars for the shipment of flour to the State Hospital for the Insane at Independence, Iowa. The matter was taken up by the Board at once with the railway company, and on October 21st the Commissioners were advised by the railway company that cars had gone forward as requested.

Des Moines, Iowa, December 2, 1907.

No. 3590—1907.

J. W. ARNOLD, Cummings,

vs.

CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Right of Way Fence.*

Complaint filed October 16, 1907.

Complainant stated that he desired a hog-tight fence, and wished to know how to proceed to compel the company to construct it. The Commissioners called the attention of the railway company to the case, but later Mr. Arnold advised the Commission that he did not at this time, care to press the matter. The case was closed.

Des Moines, Iowa, December 2, 1907.

No. 3591—1907.

C. D. GIBSON, West Liberty,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY. } *Failure to Furnish Cars at Downey.*

Complaint filed October 17, 1907.

Complainant stated that shippers at the town of Downey had just cause for complaint in that while they received insufficient number of cars to supply the demand, there were plenty of empty cars both at Iowa City and West Liberty. Complaint was taken up by the Board with the railway company and adjusted.

Des Moines, Iowa, December 2, 1907.

No. 3592—1907.

GILMORE GRAIN & ELEVATOR COMPANY, Gilmore City,

vs.

MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 19, 1907.

Complaint was made to the Board as follows:

Can you furnish some relief in the car situation? We cannot get foreign cars and can only ship to Fort Dodge and Peoria on the Minneapolis & St. Louis. Our elevators are full and we want some relief.

The Board presented the case to the railway company and no further complaint was made.

Des Moines, Iowa, December 2, 1907.

No. 3593—1907.

SLOAN CEREAL COMPANY, Sloan,

vs.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY. } *Failure to Furnish Cars.*

Complaint filed October 19, 1907.

Complaint was made that Sloan Cereal Company was unable to obtain cars for shipments. Complaint was taken up with the railway company and Mr. R. H. Aishton, general manager, on October 24th, stated:

Replying to your favor of the 16th relative to alleged shortage of cars at Sloan, Iowa, and enclosing copy of complaint of W. C. Whiting.

The Farmers' Cereal Company at Sloan has been furnished with four 50,000 capacity cars, two 60,000 and one 50,000 capacity cars since October 17th and our superintendent personally called on the manager of the Farmers' Cereal Company, who states that he has not made any complaint whatever about the shortage of cars, that he has loaded out 28 cars this month. The other elevator at that point 20 cars and other shippers 7 cars, which has been all they needed, and they have plenty of cars at the present time.

There is no foundation whatever for any complaint relative to the number of cars furnished at Sloan nor to their proper distribution.

Des Moines, Iowa, December 2, 1907.

3594—1907.

CITIZENS OF WATERLOO,

vs.

CHICAGO GREAT WESTERN RAILWAY COMPANY. } *Maintenance of Depot in West Waterloo.*

Complaint filed October 24, 1907.

Petition in this case was as follows:

WATERLOO, IOWA, Oct. 19, 1907.

To the Honorable State Railway Commission of the State of Iowa.
Des Moines, Iowa.

GENTLEMEN,—We, the undersigned citizens of the city of Waterloo, Iowa, respectfully request your honorable body to cause the Chicago Great Western Railroad Company to build an adequate passenger and freight depot in the city of Waterloo on the west side of the river; and we further request that your Commission come here and inspect the present depot which is being maintained by the said railroad company.

Signed by M. B. LOCKE,
U. G. KRAMER,
ED STACY and
170 OTHERS.

The complaint was at once forwarded to the railway company for attention and on November 6, Mr. L. S. Cass, third vice president, wrote the Board stating that:

Our company has continued to operate a freight station in West Waterloo continuously since 1882, and if there is any intention to discontinue a freight house in West Waterloo, it has not yet reached my knowledge.

Des Moines, Iowa, December 2, 1907.

No. 3595—1907.

A. E. BUCK, Harris,
vs.CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY.*Failure to Furnish Cars.*

Complaint filed October 25, 1907.

This was complaint that company was not furnishing cars for shipments of hay. Mr. Carroll Wright, in answering this complaint on November 4th, said:

Referring to the complaint of A. E. Buck of Harris, Iowa, regarding failure to furnish cars, I have to say that at the time this complaint was made we were short of cars because of the excessive demand therefor arising out of the high price of hay and grain.

Shortly after the filing of the complaint the drop in the market naturally reduced the demand for cars and enabled us to clear up all back orders and we now have a surplus of empty cars on that division.

This is another case of a great temporary demand for cars growing out of the condition of the market which changes immediately upon a drop in the market. You can readily understand that we cannot be expected to have cars on hand to meet an excessive demand growing out of a condition of the market, which will be idle immediately upon a change in the market.

No doubt the complainant is now having his demand for cars filled. We have treated all stations alike but of course it was impossible to keep every one satisfied.

Copy of the foregoing was furnished complainant.

Des Moines, Iowa, December 2, 1907.

No. 3596—1907.

R. L. McCaughan, Carlisle,
vs.CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.*Dangerous Operation of Trains at
Street Crossings in Des Moines.*

Complaint filed October 26, 1907.

Complainant stated that as he was about to cross the Chicago, Burlington & Quincy tracks on West Fifth street, Des Moines, about 3:15 p. m. on October 23d, engine No. 1323 "kicked" a car, No. 86971, Chicago, Burlington & Quincy, over the crossing without warning, and that this was a common occurrence, making it dangerous for pedestrians and teams.

The matter was taken up at once with the railway company and such instructions were issued to trainmen as to prevent future occurrences of this kind.

Des Moines, Iowa, December 2, 1907.

No. 3597—1907.

CITIZENS OF AVERY,
vs.CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY.*Overcharge—Passenger Fare.*

Complaint filed October 28, 1907.

Petition was received by the Board as follows:

We the undersigned, being citizens of Avery, do hereby protest against the action of the Chicago, Burlington & Quincy Railroad Company, in charging a fourteen (14c.) cent fare from Avery, Iowa, to Albia, Iowa. The distance between said towns being no more than five and one-half miles, as per the folder issued by said company. And we hereby beg and petition you, as Railroad Commissioner, to use the power of your high office to the end that the rate of two cents per mile shall be enforced according to the Railroad Rate Bill recently enacted.

Signed CHAS. R. DEAYER,
GEO. W. MOORE and
125 OTHERS.

Attention of the railroad company being called to this condition of affairs, they reduced the passenger tariff to read twelve cents, which was satisfactory to the complainants.

Des Moines, Iowa, December 2, 1907.

No. 3598—1907.

FARMERS' ELEVATOR COMPANY, Ral-
ston,
vs.CHICAGO & NORTH-WESTERN RAILWAY
COMPANY.*Removal of Side Track.*

Complaint filed October 29, 1907.

Complaint in this case follows:

I have organized a farmers' elevator company at Ralston and incorporated under the state laws.

We have commenced building on our own land adjoining the railroad right of way. One of our men went to see the superintendent at Boone and he said they would move the track right over for us and said it was all right.

This was a week ago. Now yesterday we got a letter through their agent here that they were ready to move the track any time we wanted them to but that we would have to bear the expense of moving it.

Now we would like to know is it right that we should bear the expense or not. An early reply will greatly oblige.

THE FARMERS' ELEVATOR COMPANY,
By Geo. Gregory, Secretary.

The Board presented this case to the railway company and on October 31st Mr. R. H. Aishton, general manager, wrote the Board:

In reply to your favor of the 29th inst., inclosing copy of letter from Farmers' Elevator Company, Ralston, Iowa, dated 27th inst., and making formal complaint to the Commission relative to the moving of the track to serve their property at Ralston, Iowa.

We are very much surprised that matter of this kind would be brought to attention of the Commission. On making inquiry by wire regarding this matter I find that these people have secured necessary location for elevator and sent

party to see our superintendent asking if the track could be shifted to accommodate them in their location and they were told that as far as superintendent knew it was practicable to do it; afterwards found out it could be done and wrote them a letter asking them if they would stand the expense of shifting the track. This is one of our customs where track changes are made for accommodation of industries to require the parties for whose benefit the change is made to relieve the company from the expense of such change. Up to the present time our superintendent has not had any reply from them in the matter.

The cost of the change is estimated at \$20.00 and as it is made solely for the benefit of the industry it is our opinion that they should be willing to pay for this accommodation or at least make reply to our communication.

In sending a copy of Mr. Aishton's letter to Mr. Gregory, the Board stated:

Please note the enclosed copy of letter just received from General Manager Aishton of the Chicago & North-Western Railway Company, concerning the removal of side track to accommodate your industry. As the proposition of the railroad company seems to be entirely fair the Board will close this case.

Des Moines, Iowa, December 2, 1907.

No. 3599—1907.

E. H. MARTIN, Webster City,

vs.

MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY.

} *Delay in Transit.*

Complaint filed November 6, 1907.

Complainant stated that he had been waiting for a car of material for over two months that had been shipped via the Wisconsin Central to Minnesota Transfer, destined to Kanawha, Iowa. The matter was taken up by the Board and the Commissioners were advised on November 9th that the car reached Minnesota Transfer in care of the Chicago, Milwaukee & Saint Paul and was found in bad order, but had been repaired and would go forward at once.

Des Moines, Iowa, December 2, 1907.

No. 3600—1907.

IRVIN GREEN, Larchwood,

vs.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

} *Overcharge—Interstate.*

Complaint filed November 14, 1907.

Claim was made for alleged overcharge on car of household goods from Moneta to Larchwood. It developed that no overcharge had been made.

Des Moines, Iowa, December 2, 1907.

No. 3601—1907.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

vs.

EMMET COUNTY BOARD OF SUPERVISORS.

} *Dangerous Crossing.*

Complaint filed November 18, 1907.

The Chicago, Rock Island & Pacific Railway Company stated that the Supervisors of Emmet county were about to establish a highway crossing the right of way of the Chicago, Rock Island & Pacific Railway Company at a point that would be dangerous to the public and railway company, asking the Board to intervene.

The Commissioners took the matter up and on November 25th Mr. Roy J. Ridley, county auditor of Emmet county, wrote the Board as follows:

The road you write about that crosses the Chicago, Rock Island & Pacific Railway has been investigated by the Board of Supervisors of Emmet county and established at the November meeting and all damages paid except the railway company have not come to get theirs. The time set for filing objections was October 2, 1907.

The Chicago, Rock Island & Pacific Railway Company filed an itemized account of their damages and it was allowed at the time the road was established.

On November 30th, Mr. J. H. Johnson, attorney of the Chicago, Rock Island & Pacific Railway Company, advised the Commission that the statements made by the county auditor were correct and that the case so far as the Board was concerned could be closed.

Des Moines, Iowa, December 2, 1907.

No. 3602—1907.

J. L. HORNING, Hubbard,

vs.

CHICAGO & NORTH-WESTERN RAILWAY COMPANY.

} *Farm Crossing.*

Filed January 30, 1907.

DECISION OF THE BOARD.

The complainant asks for an order requiring the Chicago & North-Western Railway Company to construct an under-crossing of sufficient size for stock, under its tracks across his farm near Hubbard, Iowa.

The Board viewed the premises on September 26, 1907, there being present N. S. Ketchum, chairman, and W. L. Eaton of the Board, complainant, J. L. Horning, R. H. Aishton, general manager, and other officials of the Chicago & North-Western Railway Company. As matters of fact we find as follows:

The complainant is the owner of a farm of three hundred and twenty acres. It came to him by inheritance from his father, who owned the premises when the railroad was built, about the year 1882 or 1883.

The railroad track runs nearly due east and west through said farm leaving a long narrow strip on the north side of said track. The buildings

are on the south side of the farm. It is a fairly level tract except on the west side where the land is low and wet. Across this tract the railroad has a fill from six to eight feet in height at the highest point. On each side of this location the land is exceedingly low. It is doubtful whether an undercrossing could be constructed which could be used as a cattle way on account of the character of the ground. This we do not herein determine.

We find that there are two grade crossings on the tracks of the railway company at convenient points about one-fourth of a mile apart. Both of said crossings have been in use ever since the railway was constructed. They cross the tracks where the land is dry and adapted to the purpose and at a slight elevation above the adjacent land. For grade crossing they cannot be improved and are as adequate as grade crossings can be made. The supreme court has repeatedly held that grade crossings are the rule in this state. It is the opinion of the Board that before it can order an under or over crossing for the owner of land on both sides of a railroad track that a reasonable, practicable adequate grade crossing cannot be obtained. Such is not the case at bar. We are bound by the statutes of the state and the decisions of the courts and for these reasons we are compelled to deny the complainant's application.

Des Moines, Iowa, September 28, 1907.

INSPECTIONS

INSPECTIONS.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS OF THE CHICAGO, MILWAUKEE & SAINT PAUL RAILWAY COMPANY'S RAILROAD, ITS EQUIPMENT AND THE MANNER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO THE PUBLIC SAFETY AND CONVENIENCE IN THE STATE OF IOWA.

The following is a record of the inspection of the Chicago, Milwaukee & Saint Paul Railway tracks, stations and stock yards, etc.

June 17, 1907.

Present on special inspection train, Commissioners Ketchum, Palmer and Eaton, and Secretary Lewis; representing the Chicago, Milwaukee & Saint Paul Railway Company, General Manager Underwood, Superintendent Foster, Engineer Wood, and Roadmaster Richards.

Train left Cedar Rapids at 7 a. m., stopping at Fairfax, Walford, Amana, South Amana, Conroy, Williamsburg, Parnell, and North English. The Board found the stock yards at North English in bad condition, drainage and windmills needed. The Board found that North English furnished from 340 to 400 cars of stock per year. At Commissioners' request, General Manager Underwood gave orders for windmill, proper drainage and cinderling of stock-yards.

Train then proceeded, stopped at Webster, Sigourney, Hayesville, Hedrick, Hilland, Ottumwa and Moravia.

At Mystic the Board investigated the condition of two street crossings. It was found that the crossing near the sheds, etc., should be closed; the other was found to be a good, safe crossing.

The train then proceeded to Blakesburg and Washington, and inspection was concluded for the day.

June 18, 1907.

Present on special inspection train, full Board with Secretary Lewis and General Manager Underwood, Superintendent Foster, Engineer Wood, and Roadmaster Richards.

Train moved west from Marion, stopping at Van Horn, Keystone and Elberon, where there was demand for more train service, and then proceeded to Vinling, Tama, Potter and Dunbar, at which place the change of grade and of line, etc., was thoroughly inspected. Train moved on to the towns of Rhodes, Madrid, Perry, Bayard, Coon Rapids, Templeton, Manning and Manilla, at which place Superintendent Beardsley joined the party and Messrs. Woods and Foster left. Train then proceeded to Arion, where the Commissioners met Mr. Nelson of the Arion Milling Company, who stated that the company desired a stub track to their mill. It was found that such track would be on property owned by the Milling Company, off of the right of way of the railway company, that one car or more of coal per month was received; that since October 1, 1906, seventeen cars of flour had been shipped to Des Moines; that wheat was received from Nebraska and Dakota and about one-half from nearby.

General Manager Underwood made a proposition that the railroad furnish rails, fastenings and switch, and the Milling Company to grade, furnish the ties and pay for the labor, the railway company to maintain the switch. Commissioner Eaton advised Mr. Nelson that the Board believed the proposition submitted to be fair, considering the conditions.

Train then proceeded to Charter Oak, Mapleton, Hornick, Luton and Westfield.

The Farmers' Elevator Company requested a site for elevator and General Manager Underwood gave orders that site be granted as requested, provided an elevator of the required capacity be built.

Train then proceeded to Akron where the Farmers' Elevator Company requested a site. Mr. Underwood advised that notice should be served on the Hunting Grain Company to remove sheds and site would be allotted as requested. This concluded the inspection for the day.

June 19, 1907.

Full Board and secretary, the same party as of previous day, on special inspection train, proceeded to Rock Valley, Hull and Sheldon, at which latter place Superintendent W. W. Collins and Freight Agent Warner joined the party. Board inspected the new depot at Sheldon and went thence to Sanborn. There are four elevators and an old flat warehouse at Sanborn. General Manager ordered the removal of the flat house. Train passed on to Hartley, Spencer, Ruthven, Emmetsburg and Algona. The Board made an investigation into the complaint of the citizens of Algona for Y track connections. Representative Holmes complained that the Chicago & North-Western Railway Company took off night train, saying it was the desire of the citizens to have the Des Moines train leaving at 4:20 p. m., run on to Elmore instead of Eagle Grove. This complaint was taken under advisement. From this point the Board proceeded to Mason City where they met Hon. O. T. Denison, thence to Charles City where citizens made complaint that depot was not lighted, etc. Suggestions were made by the Board with reference to this alleged condition and the general manager, Mr. Underwood, assured them that cause for complaint would be removed. The train passed on to Fort Atkinson and Calmar, where a complaint of the people was entertained, concerning train connections and of freight trains blocking Main street crossing. Train then proceeded to Waukon, where Mr. Beddo stated that another train was wanted on that branch leaving Waukon about 5 p. m., and connecting with the train south about 6 p. m., also complaining that the coach on the freight train was insufficient to accommodate passengers. The general manager advised the Board that an attempt would be made to remedy these two complaints. Superintendent Stapleton showed that an average number of passengers each way for the two trains was fifty.

The Board found no water closet at the station and the superintendent was asked to provide suitable closet. This concluded the day's inspection.

June 20, 1907.

Board proceeded to North McGregor on special with same party being joined there by J. W. Stapleton, superintendent, and Vice President McKenna, and proceeded to West Union, Donnan Junction, Volga City, North Buena Vista, Zwingle, Lamotte, Maquoketa, Fillmore and Bernard.

At Donnan Junction the Board heard the citizens' complaint with reference to train connections. Vice President McKenna said the railway company would do its part to adjust the complaint. At North Buena Vista, the Board found there was no place for stock yards on the side track but that yards in good condition were located on a hill with a loading chute to the tracks. At Bernard and Fillmore the Board considered complaints concerning delay in getting stock to the Chicago markets. This concluded the day's inspection.

June 21, 1907.

Vice President McKenna, Superintendent J. H. Foster, Engineer Wood, Freight Agent Bayard, John R. Cook, Major Rathbun, Commissioners Ketchum and Palmer and Secretary Lewis left Maquoketa for Eldredge Junction, Oxford Junction, Wyoming, Monticello, Oneida Junction, Arlington, Waucoma, Fayette, Maynard. Citizens of Arlington petitioned also for train connections at Donnan Junction with the Chicago, Rock Island & Pacific trains. Petitioners were represented by Mr. Lake. This concluded the inspection of the Milwaukee Lines.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS OF THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY'S RAILROAD FROM KEOKUK TO DES MOINES, ITS EQUIPMENT THEREON AND THE MANNER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO PUBLIC SAFETY AND CONVENIENCE.

A member of the Board in September, 1907, made a trip over the line of the Chicago, Rock Island & Pacific Railway from Keokuk to Des Moines, and on October 3, 1907, the Board directed the following letter sent to Mr. F. O. Melcher, general manager of the Chicago, Rock Island & Pacific Railway Company at Chicago:

October 3, 1907.

Mr. F. O. Melcher,
General Manager, Chicago, Rock Island & Pacific Railway Company,
Chicago, Ill.

DEAR SIR,—In a preliminary inspection of the Keokuk & Des Moines branch of your line the Commission finds the track not in as good a condition as it would like to see. The Commission would divide this branch into three sections as to its conditions: From Keokuk to Eldon is not as good as it should be for the safety of the public, so far as your present passenger service is concerned and at the present speed of your trains; from Eldon to Ottumwa the track is in a much better condition, with the exception of your track within the city limits of Ottumwa; the line from Ottumwa to Des Moines is the better part of the branch.

It is the opinion of the Commission that the entire Keokuk-Des Moines branch should be relaid with a heavier steel rail, with more than the annual percentage of new ties and the roadbed properly ballasted.

It is true that a large portion of this line lies along the bank of the Des Moines river, with excessive watershed on one side and with an almost constant washing and wasting upon your roadbed. Yet it is the opinion of the Commission that your line requires provisions for drainage on the east side thereof from Keokuk to Eddyville.

The Commissioners presume they are offering no new suggestions to you in this matter as the tendency of your work on the whole clearly shows that your

management in charge is working along these lines as best they can with the material at their disposal.

After carefully considering all matters in connection with this subject, it is the opinion of the Commission that you should, at an early date, make such recommendations and appropriations as will bring about a better condition of this branch of your line.

Yours very truly,

DWIGHT N. LEWIS, Secretary.

By order of the Board.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS OF THE CHICAGO & NORTH-WESTERN RAILWAY COMPANY'S RAILROAD, ITS EQUIPMENT AND THE MANNER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO THE PUBLIC SAFETY AND CONVENIENCE IN THE STATE OF IOWA.

On September 23 to 26, 1907, the Board made an inspection of the lines of the Chicago & North-Western Railway Company in Iowa. Mr. R. H. Aishton, general manager, and the superintendents and other officers of their respective divisions accompanied the Board over the main line and branches of road. Stops were made at all points where complaints had been lodged and complainants were given an opportunity to be heard. Special attention was given to station houses, yards, stock yards, etc.

The Commission found the tracks and superstructure, bridges, etc., in very good physical condition; station buildings generally, of required capacity for the patronage and kept very neatly, and properly lighted and heated for the comfort of the public. Many of the depot yards were nicely decorated with fine parks. Sidings and yards were found to be in good operating order and all stock yards, with very few minor exceptions, were adequate in size and properly drained and equipped.

All conditions were, in fact, found to be very good with few exceptions. These exceptional cases were taken up, discussed and remedies suggested by the Commission, which suggestions were in most cases followed by the Company.

IN THE MATTER OF THE EXAMINATION AND INSPECTION OF THE CONDITIONS OF THE MINNEAPOLIS & SAINT LOUIS RAILROAD COMPANY'S AND THE IOWA CENTRAL RAILWAY COMPANY'S RAILROAD, ITS EQUIPMENT AND THE MANNER OF ITS CONDUCT AND MANAGEMENT WITH REFERENCE TO THE PUBLIC SAFETY AND CONVENIENCE IN THE STATE OF IOWA.

On November 11 to 16, 1907, the Board of Railroad Commissioners of the state of Iowa made an inspection and examination of the Minneapolis & Saint Louis Railroad and of the Iowa Central Railway in Iowa. Mr. D. C. Noonan, general superintendent; J. N. Tittmore, freight traffic manager; H. F. Marsh, assistant general freight agent; A. B. Cutts, general passenger agent; C. S. Hayden, superintendent, E. D. Hogan, superintendent, and other officers of the companies accompanied the Board on such inspection.

All parties who had made complaints relating to the subject of the inspection were given full opportunity to be heard. Special attention was

given to the adequacy of station houses and to the condition of yards, sidings, etc., with reference to their safety and management by the companies. Stock yards were examined with reference to drainage and sanitation. The tracks and roadbeds were found in fair physical condition; station houses were kept reasonably comfortable for the use of the public and were found adequate for the business done.

TOPICAL INDEX

To All Volumes—1878 to 1907, Inclusive

	Year	Page
A ABANDONMENT OF ROAD:		
Adams, Walter, Fairfield, v. C. B. & Q.	1899	85
Clarinda, citizens of, v. C. & St. L., abandonment of C. & St. L. R'y.	1889	1041
Dunbar, citizens of, v. C. M. & St. P.	1906	346
Elkader, citizens of, v. C. M. & St. P.	1886	473
Expenses incurred in constructing spur tracks, parties entitled to return of, on abandonment of track.	1891	738
Fort Dodge, citizens of, v. C. R. I. & P. et al., Tara & Ft. Dodge.	1889	982, 987
Supreme court decision in, referred to.	1892	25
General subject discussed	1889	44
Lime Kiln branch of C. R. I. & P.	1907	5
Muscatine, W. L. Johnson, v. C. R. I. & P.	1906	299
Northwood, citizens of, v. Central Iowa.	1882	468
Northwood, citizens of, v. Iowa Central, petition for rehearing.	1883	599
Court proceedings in.	1884, 46, 1895	XXXIX
Ottumwa & Kirkville, 33.3 mi., Clarinda & St. Louis, 11.5 mi.	1891	5
Rights of contracting parties protected by courts.	1889	1043
W. & W. R'y. Osage, petition for temporary removal.	1895	196
ABANDONMENT OF STATION—see also Station.		
Avon, W. E. Patterson, Carlisle, v. C. B. & Q.	1901	504
Bismarck, Niel & Campbell, v. C. M. & St. P.	1889	992
Callopo, Johnson Brothers, v. C. M. & St. P.	1903	248
Durham, citizens of, v. C. B. & Q.	1903	305
Ewart, citizens of, v. Iowa Central.	1903	302
Faulkner, Geo. E. Wagner v. Ia. Cent.	1907	424
Kingston, Decatur county, citizens of, v. D. M. & K. C., protest against removal	1890, 863, 1902	238
Leslie, citizens of, v. D. M. & K. C., protest against abandonment of station	1889	1027
Dissenting opinion by Commissioner Doy.	1889	1020
Olivet, citizens of, v. C. R. I. & P.	1904	254
Pekin, Splers & Richardson, v. B. & W., petition for reopening.	1890	852
Rands, citizens of, v. C. M. & St. P.	1903	303
River Junction, Henry Walker et al. v. C. R. I. & P.	1904	259
Sand Prairie, citizens of, v. C. R. I. & P.	1904	300
Vao, Jones, J. M., v. B. & M., petition for reopening of station.	1890	938
ABSORPTION OF BRIDGE TOLL—see Bridge Toll.		
ACCESS TO DEPOT—see Depot.		
ACCIDENTS TO PERSONS—		
Remarks of President Harrison.	1892, 18, 1895	70
Comparative tables covering a period of years.	1907	14
Law concerning reporting of, repealed.	1898	6
To employees from coupling cars, etc., comparative tables.	1907	12

	Year	Page
ACCIDENTS—INVESTIGATION OF—		
Afton, on C. B. & Q.	1887	148
Altoona	1878	46
Allerton, on C. R. I. & P.	1904	329
Ames, on C. & N.-W.	1902	308
Brush Siding, on C. B. & Q.	1893	269
Coon Rapids, on C. M. & St. P.	1891	843
Council Bluffs, on O. & St. L.	1901	527
Crescent, on C. & N.-W., near Council Bluffs.	1893	271
Danger of boys playing around trains, etc., B. C. R. & N.	1891	841
Des Moines, collision between C. R. I. & P. fair ground train and C. & N.		
W. freight train at, report of commissioners.	1889	1114
Dyersville, on C. G. W.	1904	327
Eagle Point, on C. M. & St. P.	1887	153
Geneva, on Iowa Central.	1901	536
Gifford on Iowa Central.	1902	307
Glendale, on C. M. & St. P., investigation of by commissioners.	1889	1107
Highland Center, on C. M. & St. P.	1892	873
Hubbard, on C. & N.-W.	1900	13
Inwood, on C. M. & St. P.	1887	162
Iowa Falls, on the crossing of the Ill. Cent. and C. R. I. & P.	1905	270
Logan, on C. & N.-W.	1896	340
Maynard, on B. C. R. & N.	1891	829
Nansen, seven miles southeast of Council Bluffs, on O. & St. L.	1890	961
New Hampton, on C. G. W.	1892	871
Oelwein, on C. G. W.	1902	307
Potter, on C. M. & St. P.	1901	539
Rhodes, on C. M. & St. P.	1902	308
Stratford, on C. & N.-W.	1893	270
Stratford, on C. & N.-W.	1891	845
Thayer, on C. B. & Q.	1901	535
Tiffin, on C. R. I. & P.	1901	537
Unionville, on C. R. I. & P.	1901	536
Valley Junction, on C. R. I. & P.	1895	241
Verdi, on C. R. I. & P.	1901	536
Vincent, on C. R. I. & P.	1891	841
Walnut, on C. R. I. & P.	1901	537
Washington, on C. R. I. & P.	1891	841
Wilke, on Ill. Central	1904	328
Bureau of railway statistics and accounts, railway question.	1893	406
Forms prescribed for reporting of.	1907	7, 10
Law requiring reports of and investigation of.	1907	7
Law requiring uniformity in, recommended.	1892	21
Uniformity in.	1878, 74; 1879, 113; 1882, 38; 1892	45
ACTUAL CASH VALUE OF ROAD AND EQUIPMENT—see <i>Value</i> .		
ADAMS, CHARLES FRANCIS, JR., quotation from.	1878	59
Discussion of commissioner system.	1879	73
Railroads, origin and problems.	1881	81
Remarks on watered stock.	1886	55
ADAMS, HENRY C., statistician Interstate Com. Com., paper on accounts, etc.	1893	406
ADDITIONAL DEPOT GROUNDS—see <i>Condemnation Proceedings</i> .		
ADEQUATE EQUIPMENT DEFINED—see <i>Equipment</i> .		
ADEQUATE CROSSING—see <i>Crossing, Adequate</i> .		
ADOPTION OF COMMISSIONERS' RATES—see <i>Rates</i> .		
ADVANCE CHARGES—		
Bremwick Bros., Eagle Grove, v. C. & N.-W., discrimination in applying.	1892	842
Monahan Bros., Charlotte, v. C. & N.-W.	1886	525
Wasson, J. A., Roscoe, Kan., v. C. M. & St. P., duties of carriers in accepting guaranty for.	1883	606
ADVANCE IN HAY RATES, PETITION OF D. M. & N. W.—see <i>Rates</i> .		

	Year	Page
AGENTS, STATION, PETITION FOR—see <i>Station Service</i> .		
AGREEMENTS BETWEEN RAILWAYS, violation of.	1886	57
AGREEMENT OF RAILWAY COMPANIES TO ADOPT COMMISSIONERS' RATES—see <i>Rates, Freight</i> .		
AID TO RAILROADS—see <i>Taxes</i> .		
AINSWORTH, W. W., elected secretary.	1887	3
AMENDMENTS TO CLASSIFICATION—see <i>Classification</i> .		
APPORTIONMENT OF COST OF OVER AND UNDER RAILROAD CROSSING—see <i>Crossing, Railroad</i> .		
APPROPRIATION OF LAND, Harrington, F. E., Marathon, v. C. M. & St. P., for snow fence.	1899	92
APPROPRIATION OF COAL—		
Aurelia, coal dealers of, v. Illinois Central, during scarcity of fuel.	1888	677
Elliott, J., Knowles, v. C. B. & Q.	1881	140
Hogaboom, S. R., Creston, v. C. B. & Q.	1894	286
LeMars, Townsend, D. W., v. Illinois Central.	1888	679
ARBITRATION—		
Ashburn, J. M., Lamoni, v. C. B. & Q., claim for care of stock.	1889	989
Consolidation Coal Company v. Central Iowa.	1878	20
Illinois Central et al. v. Waverly Short Line et al., grade crossing.	1886	576
Mason City & Fort Dodge R'y Co. v. Crooked Creek R'y Co., grade cross-		
ing.	1887	732
Moore, Thos. and Bisbee, C. W., Turin, v. C. & N. W., overflow damages.	1889	999
Webster City & Crooked Creek v. M. C. & Ft. D. R'y Co., grade cross-		
ing.	1886	598, 601
ATTENDANTS with L. C. L. live stock shipments.	1894	247
ATTORNEY GENERAL, REPORT OF—see <i>Litigation</i> .		
ATTORNEY GENERAL MULLAN, opinion of, with reference to right of rail-		
way company to receive and forward freight.	1903	265
AUTHORITY OF COMMISSIONERS—see <i>Commissioners</i> .		
AUTOMATIC COUPLERS—see also <i>Couplers, Automatic</i> .		
Paper on, by Commissioner Coffin.	1885	92
Brakes, Burlington test.	1884, 40; 1886,	47, 48
Generally used.	1893	4
Comparative table of.	1907	13
BAD ORDER, RECEIPT OF GOODS IN—see <i>Damages</i> .		
BACK WATER CAUSED BY RAILROAD CONSTRUCTION, OVERFLOW—		
Drainage, Damage, Obstruction and Overflow.		
BACK WATER IN RELATION TO RAILROAD CROSSINGS—see <i>Drainage</i> .		
BACK WATER, STOCK DROWNED BY—see <i>Damages</i> .		
BAGGAGE, facilities at Lanesville on C. M. & St. P.	1905	821
BAGGAGE, EXCESS AND STORAGE CHARGES, discussion of.	1891	28
Anderson, T., Rockford, Ill. v. C. M. & St. P., sample trunks contain-		
ing jewelry not baggage.	1885	541
Ashall, F. C., Chicago, v. Central Iowa, excess charges.	1882	423
Bullock, N. P., Leon, v. Union Depot, Council Bluffs, storage.	1887	728
Carpenter, C. C., Gilman, v. Central Iowa and C. & N. W., refusal to		
receive tool chest as baggage.	1886	528
Dusey, H., et al. Creston, v. C. B. & Q., refusal to carry mechanic's		
tool box as baggage.	1885	513
Edmundson, Ed., Cedar Rapids, v. C. M. & St. P., excess baggage.	1892	823
Glover, H. B. & Co., et al. Dubuque, v. Various lines, excess baggage		
charges.	1893	630
Goodwin, Mrs. Patience, Traer, v. C. R. I. & P., delay and storage		
charges.	1882	645
Hollenbeck, Mrs. E. A., Wesley, v. C. & N.-W., excessive.	1898	71
Karberg, H., St. Louis, v. C. B. & Q., overcharge.	1901	502
Krause & Co., Davenport, v. various lines.	1894	250
Rice, W. O., Omaha, v. C. R. I. & P., excess rates.	1905	288

	Year	Page
BAGGAGE, DELAY AND LOSS—		
Bloch, M., Des Moines, v. C. & N.-W., delay in forwarding sample case.....	1892	853
Coad, Jas., Everly, v. C. M. & St. P.....	1901	496
Plekenbrock & Sons, Dubuque, v. C. M. & St. P., stolen from depot, responsibility.....	1900	155
Taylor, R. B., West Side, v. C. & N.-W., lost.....	1885	570
Woodward, W. H., Creston, v. D. M. & K. C., lost.....	1891	727
BAGGAGE, INSUFFICIENT FACILITIES FOR HANDLING AND TRANSFER—see also Transfer Facilities.		
Reynard, J. S., Creston, v. C., B. & Q. and C. G. W., Afton Junction transfer.....	1893	138
Roybar, F., Keokuk, v. Cent. Iowa et al., insufficient facilities for handling baggage.....	1886	588
Roybar, F., Iowa Falls, v. C. & N.-W., regulation.....	1887	753
BANKRUPT ROADS—see Receivers.		
BICYCLE, right of person to use railroad track for.....	1900	172
BILLING IN TRANSIT, Bevins Bros., Hawkeye, v. C., M. & St. P., discrimination in.....	1896	79
BIRD, A. C., G. F. A., C., M. & St. P., LETTER OF, on reduction of corn rates in Iowa.....	1886	621
BLACK, JEREMIAH, LETTERS OF, on railroad legislation, railways are highways, etc.....	1881	77
BLOCKADING HIGHWAYS WITH TRAINS—see Obstruction.		
BLOCKADE, SNOW—see Snow Blockade.		
BRANCH LINES—see also Train Service.		
Apportioning earnings of, method of.....	1889	1005
Expenses of operation should be partly borne by main line.....	1883	47
Management of stub train between Tara and Fort Dodge on C., R. I. & P.....	1903	276
Profitable as feeders to main line.....	1889	1005
Train service, on restoration of, on Iowa branches, C., R. I. & P.....	1889	10-1008
BRAKES, AUTOMATIC AND POWER—see also Automatic Couplers and Power Brakes.		
Brakes, automatic.....	1884, 41; 1885	94
Discussion of and law concerning.....	1890, 7; 1891, 18, 20; 1892	10, 46
Paper on, by Commissioner Coffin.....	1889	47
BREWER, JUDGE, Decision of, in relation to rates—see also Rates.	1889	31
Temporary injunction by restraining promulgation of June, 1888, schedule.....	1888, 26; 1894	203
BRIDGE LINE, improper operation of, Mitchell, W. H., Sioux City, v. W. & S. F. Ry.....	1903	255
BRIDGES—		
Wooden, being replaced by iron and stone.....	1898	4
Laws relating to, discussed.....	1878	17
Safety of, railroad companies responsible for.....	1878 17, 18, 19	
Bridge toll, absorption of at Omaha.....	1888	670
UNSAFE CONDITIONS OF—see also Unsafe Condition of Road.		
Fay, P. H., Richland Center, Wis., v. C. M. & St. P., Coon Rapids.....	1894	176
Harrison, H., et al. v. A., T. & S. F., neglect of bridgemen at Ft. Madison.....	1895	199
Reno, B. F., Marengo, v. C., R. I. & P.....	1889	73
Waller, J. N., road supervisor, St. Charles, v. C., M. & St. P., unsafe condition of bridge and highway.....	1886	569
Watkins, W. W., Bellevue, v. C., M. & St. P., unsafe condition of bridge.....	1889	1012
BUGGY CASE—		
Barber, Ed., Glidden, v. C. & N. W., overcharge in.....	1884	49-67
Commissioner Anderson's opinion on.....	1884	49
Commissioner Coffin's opinion on.....	1884	57
Commissioner Dey's opinion on.....	1884	63
Judge Baylies' opinion on.....	1885	57
BULLETINS, TRAIN, in passenger depots, posting of.....	1903	242

	Year	Page
BURLINGTON, SHIPPERS OF, COMPLAINT ON RATES—see Rates.		
BURLINGTON, CEDAR RAPIDS & NORTHERN RAILWAY COMPANY, application of, for reduced rates on seed grain.....	1893	838
BURLINGTON TEST ON AUTOMATIC COUPLERS—see Automatic Couplers.		
BUTTER AND EGG SHIPMENT, DISCRIMINATION IN INSPECTION OF—see Inspection.		
CABOOSE, STOPPAGE OF AT PLATFORMS—see Stopping Trains at Platforms.		
CABOOSE CARS, accommodation for passengers in, W. W. Weston et al. v. C. & N.-W.....	1900	167
CAMERON, J. S., elected Secretary.....	1878	3
Resigned.....	1880	3
CAMP MEETING AND OTHER ASSEMBLY RATES—see Rates.		
CAPACITY OF ELEVATORS—see Elevators.		
CAPACITY OF FREIGHT CARS—see Cars.		
CAPITAL STOCK, WATERED—see Watered Stock.		
CAPITALIZATION, EXCESSIVE.....	1878	38
CARE OF STATION BUILDINGS—see Station Service.		
CARS—		
DISCRIMINATION IN FURNISHING—see Discrimination and Failure to Furnish Cars.		
DISTRIBUTION OF—see Distribution of Cars.		
Must be distributed equally in time of scarcity.....	1878, 23; 1888, 719; 1892	826
Not to be used for warehouse purposes.....	1889	996
WHEN USED FOR WAREHOUSE PURPOSES, CHARGES FOR—see Demurrage.		
LACK OF—see also Failure to Furnish Cars.		
Discussed by L. S. Coffin.....	1887	70
Discussion.....	1906	8
SENDING OFF OWN LINE—see Refusal to Receive and Forward Freight.		
WARMING OF—see Warming Cars.		
LIGHTING OF—see Lighting Cars.		
WHAT CONSTITUTES ADEQUATE SUPPLY OF—see Equipment.		
CAR LOAD RATES—		
Attempted abolition of.....	1885, 45 et seq.; 1836	31
Iowa State Jobbers and Manufacturers' Association, protest against abolition of.....	1885	47
Merrill & Keeney, Des Moines, v. C. & N. W., et al., on furniture.....	1883, 678; 1884	69
On mixed car load of linseed and carbon oils.....	1892	844
Proposition to abolish, indefinitely postponed.....	1885	53
Recognition of by Colorado Law.....	1885	48
CARS OFF OWN LINE—see Refusal to Receive and Forward Freight, also Failure to Furnish Cars.		
OWNED BY SHIPPER, unjust discrimination of, paper on, by Judge Schoonmaker, ex-Interstate Commerce Commissioner.....	1891	30
PRIVATE, DISCRIMINATION IN USE OF—see Discrimination.		
CARRIERS—		
Bound by quotation of rates by agents.....	1886	609
Their relation to shipper discussed.....	1884	7
CARRIER'S RISK—see Owner's Risk.		
CARRIED PAST STATION—		
Boyle, I. W., Clarksville, v. C. G. W., carried past station.....	1892	852
Lightner, F. E., Carthage, Mo., v. C. G. W.....	1897	127
Windell, W. S., Castalia, v. C., M. & St. P., refusal to stop at Castalia.....	1892	862
CARRYING PASSENGERS ON FREIGHT TRAINS—see Train Service.		
CASH VALUE—see Value, Present Cash.		
CATTLE GUARDS—see also Crossings, farm.		
Alexander, T. K., Storm Lake, v. M. & St. L.....	1901	490
Battern, Charles, Storm Lake, v. M. & St. L. Ry., at farm crossing.....	1902	285
Bell, W. S., Des Moines, v. B., C. R. & N., refusal to construct.....	1889	1066
Campbell, F. R., et al., Bismark, v. C., M. & St. P., danger to cattle from location of fence, petition for cattle guards.....	1892	856-857

	Year	Page			
CATTLE GUARDS—Continued.					
Chapman, H. G., Sioux City, v. C. M. & St. P., petition for.....	1890, 882;	1892 795			
Frazier, George, Panora, v. D. M., N. & W., defective, stock killed.....	1897	110			
Gardner, John M., Leon, v. D. M., O. & S., cattle guards and fencing.....	1884	549			
Huber, M., Storm Lake, v. M. & St. L.....	1901	491			
Jamison, J. R., Oskaloosa, v. C. B. & Pac., failure to put in.....	1882	556			
Jarvis, M., Morning Sun, v. Iowa Central, petition for.....	1895	153			
Long, Ira, Luther, v. St. L., D. M. & N., application for at farm crossing.....	1888	737			
McCall, W. B., Ogden, v. M. & St. L., petition for.....	1885	556			
Mohr, John, Ft. Dodge, v. M. C. & Ft. Dodge, application for.....					
Moore, N. B., Clarinda, v. C. B. & Q., cattle guards at crossing.....	1882	487			
Moritz, George, Storm Lake, v. M. & St. L., at farm crossing.....	1902	278			
Nelson, Bertha, Keokuk, v. C. R. I. & P., at farm crossing.....	1902	247			
Onnerem, J. L. et al. Thor, v. C. & N.-W., petition for cattle guards.....	1885	558			
Petition for rehearing.....	1886	571			
Pettit, Chas., Storm Lake, v. M. & St. L.....	1901	491			
Sargent, O. G., Vincennes, v. C. R. I. & P.....	1901	527			
Smith, Mary, Storm Lake, v. M. & St. L.....	1901	492			
Tibbets, D. D. et al., Ogden, v. C. Ft. M. & D. M., petition for.....	1892	827			
CHANGING NAME OF STATION—					
Adelphi, citizens of, v. Wabash, from Tamworth to.....	1901	510			
Arlington, citizens of, petition for, C. M. & St. P., from Brush Creek to.....	1896	19			
Enfield, Cooley, E. G., v. C. M. & St. P., Strawberry Point.....	1884	563			
Luverne, citizens of, v. C. & N. W., application for.....	1887, 720;	1888 705			
Moulton, Powers, H. P., v. Illinois Central, two stations by same name.....	1903	270			
River Junction, Musser, J. D., et al., v. B. C. R. & N., petition for.....	1888, 749;	1893 211			
Sewal, Banta, Ira, v. C. M. & St. P.....	1895	145			
Strawberry Point, citizens of, v. C. M. & St. P., petition for.....	1888	724			
Ticonic, Grant township, citizens of, v. C. & D., petition for.....	1888	725			
Vincent, Anderson & Richards, v. C. R. I. & P.....	1892	833			
CHARGES—					
Crary Bros., Boone, v. St. L., D. & N., prepayment of freight charges.....	1886	604			
Wasson, J. A., Roscoe, Kan., v. C. M. & St. P., duties of carriers.....	1883	656			
CHARITY FREIGHT—					
Shaw, H. B., Nora Springs, free carriage of.....	1895	166			
CHARITABLE INSTITUTIONS, churches not such, as contemplated by law, with respect to special rates (Commissioner Dey).....					
	1888	838			
CHOICE OF MARKET AND ROUTES, SHIPPERS RIGHT TO—see Rights of Shippers.					
Churches may obtain special rates on building material.....	1888	838			
CLAIMS—see also Damages.					
For DAMAGES RESULTING FROM OBSTRUCTIONS—see Obstruction.					
For DAMAGES RESULTING FROM FAILURE TO RECEIVE CARS—see Failure to Furnish cars.					
For REFUND OF OVERCHARGE—see Overcharge.					
Private, commissioners no authority to collect.....	1889	1082			
For GOODS LOST IN TRANSIT—see Lost in Transit.					
For STOCK KILLED—see Stock Killed.					
CLASSIFICATION OF FREIGHT—					
Iowa Classification No. 12 and Schedule of Rates.....	1901	189			
Classification No. 13, adoption of.....	1905, 240;	1906, 284, 286, 290, 1907 255-263			
Amendments to.....	1900, 102, 101, 119;	1901, 189;	1902, 217;	1903, 216;	1904 238
Basalt plaster, Basalt Plaster Co., Des Moines.....	1894	240			
Bollers, second-hand, Gotstein, F. v. Inspection Bureau.....	1892	847			
Bottles, empty, returned, T. W. Rogers for Iowa Bottlers' Association.....	1894	305			
Boxes, empty, returned, Closson, W. E., Independence.....	1906	355			
Capacity of cars, France, H. C., Rose Hill, v. C. R. I. & P.....	1897	135			
Coal, Keefe Coal Co., Ft. Dodge, v. Illinois Central.....	1896	168			
Corn planters, K. D.....	1890	957			

CLASSIFICATION OF FREIGHT—Continued.

	Year	Page
Crackers, Shaver & Dows, Cedar Rapids, v. Joint Western Classification.....	1883	659
Crushed stone for road purposes.....	1894	359
Discrimination in, Westphal, Hinds & Co., Dubuque, v. B. C. R. & N.....	1881	125
Discrimination in classification of flour, Crystal Mill and Grain Co., Council Bluffs, v. Iowa Pool Lines.....	1883	703
Dog Skins, Herman & Cowrie, Des Moines, petition for change in.....	1895	221
Drugs, Miller, W. G., Ottumwa, Iowa, classification maximum not minimum.....	1896	167
Engines returned, Aultman Engine & Thresher Co., Cedar Rapids.....	1907	415
Farm wagons, Star Wagon Co., Cedar Rapids, v. Ry. Co's.....	1885	502
Glucose, James V. Mahoney, Sioux City.....	1894	273
Gravel and sand.....	1894	359
Hancock, John T. & Son, Dubuque, v. B. C. R. & N. Ry., lack of uniformity.....	1880	23
Hardware, mixed, C. L. S. E. Rush, Colfax, v. C. R. I. & P.....	1901	507
Logs, rough, Des Moines Fence Co. and Des Moines Excelsior Works, et al.....	1891	782
Lime and carbon oils in mixed car loads, application for car load rates.....	1892	844
Live stock, H. G. S. Codd, Westfield.....	1894	260
Merchandise, Hummer, George, Iowa City, v. B. C. R. & N., discrimination.....	1880	153
Minimum weights, Ketchum & Johnson Co., Marshalltown, v. C. & N. W.....	1897	108
National uniform freight classification discussed.....	1887, 49;	1896 923
Of freights, commissioners.....	1889	406
Poultry roasts and mite traps, Hog Saver Co., Cedar Rapids.....	1902	236
Roadmaking materials.....	1894	240
Railroad ties, J. C. Taylor, Perry.....		
Sand, Besley, L. C., Council Bluffs, v. C. B. & Q., petition for restoration of previous classification on.....	1893	247
Sand and stone.....	1894, 359;	1902 236
Sawdust and fuel, Mineah, E. D. & Co., Eagle Grove.....	1897	154
Silicon wall plaster.....	1894	359
Syrup in pails, Mendel, H., Neola, v. C. R. I. & P.....	1887	759
Syrup in pails, Tucker Bros., Brooks v. C. B. & Q.....	1887	759
Wagons, democrat spring.....	1894	359
Western Wheel Scraper Co., Aurora, Ill., road making machines.....	1894	182
Worcester & Son, Des Moines, v. various lines, change of on goods in transit.....	1885	540
CLASSIFICATION OF RAILROADS—see also, Rates, Freight.		
A. B. and C.....	1878, 54, 67;	1881 85
Milner, T. H., Iowa Falls, v. B. C. R. & N., complaint of.....	1882	464
CLEANING GRAIN IN TRANSIT—see Milling in Transit.		
COAL, APPROPRIATION OF BY CARRIERS—see Appropriation of Coal.		
COAL HOUSE SITES—see Sites.		
COAL, MINIMUM WEIGHT OF IN CAR LOADS—see Minimum Weight.		
COAL, SCARCITY OF—		
Stewart, Jar., Ellsworth, v. C. & N. W.....	1882	442
COAL PROBLEM, THE.....	1881	146
COAL RATES—see Rates.		
PETITION FOR ADVANCE IN—see Rates.		
For distance less than five miles.....	1890 903, 922	
Grouping of mines.....	1906	387
COAL, WEIGHING OF, Nagle & Son, Red Oak, v. C. B. & Q.....	1904	266
COFFIN, L. S., paper on automatic couplers and brakes.....	1887, 59;	1889 47
COMBINATION BETWEEN TRUNK LINES AND FEEDERS—see Pro-Rating.		
COMMERCE, INTERSTATE—see Interstate Commerce.		
Commerce, State and Interstate, what constitutes.....	1900, 7;	1903 363

	Year	Page
COMMISSIONERS' AUTHORITY, POWERS AND DUTIES OF—		
To act, when in doubt, should not be exercised.....	1889	1092
Derived from statute, beyond its expressed provisions they can not act.....	1889	1092
Have no authority to require crossings where no highway has been es-		
tablished as required by law.....	1893	262
To stop the running of trains in case of unsafe condition of road.....	1892	764
No authority to interpret the law differently from its plain reading.....	1892	845
May order additional train service—see also <i>Train Service</i>	1891	809
To order freight transfer for L. C. L. shipments.....	1893	168
To order under-crossings.....	1892	26
Duties and jurisdiction of.....	1878, 5, 17, 50; 1879	71
under the law of 1884.....	1884	42
increased powers of, discussion in relation to shippers to carriers.....	1884	81
law giving additional power to.....	1887	905
Duties of, enlarged by legislature.....	1892	23
Jurisdiction of.....	1891 28, 862	
Old and new laws compared.....	1892	23
Duties and powers discussed.....	1892 21, 39	
Duties and powers as defined by the United States supreme court.....	1894	199
Laws of 1888, granting additional power and making elective.....	1888	81
Decisions of, enforced in courts.....	1892 21, 39	
In different states.....	1878	52
Expenses of board of railroad commissioners, by states.....	1897 242, 243	
In Great Britain.....	1878	57
Original organization of.....	1878	3
COMMISSIONERS—for Secretaries see <i>Secretary of Board</i> .		
Anderson, A. R.,		
appointed.....	1881	3
term expired.....	1884	3
Brown, Ed. C.,		
elected.....	1902	8
term expired.....	1905	10
Campbell, Frank T.,		
appointed.....	1888	3
elected.....	1889	3
drew three years term by lot.....	1889	4
term expired.....	1892	3
statement in memoriam.....	1907	5
Carpenter, C. C.,		
appointed.....	1878	3
resigned.....	1878	3
Coffin, L. S.,		
appointed.....	1883	3
reappointed.....	1885	3
term expired.....	1888	3
Davidson, Chas. L.,		
elected.....	1895	iv
deceased—memorial statement.....	1897	1
Dawson, E. A.,		
appointed to fill vacancy.....	1896	12
elected.....	1897, 12; 1900, 10; 1903	12
term expired.....	1907	14
Dey, Peter A.,		
appointed.....	1878	3
reappointed.....	1886	3
elected.....	1889	3
drew two years term by lot.....	1889	4
term expired.....	1891	3
re-elected.....	1892	3
term expired.....	1895	iv
Eaton, Willard L.,		
elected.....	1907	14

COMMISSIONERS—Continued.

	Year	Page
Ketchum, Nathaniel S.,		
elected.....	1905	10
Luke, John W.,		
elected.....	1891	3
re-elected.....	1894	4
deceased—memorial statement.....	1895, 1; 1896	12
McDill, J. W.,		
appointed.....	1878	3
resigned.....	1881	3
reappointed.....	1884	3
term expired.....	1887	3
Mowry, W.,		
elected.....	1889	15
term expired.....	1902	3
statement in memoriam.....	1907	3
Palmer, D. J.,		
appointed.....	1898	8
elected.....	1898	8
re-elected.....	1901, 9; 1904	11
Perkins, George W.,		
elected.....	1893	3
re-elected.....	1896	12
Smith, Spencer,		
appointed.....	1887	3
elected.....	1889	3
drew one year term by lot.....	1889	4
re-elected.....	1890	3
term expired.....	1893	3
Wilson, James,		
appointed.....	1882	3
resigned.....	1883	3
Woodruff, M. C.,		
appointed.....	1878	3
term expired.....	1882	3
COMMODITY RATES.		
schedule of on live stock.....	1907	348
schedule of on sugar beets.....	1907	271
COMMON CARRIERS must not discriminate in favor of themselves as private		
merchants.....	1889	1046
COMMUTATION TICKETS—see <i>Passenger Fare</i> .		
COMPARATIVE TONNAGE, in carloads and less than carloads.....	1883	33
COMPETITION, its effects on rates.....	1886	33
CONCEALMENT IN RAILROAD AFFAIRS—see <i>Publicity</i> .		
CONCESSIONS TO LARGE SHIPPERS—see <i>Carload Rates</i> .		
CONDEMNATION PROCEEDINGS—		
Can not be maintained where company has no road in operation.....	1893	136
Commissioners no authority to compel the railroad companies to exer-		
cise.....	1893	191
Duty of carrier to exercise in certain cases.....	1891	823
Law granting for depot purposes.....	1884	86
Right to exercise not included in right of eminent domain.....	1887	679
Right of way, additional.....	1900	4
Applications for—		
Algona, by Iowa Central and Western.....	1899	44
Appanoose county, by Iowa and St. Louis.....	1902	210
Bayfield, by B. C. R. & N.....	1900	84
Benton county, by C. M. & St. P.....	1905	216
Benton county, by C. M. & St. P.....	1906	273
Black Hawk county, by C. G. W.....	1900, 210; 1901	177

CONDEMNATION PROCEEDINGS—Continued.

	Year	Page
Black Hawk county, by C. G. W.	1905	215
Black Hawk county, by D. & S. C.	1906	274
Boone county, by N. & N. W.	1900, 87, 89; 1903	195
Boone county, by N. & N. W.	1904	221
Bremer county, by M. C. & Ft. D. Ry. Co.	1907	248
Butler county, by D. & S. C.	1900	83
Calhoun county, by M. C. & Ft. D.	1902	206
Calhoun county, by N. & N. W.	1904	228
Carroll, by M. C. & Ft. D.	1902	209
Carroll county, by C. & N. W.	1900	163
Charles City, Cedar Falls and Minnesota v. landowners.	1896	15
Cedar Rapids, C. & N. W. and B., C. R. & N., v. landowners.	1896	24
Cedar Rapids, by Dubuque & Sioux City.	1901	178
Chickasaw county, by C. G. W.	1901	179
Clarion, by M. C. & Ft. D.	1902	273
Clinton county, by C. & N. W.	1907	228
Davenport, by C. R. I. & P.	1898, 77; 1901	175
Des Moines, C. B. & Q., v. Thomas Caugzan, Sr., et al.	1885	549
Des Moines, Des Moines & Kansas City, v. certain landowners.	1891	767
Des Moines, by Des Moines Union.	1900, 84; 1901	175
Dixon, B., C. R. & N., v. G. W. King, et al.	1884	599
Dubuque, by C. G. W.	1906	369
Dubuque county, by C. G. W.	1905	224
Dubuque, Union Depot Company of.	1886	480
Ehler, Dubuque & Sioux City, v. certain landowners.	1893 146, 221	
Eldridge Junction, by C., M. & St. P.	1898	60
Emmett county, by C. R. I. & P.	1907	429
Estherville, by B., C. R. & N.	1899	37
Estherville, by M. & St. L.	1900	205
Evanston, Mason City & Ft. Dodge v. certain landowners.	1891	798
Fayette county, by C. G. W.	1902	207
Fayette county, by M. C. & Ft. D.	1903 199, 200	
Ft. Dodge, by M. & St. L.	1902	209
Ft. Madison, by C., B. & Q.	1905	313
Garner, Finch & Hayward of, inquiries concerning.	1884	548
Goose Lake, C. & N. W. v. certain property owners.	1890	947
Green county, by C. & N. W.	1900, 85, 86, 87, 88, 89, 90, 163	
Hardin county, by D. & S. C.	1903	298
Harrison county, by C. & N. W.	1901	522
Harrison county, by D. & S. C. (Ill. Cent.)	1907	230
Hogle et al., by D. & S. C.	1903	257
Iowa City, by C. R. I. & P.	1898	52
Jefferson county, by C., Ft. M. & D. M.	1900	190
Jefferson county, by C., R. I. & P.	1901	176
Kossuth county, by C. & N. W.	1902	201
Lawrence, by Gowrie & N. W.	1900	163
Lee county, by C., B. & Q.	1905	313
Lee county, by A., T. & S. F.	1905	217
Lee county, by A., T. & S. F.	1906	267
Linn county, by C., M. & St. P.	1905	226
Linn county, by C., M. & St. P.	1905	219
Linn county, by C., M. & St. P.	1905	225
Linn county, by C., M. & St. P.	1906	266
Linn county, by C., M. & St. P.	1906	268
Linn county, by C., R. I. & P.	1907	232
Louisa and Washington counties, by C. R. I. & P.	1903	240
Macuta, Chicago, Santa Fe & Cal., v. John Yager et al.	1887	785
Manson, by Gow. & N. W.	1899	45
Marion county, by Keokuk & Des Moines.	1905	218
Marsh, by Iowa Central.	1900	82

CONDEMNATION PROCEEDINGS—Continued.

	Year	Page
Marshall county, by C., M. & St. P.	1906	264
Marshalltown, by C. G. W.	1902	208
Mills county, by C., B. & Q.	1903	196
Montgomery county, by C., B. & Q.	1903	197
Oelwein, for tracks to shops of C. G. W.	1895, 136; 1899	36
Oelwein, by M. C. & Ft. D.	1903	307
Oelwein, by C. G. W.	1902	207
Onawa, Cherokee & Dakota, v. certain landowners.	1888	799
Osceola, Des Moines & Kansas City v. landowners.	1896	26
Osceola, C., B. & Q. v. landowners.	1896	27
Oskaloosa, by B. & W.	1902	292
Oskaloosa, Cent. Iowa v. Baldwin, Mary, et al.	1886	572
Oskaloosa, by Iowa Central.	1897	45
Oto, Cherokee & Dakota v. landowner.	1888	708
Ottumwa, C. M. & St. P. v. Daniel & Bridget Sughrue.	1884	592
Ottumwa, for union depot at.	1887	699
Page county, by C., B. & Q.	1906	270
Polk county, by Des Moines Terminal Co.	1907	229
Pottawattamie county, by M. C. & Ft. D.	1903	195
Poweshiek county, by Iowa Central.	1902	205
Scott county, by B., C. R. & N.	1884	599
Shelby county, by C., M. & St. P.	1905	286
Sheldon, Cherokee & Dakota v. certain landowners.	1888	686
Sioux City, by C., St. P., M. & O.	1902	302
Sioux City, Sioux City, Chicago & Baltimore v. certain landowners.	1893	135
Sioux City, by C., St. P., M. & O., petition for right.	1905	302
Storm Lake, by M. & St. L.	1900	144
Story county, by C. & N. W.	1901	521
Story county, by N. & N. W.	1902	200
Tama county, by C., M. & St. P.	1907 227, 381	
Vinton, by B., C. R. & N.	1899	38
Wapello county, by C., M. & St. P.	1904	227
Warren county, by C. G. W.	1906	265
Washington county, by C., R. I. & P.	1901	177
Washington county, by C., R. I. & P.	1905	218
Waterloo, Dub. & S. C. v. Waterloo Water Co. et al. petition in.	1890	896
Waterloo, Dub. & S. C. v. certain landowners.	1890	953
Waverly, by Waverly Short Line.	1898	31
Webster county, by M. & St. L.	1902	209
Webster county, by M. C. & Ft. D.	1901	178
Webster county, by Ft. D., D. M. & S.	1907	229
West Liberty, by C., R. I. & P.	1899	43
West Liberty, by C., R. I. & P.	1900	83
West Liberty, by B., C. R. & N.	1900	186
West Liberty, by C., R. I. & P.	1902	202
Woodbury county, by C., St. P., M. & O.	1905	215
Woodbury county, by Iowa & Great Northern.	1905	227
Woodbury county, by Willmar & Sioux Falls.	1902, 201, 204, 208	
Wright county, by M. C. & Ft. D.	1891	25
CONDITION OF ROADS, improved physical.	1891	25
CONDITION OF ROADBED AND TRACK OF O. & St. L.	1902	227
CONDITION OF WESTERN RAILROADS—see Railroad Situation, etc.		
Amount of business offered railroads.	1891	4
CONDUCT OF TRAIN MEN, Townsend, D. W., Cherokee v. Ill. Central.	1904	317
On Waterloo and Cedar Falls Rapid Transit Co.	1904	292
CONFISCATION OF COAL BY RAILROAD COMPANY—		
Barfoot, G., Ayrshire, v. C., R. I. & P.	1903	277
CONFLICTING AND DISPUTED PROVISIONS OF THE LAW—see Law.		
CONNECTION, CROSSING, discussion of.	1884	79
List of, in Iowa.	1906	219
CONSIDERATION TAXES VOTED FOR RAILROADS, A PART OF—see Stations.		

	Year	Page
CONSOLIDATION OF IOWA RAILROADS, discussed.....	1879	66, 70
CONTRACTS—		
Road work by.....	1891	26
Quotation of rates by agents and acceptance thereof constitutes.....	1886	609
For exemption of liability for fires set by engines.....	1895	xxxv
Concerning contract of release from liability by fire caused by railway company.....	1897	155
CONTRACTS, VIOLATION OF—		
Berry, W. T., Marshalltown, v. W. I. & N., in providing crossing.....	1886	557
Dravison, M., Plano, v. W. St. L. & P., in building side track, etc.....	1882	549
Day, F. A., Castana, v. Maple River, in location of railroad.....	1884	585
Dorcas, John, Shioh, v. C. & N. W., failure to construct side track.....	1886	573
Elliott, W. P., Morning Sun, v. C. B. & Pac., failure to fence.....	1883	729
Fausner, W. D., Wirt, v. H. & S., violation of right of way contract.....	1887	682
Fort Dodge, city of, v. C. R. I. & P. et al., failure to operate road.....	1889	982, 987
Hanna, J. Q., Goldfield v. C. & N. W., in depot location.....	1882	422
Harshbarger, W. A., Oakland Mills, v. St. L., K. & N. W., failure to provide crossings and fence in consideration of right of way.....	1892	841
Hunter, A., Wyman, v. B. & N. W., failure to build cattle guards, fences, etc.....	1883	701
Kenyon, F. L., et al., Iowa City, v. B. C. R. & N., failure to run chair cars.....	1883	675
Macrae, D., mayor of Council Bluffs, v. C. R. I. & P., and C. & N. W., in abandoning Council Bluffs as Western terminus.....	1892	845
Orilla, citizens of, v. C. G. W., in maintaining station.....	1894	238
Phelan, James, Maitland, Dak., v. C. M. & St. P., failure to furnish shipping facilities.....	1885	512
Seevers, W. A., et al., Oskaloosa, v. Central Iowa, station accommodations.....	1886	520
Springer, A., Prairie City, v. C. M. & St. P., refusal to redeem commutation tickets.....	1885	580
Torkelson, Nels, et al., Austin v. C. M. & St. P., failure to put in station.....	1892	863
Yaggy, E. H., Audubon, v. B. C. R. & N., on rates on emigrant movables.....	1885	583
CONVENTION OF STATE RAILROAD COMMISSIONERS—		
With interstate commerce commission.....	1889, 19; 1891, 20, 29; 1892, 44; 1893, 40a	
1894, 361; 1895, xxxviii; 1896, 10; 1897, 11; 1899, 14; 1900, 6		
With commissioners of surrounding states.....	1881	164
CONSTRUCTION ACCOUNTS, open discussed.....	1878	38, 39
CONTROL OF RAILROADS BY GOVERNMENT—see <i>Government Control</i> .		
CONTROL BY STATE—see <i>State Control</i> .		
CONTROL OF STATION GROUNDS—see <i>Omnibus Privileges</i> .		
CONVENTION RATES—see <i>Rates</i> .		
COOLEY, JUDGE, T. M., on "Railroad Commissioners".....	1883	48
Address on "The Railroad Problem".....	1891	29
Articles on "Popular and Legal Views of Traffic Pooling".....	1887	34
CORN RATES, request of commissioners for temporary reduction of.....	1886	619
COST—		
Average of roads in different states.....	1880	175
Difficulty in obtaining information on.....	1884	17
Discussion on.....	1887	51
Earnings of, in excess of 6 per cent, on \$30,000 per mile.....	1891	86, 37
Of construction per mile.....	1878	35
Of equipment per mile.....	1878	36
To move freight, per ton per mile, discussed.....	1884, 29; 1888	764, 783
OF OVER AND UNDER RAILROAD CROSSINGS, APPORTIONMENT OF—see <i>Crossing</i> .		
COUPLERS—AUTOMATIC—AND BRAKES—see also, <i>Automatic Couplers</i> .		
Automatic, paper on, by Commissioner Coffin.....	1885, 92; 1887, 59; 1889	47
Comparative table.....	1907	13
Different types of couplers considered.....	1891	20, 25
Discussion of Iowa law requiring their use.....	1890, 7; 1900	5

	Year	Page
Generally used.....	1898	4
Law concerning.....	1891	18
Recommendations of commissioners' convention for law concerning.....	1892	46
Test of, in Massachusetts, reported.....	1884	41
COUPLING CASES—		
Loss of life and personal injury discussed.....	1884	39
Comparative table of.....	1900	9
COURTS, CASES PENDING IN—REPORT OF ATTORNEY-GENERAL—see <i>Litigation</i> .		
State courts to take cognizance of order of commissioners.....	1891	862
CROSSING, FARM—		
At grade, and over or undergrade, discussed.....	1892, 18-25; 1900	3
Decision of supreme court regarding.....	1892	28
Matters of public right, decision by supreme court.....	1892	28
Overhead farm crossing, decision of supreme court on, discussed.....	1892	28, 29
Legislation recommended.....	1889, 40; 1891, 43; 1899, 7; 1901	3
Undergrade or overhead.....	1900	3
COMPLAINTS CONCERNING—PETITION FOR—		
Alexander, T. K., Storm Lake, v. M. & St. L., cattle guard.....	1901	490
Alvord, H. D., Ft. Dodge v. M. & St. L.....	1907	437
Amundson, L. O., Radcliffe, v. C. & N. W., open.....	1903	263
Amundson, Helga, Ellsworth, v. C. & N. W., obstructed by snow.....	1888	738
Anderson, W. M., St. Charles, v. D. M. & K. C., at grade.....	1897	23
Arnold, G. P., Garden Grove, v. C. B. & Q., undergrade.....	1903	310
Arthur, C. H., Oakland Mills, v. St. L., K. & N. W.....	1900	132
Barnes, R. H. & J. H., Olivex, v. C. R. I. & P., under open.....	1893	261
Barnett, E. D., Linden, v. C. M. & St. P., undergrade.....	1903	260
Bartholow, J. M., Rembrandt, v. M. & St. L.....	1903	314
Batterson, Charles, Storm Lake, v. M. & St. L., cattle guards at.....	1902	285
Beck, Joseph, Marcus, v. D. & S. C. & Ill. Cent., under.....	1891	825
Beech, A. A., Collins, v. C. M. & St. P., cattle guards.....	1900	214
Bendicksen, G., Lake Mills, v. C. & N. W., ordinary.....	1901	510
Berry, W. T., Marshalltown, v. W. I. & N., contract for, violated.....	1886	557
Berry, W. T., Marshalltown, v. C. G. W., under crossing.....	1895	164
Buerer, G., Ackley, v. Ill. Cent., at grade.....	1904	318
Bevans, Mrs. I. S., Redding, v. C. B. & Q., undergrade.....	1900	202
Blackman, G. M., Newton, v. C. R. I. & P., at grade farm.....	1890	909
Blackman, G. M., Newton, v. Iowa Central, undergrade.....	1903	240
Blackley, A. J., Grinnell, v. C. R. I. & P., open.....	1902	279
Blosser, Sam, Patterson, v. C. G. W., repair of crossing.....	1902	291
Brand, Karl, New Hampton, v. C. G. W., open cattle guard.....	1890	912
Brockman, William, Baxter, v. C. M. & St. P., open cattle guard.....	1892	846
Brownell, H. S., Spirit Lake, v. C. M. & St. P., open cattle guard.....	1890	184
Brubaker, B. F., Orilla, v. C. G. W., undergrade.....	1900	184
Buckley, W. B., New Hampton, v. C. G. W., undergrade.....	1904	281
Buckley, Daniel, Alta Vista, v. C. G. W.....	1906	313
Budd's estate, Ames, v. C. & N. W.....	1906	243
Budd's estate, Ames, v. C. & N. W.....	1902	298
Buffham, Joe, Lohrville, v. C. G. W., undergrade.....	1900	138
Bunker, M., Traer, v. C. & N. W., condition of cattle pass.....	1901	489
Burkhalter, A. C., Rockwell City, v. C. M. & St. P., cattle guards.....	1900	155
Burns, Thomas, Breda, v. C. & N. W., at grade.....	1883	630
Burns, W. W., Cromwell, v. C. B. & Q., undergrade.....	1901	505
Butler, C., Corwith, v. Iowa Central, undergrade.....	1900	138
Cain, Dennis, Arthur, v. C. & N. W., unsuitable.....	1888	720
Calderwood, H., Traer, v. B. C. R. & N., undergrade.....	1901	462
Chapman, H. G., Sioux City, v. C. M. & St. P., location of.....	1890	846
Cole, Lyman, v. B. C. R. & N., under, petition for.....	1896	157
Cole, J. F. G., Berlin, v. C. G. W., condition of.....	1903	274
Cole, J. F. G., Charles City, v. Ill. Cent.....	1907	423
Cooter, David, Flugstad, v. Crooked Creek, ordinary.....	1901	519
Critchfield, J. W., Lucas, v. C. B. & Q., ordinary.....	1895	186
Cruze, J. B., Vincennes, v. C. R. I. & P., renewal of bridge.....	1899	62

CROSSING, FARM—Continued.

Complaints Concerning, Petitions For—Continued.

	Year	Page
Cunningham & Jones, Marshalltown, v. C. M. & St. P., petition for.....	1892	530
Cutler, G. L., Belmont, v. M. C. & Ft. D., open and cattle guards.....	1887	716
Cutler, G. L., Clarion, v. M. C. & Ft. D., under farm.....	1889	1039
Cutler, F. L., Clarion, v. M. C. & Ft. D., petition for under.....	1890	850
Cutler, G. L.	1893	23
Dalliner, Simon, Mt. Pleasant, v. C. B. & Q., undergrade.....	1900	213
Dana, Wm., Dana, v. M. & St. L.	1907	413
Davis, L. J. K., Bagley, v. C. M. & St. P., open.....	1898	76
Davis, B. F., Compotine, v. C. M. & St. P., undergrade.....	1902	267
Devitt, James, Cummings, v. C. G. W., under.....	1895	124
Deadrick, John, Cedar Falls, v. C. & N. W., et al., undergrade.....	1900	206
Deitken, C., Council Bluffs, v. M. C. & Ft. D., undergrade.....	1902	293
Denison, J. W., Clarion, v. M. C. & Ft. D., replacing and repairing farm crossing.....	1896	52
Dennis, I. V., Coralville, v. C. R. I. & P., under failure to maintain.....	1889	979
Delubery, T., Sumner, v. M. & N. W., farm and cattle guards.....	1886	596
Douthart, G. W., Hillsboro, v. C. B. & Q.	1907	431
Dudgeon, Lafayette, Hedrick, v. C. M. & St. P., undergrade.....	1902	282
Duncan, S. H., Columbus Junction, v. C. R. I. & P., condition of undergrade.....	1903	327
Eckstein, H., et al., Cresco, v. C. M. & St. P., open.....	1895	202
Edge, H. M., Tipton, v. B. C. R. & N., undergrade.....	1900	125
Elder, R. A., Albia, v. C. B. & Q., open.....	1904	256
Emery, G. J., Pleasant Plain, v. C. R. I. & P.	1906	311
Engelhardt, G. R., St. Olaf, v. C. M. & St. P.	1907	412
Ennessey, P., New Hampton, v. C. St. P. & K. C., petition for under.....	1889	1073
Ennessy, N., New Hampton, v. C. G. W., defective under bridge.....	1893	167
Erickson, A. M., Marathon, v. C. M. & St. P., undergrade.....	1900	137
Evans, Mrs. J. W., Williamsburg, v. C. M. & St. P., undergrade.....	1901	468
Evans, —, Elma, v. C. G. W., undergrade.....	1902	249
Fausner, W. D., Wirt, v. H. & S., contract providing, ignored.....	1887	682
Fisher, R. B., Knoxville, v. C. R. I. & P., overhead.....	1882	420
Fordyce, Harry, Libertyville, v. C. R. I. & P., petition for farm.....	1886	609
Fox, John, Dallas Center, v. C. R. I. & P., undergrade.....	1901	515
Frederickson, J. P., Ruthven, v. C. M. & St. P., undergrade.....	1903	316
Fuller, H. E., Kalo, v. M. & St. L., petition for farm.....	1886	563
Fulton, C. E., Moravia, v. C. M. & St. P.	1907	364
Gaston, H. F., Traer, v. C. & N. W., cattle pass, condition.....	1901	514
Gaston, H. F., Traer, v. I. M. & N. W., undergrade.....	1899	116
Garnatz, John, Auburn, v. Ill. Cent., undergrade.....	1900	149
Gates, John, Marble Rock, v. C. R. I. & P.	1906	297
George, W. C., Collins, v. C. M. & St. P., undergrade cattle pass.....	1899	88
Gerst, Hugo, Oakville, v. Iowa Central, bad condition of.....	1905	309
Glays, J., Libertyville, v. C. Ft. M. & D. M., petition as per contract.....	1893	237
Gonsotto, L. H., East Peru, v. C. G. W., establishment of.....	1903	327
Gorrell, J. R., Newton, v. C. R. I. & P.	1907	365
Gravatt, O., Traer, v. C. & N. W., undergrade.....	1899	113
Graves, R. T., Mason City, v. M. C. & Ft. D., under.....	1895	136
Gray, W. A., Albia, v. Iowa Central, at grade.....	1899	69
Griffin, John, et al., Hedrick, v. C. M. & St. P., petition for.....	1900	189
Hager Bros., Baxter, v. C. G. W.	1907	377
Hamilton, William R., Washington, v. C. R. I. & P., under bridge.....	1893	145
Hankee, August, Wall Lake, v. C. & N. W., petition for open.....	1886	499, 552
Hansen, N. M., Albert City, v. C. M. & St. P., open.....	1905	507
Hardin, B. A., Knoxville, v. C. B. & Q.	1907	418
Harris, J. S., New Market, v. K. & W., cattle guard.....	1901	523
Harris, J. S., New Market, v. K. & W., undergrade.....	1903	320
Hauschen, H. E., Emmetsburg, v. C. M. & St. P.	1907	442
Haynes, S., Cummings, v. C. G. W., undergrade.....	1900	174

CROSSING, FARM—Continued.

Complaints Concerning, Petitions For—Continued.

	Year	Page
Haynes, S., Cummings, v. C. G. W., condition of undergrade.....	1903	295
Heavilin, S. R., Gladbrook, v. C. G. W., replacing.....	1897	122
Helmer, M. F., Mechanicsville, v. C. & N. W., repairs on.....	1894	274
Helmer & Gortner, Mechanicsville, v. C. & N. W., blocking of.....	1903	317
Helphrey, L. S., Metz, v. C. R. I. & P., undergrade.....	1902	287
Helphrey, L. S., Newton, v. N. & N. W., undergrade.....	1903	314
Hennings, H. J., Cedar Falls, v. Ill. Cent., petition for.....	1905	263
Hensel, B. F., Wall Lake, v. C. & N. W.	1907	422
Hickman, C. J., Metz, v. C. R. I. & P., petition to restore plank in.....	1891	760
Hickman, C. J., Metz, v. C. R. I. & P., defective farm.....	1892	852
Hickman, M. C., Metz, v. C. R. I. & P., obstructed.....	1905	370
Holland, George, Kelley, v. N. & N. W., undergrade.....	1905	291
Holmes, W., et al., Lohrville, v. C. & N. W., cattle guards.....	1900	115
Holschlag, Henry, New Hampton, v. C. G. W., cattle pass.....	1902	288
Hoover, C. E., Delphos, v. C. B. & Q., under and cattle guard.....	1904	1004
Hopkins, David, Panora, v. D. M. N. & W., petition for under.....	1893	225
Horning, J. L., Hubbard, v. C. & N. W.	1907	449
Hough, A. T., Newton, v. N. & N. W., at grade.....	1900	142
Howard, John S., Sac City, v. C. M. & St. P. additional.....	1901	491
Huber, M., Storm Lake, v. M. & St. L., cattle guard.....	1904	292
Humke, Henry, Ackley, v. Ill. Cent., application for.....	1905	258
Humphrey, Sanford, Jefferson county, v. C. R. I. & P., protest against filling crossing under bridge.....	1883	207
Irwin, Mrs. J. S., Tama, v. C. & N. W., at grade.....	1900	209
Ives, Julius, Dickens, v. C. M. & St. P., petition for open.....	1889	1063
Jacobson, K. J., Pickering, v. Iowa Central, overhead.....	1903	321
Janison, A. F., Lohrville, v. M. C. & Ft. D., undergrade.....	1902	269
Jarvis, Myers, Morning Sun, v. Iowa Central, cattle guards and fencing.....	1895	153
Johnson, William, Ames, v. C. & N. W., undergrade.....	1903	245
Keller, B. F., Knowlton, v. C. G. W., condition of.....	1903	295
Kendall, J. F., Fredericksburg, v. C. G. W., undergrade.....	1898	89
Kiel, A., DeKalb, v. H. & S., petition for farm.....	1892	831
Kisor, C. T., Oskaloosa, v. Ia. Cent.	1907	427
Korns, Jacob, Hartwick, v. C. & N. W., under, failure to repair.....	1891	730
Lamb, L., What Cheer, v. C. & N. W., undergrade.....	1900	192
Lang, D. R., Levey, v. C. R. I. & P., at grade.....	1903	302
Lamson, W., Fairfield, v. C. R. I. & P., ordinary.....	1901	514
Lee, C. G., Ames, v. C. & N. W., overhead.....	1900	157
Lemen, J. H., Colfax, v. C. R. I. & P., ordinary, at grade.....	1895	188
Lewis, J. F., New Hampton, v. C. G. W., petition for open farm.....	1893	203
Lister, William, Newton, v. C. R. I. & P., petition for open.....	1889	1032
Lockwood, L. N., Coldwater, v. I. M. & N., undergrade.....	1899	104
Long, P. H., Manning, v. M. C. & Ft. D.	1903	214
Loomis, A., Logan, v. Ft. D. & O., undergrade.....	1900	217
Loomis, N. D., Hedrick, v. Iowa Central, undergrade.....	1905	243
Loop, H. D., Traer, v. C. & N. W., open.....	1903	231
Lynch, P., New Hampton, v. C. St. P. & K. C., undergrade.....	1889	89
Lyons, P., Navan, v. C. M. & St. P., undergrade.....	1888, 701; 1889, 978; 1899	64
Madison, C., et al., Cresco, v. C. M. & St. P., open.....	1895	202
Manley, J. C., Grinnell, v. C. R. I. & P.	1907	379
Martens, F. W., Indianola, v. C. G. W.	1907	359
Martin, J. H., Tripoli, v. C. St. P. & K. C., protest against removing.....	1890	872
Martin, J., Bagley, v. C. M. & St. P., with cattle guards.....	1898	50
Martin, Josiah, Bagley, v. C. M. & St. P., at grade.....	1904	288
Martens, Wm., Churchville, v. C. G. W., undergrade.....	1905	291
May, James, Russell, v. C. B. & Q., to highway.....	1900	117
Maxwell, Isaac, Indianola, v. C. B. & Q., undergrade.....	1903	299
Melsener, John, Reinbeck, v. C. G. W., replacing of.....	1904	310

CROSSINGS, FARM—Continued.

Complaints Concerning—Petitions for—Continued.

	Year	Page
Mercer, F. M., Victor, C. R. I. & P., condition of undergrade.....	1903	297
Meyer, Arend, Holland, v. B., C. R. & N., undergrade.....	1897	70
Meyers, Mary, Gladbrook, v. C. G. W.....	1906	310
Miller, James T., Bristow, v. Dub. & Dak., impassable condition of.....	1886	501
Miller, J. H., Foster, v. C. M. & St. P., to highway.....	1900	184
Miller et al., Newton, v. C. R. I. & P.....	1906	352
Mills, O., Lewis, v. C. R. I. & P., undergrade.....	1901	502
Moritz, George, Storm Lake, v. M. & St. L., cattle guards at.....	1902	278
Morrison, D., Arthur, v. C. & N. W., petition to repair under.....	1891	791
McClelland, C., Des Moines, v. Inter-Urban Railway.....	1903	268
McDonald, Thomas, Bayard, v. C. M. & St. P., overhead farm.....	1886, 587; 1889	36, 975
McDonald, Thomas, Bayard, v. C. M. & St. P., board's decision discussed.....	1892	893
Supreme Court's opinion in.....	1892	893
McGonegle, James, Delmar, v. C. M. & St. P., relocation.....	1900	191
McGerr, H. J., Wall Lake, v., C. & N. W.....	1906	344
McMillan, H. G., Cedar Rapids, v. C. St. P., M. & O.....	1906	295
Nargang, S. A., New Hampton, v. C. G. W., petition for.....	1905	262
Nerness, Levi, et al., v. N. & N. W.....	1906	305
Neddermeyer, G. W., Charter Oak, v. C. M. & St. P., undergrade.....	1906	368
Neff, J. W., Hedrick, v. C. M. & St. P., overhead.....	1904	249
Nelson, Bertha, Keokuk, v. C. R. I. & P., cattle guards at.....	1902	247
Nelson, A., Cambridge, v. D. M., I. F. & N., undergrade.....	1905	262
Nichols, John, East Peru, v. C. G. W., undergrade.....	1902	271
Nicola, W. E., Riverside, v. C. R. I. & P., petition for.....	1905	255
Nolte, C., Sumner, v. C. G. W., undergrade cattle pass.....	1901	507
Norton, B. P., Cresco, C. M. & St. P., boards decision discussed.....	1890	916
O'Brien, P. M., Letts, v. C. M. & St. P., undergrade.....	1903	236
Obye, L., Lohrville, v. C. & N. W., undergrade.....	1900	105
Overholt, E. S., Wyoming, v. C. & N. W., petition for under.....	1893	213
Owens, John, Clarkson, v. C. B. & Q., petition for.....	1905	268
Paine, W. A., Eagle Grove, v. C. & N. W.....	1907	365
Palmer, John, Knowlton, C. G. W., improper drainage.....	1902	325
Parker, C., Fredericksburg, v. C. G. W.....	1907	402
Pease, John, Farragut, v. C. B. & Q., petition for reopening farm.....	1892	222
Peck, J. W., Truro, v. D. M. & K. C., open.....	1895, 193; 1900	112
Peck, J. P., Waterloo, v. W. C. F. & N.....	1906	357
Pettit, Charles, Storm Lake, v. M. & St. L., cattle guard.....	1901	491
Phipps, A. S., Farragut, v. C. B. & Q., open.....	1898	15
Pine, N. A., Algona, v. C. M. & St. P., undergrade.....	1898	48
Poorbaugh, H., Colfax, v. C. R. I. & P., at grade.....	1896	119
Plato, O., for A. Bartlett, Correctionville, v. Ill. Cent., open crossing.....	1896	138
Pratt, F. B., Auburn, v. Ill. Cent., undergrade.....	1901	465
Provan, Elizabeth, Traer, v. C. R. I. & P., overhead.....	1904	284
Pryor, A. M., Leon, v. D. M. & K. C., petition for farm.....	1891	811
Reigard, Chas. I., Spirit Lake, v. C. R. I. & P., undergrade.....	1905	290
Rice, S., Shell Rock, v. C. G. W., petition for.....	1905	310
Richardson, Chas. R., Cambridge, v. N. & N. W.....	1906	316
Richardson, C. A., Cambridge, v. N. & N. W.....	1907	387
Rickey, Joe H., Mt. Pleasant, v. C. B. & Q.....	1907	375
Rimathe, Casper, Slater, v. C. & N. W., undergrade.....	1902	243
Roadman, Lucretia E., Dairyville, v. C. & N. W., undergrade.....	1901	503
Root, Charles E., v. B., C. R. & N., cattle guard.....	1902	211
Ryan, R. B. J., Leighton, v. C. R. I. & P., over.....	1894	242
Sackrider, D., Maquoketa, v. C. M. & St. P., undergrade.....	1900	135
Sampson, L. E., Altoona, v. C. R. I. & P., open crossing.....	1901	381
Sargent, O. G. Sr., Vincennes, v. C. R. I. & P., with cattle guards.....	1901	527
Scanlon, Thomas, Grafton, v. C. M. & St. P., petition for farm.....	1892	845
Schachel, Wm., Burlington, v. C. R. I. & P.....	1902	302
Schade, Conrad, Glenwood, v. C. B. & Q., petition to leave, underbridge.....	1892	856
Schrimer, Mrs. F., Linn Junction, v. C. M. & St. P., undergrade.....	1897	129

CROSSINGS, FARM—Continued.

Complaints Concerning—Petition for—Continued.

	Year	Page
Schrimer, R. D., Robins, v. C. M. & St. P., repairs of.....	1902	295
Schwab, L., Morning Sun, v. Iowa Central, undergrade.....	1900	195
Stance, W. F., Delphos, v. C. B. & Q., undergrade.....	1900	207
Scott, M. V., Mechanicsville, v. C. & N. W.....	1903	292
Shiffer, C. E., Nodaway, v. C. B. & Q., petition for undergrade.....	1905	249
Shirk, B. E., Marshalltown, v. Iowa Central, et al., overhead.....	1904	295
Smith Bros, Leon, v. C. B. & Q.....	1906	343
Smith, J. H., Ira, v. C. G. W., petition to open farm crossing as per contract.....	1893	231
Smith, E. C., Crown, v. C. B. & Q., petition for under farm.....	1892	823
Smith, Mrs. M., Storm Lake, v. M. & St. L., cattle guard.....	1901	492
Stanton, Franklin, Shenandoah, O. & St. L., dangerous.....	1898	75
Stephens, A. C., Glidden, v. C. & N. W., petition for open farm.....	1888	728
Stevens, Albert, Acme, v. C. G. W., location of.....	1902	292
Stouffer, G. H., Marshalltown, v. C. G. W.....	1900	162
Stoner, M. D., Iowa City, v. C. R. I. C. & S., undergrade.....	1903	313
Stubbs, Hedrick, v. B. & W., condition of.....	1900	206
Sullivan, Neil, Afton, v. C. G. W., petition for undergrade.....	1905	250
Sutton, F. M., Marshalltown, v. C. G. W.....	1906	308
Swain, J. W., Guthrie county, v. C. M. & St. P., petition for under.....	1893	241
Swisher, J. W. D., Sigourney, v. C. R. I. & P., over.....	1895, 115; 1897	17
Taylor, W. L., Sibley, v. B. C. R. & N., undergrade.....	1900	193
Tice, F. L. J. H., Monroe, C. R. I. & P., with cattle guards.....	1902	275
Trout, B. B., Reasoner, v. C. R. I. & P., undergrade.....	1903	228
Tunncliffe, G. and C., Bingham, v. O. & St. L., petition for open.....	1893	214
VanDomselaar, M., Pella, v. C. R. I. & P., undergrade.....	1903	232
VanZante, Tunis, Otley, v. C. R. I. & P., with cattle guard.....	1902	275
Wacker, H., Logan, v. Ft. D. & O., location.....	1900	147
Wakeman, M. A., Otho, v. M. & St. L., taking up plank.....	1896	109
Walbeck, S. M., Shambaugh, v. C. B. & Q., petition for open.....	1892	766
Walsh, J. H., Dickens, v. C. M. & St. P., bridge.....	1900	160
Walters, H. F., Rockwell City, v. Ill. Cent., undergrade.....	1899	91
Walters, H. F., Rockwell City, v. C. M. & St. P., et al., at grade.....	1901	166
Walters, A., Cedar Rapids, v. C. M. & St. P., under, for stock.....	1895	237
Warfel, B. F., Washington, v. C. R. I. & P., petition for under.....	1892	807
Warnock, Alexander, Sigourney, v. B. C. R. & N., (test case) in court.....	1893	18
Warnock, Alexander, case, petition for under.....	1893	171
Warnock, Alexander, Sigourney, attorney general's report concerning.....	1895	xxxviii
Waters, J. S., Hudson, v. C. G. W.....	1906	331
Weir, John, Sheldon, v. C. St. P. M. & O., petition for.....	1905	267
Welday, James, Fairchild, v. C. Ft. M. & D. M., open.....	1895	140
Wessels, John A., Ackley, v. Ill. Cent., petition for.....	1905	259
Westbrook, D. H., et al., Letts, v. M. N. & S., undergrade.....	1900	57
decease of district court in 1900.....	1900	66
White, Dr. S. S., Creston, v. C. B. & Q., protest against filling under bridge.....	1893	218
Wiley, J., Storm Lake, v. M. & St. L., cattle guard.....	1901	490
Willson, Isaac, Henderson, v. C. B. & Q., open.....	1898	63
Willson, I., Henderson, v. C. B. & Q., cattle guard.....	1901	472
Wilson, W. F., Elberton, v. C. & N. W., et al., condition of undergrade.....	1901	506
Wilson, W. F., Polk City, v. N. & N. W.....	1907	373
Witmer, B. F., Polk City, v. N. & N. W., et al., undergrade.....	1901	467
Wright, Geo. C., Eulerim, v. Ill. Cent., et al., undergrade.....	1906	217
Yates, T. W., Glidden, v. C. & N. W.....	1906	280
Zeller, L. F., et al., Monticello, v. C. M. & St. P.....	1891	770
Zurchar, G., Farmersburg, v. C. M. & St. P.....	1891	770
CROSSINGS, HIGHWAY—		
At grade, their construction over station grounds discussed.....	1893	16, 156
Dangerous operation of trains at.....	1907	446
Expense of relocation must be borne by the railroad company, opinion by attorney general.....	1889	1065
Discussion of.....	1896, 10; 1898, 7; 1899, 7; 1906	4

CROSSINGS, HIGHWAY—Continued.

	Year	Page
Legislation recommended.....	1885, 60; 1889, 39; 1891	44
Jurisdiction of commissioners in ordering.....	1894, 172; 1898	7
Should railway companies grade full width on right of way?.....	1885	195
Undergrade and overhead discussed.....	1900	4
Recommendations concerning.....	1901	5
Petitions for, Complaints Concerning—		
Ackley, City of, v. Ill. Cent., reducing grades at street crossings.....	1905	256
Adam, W. C., Elma, v. C. G. W., condition of undergrade.....	1903	294
Adams, R. M., road supervisor, Clarke county, C. B. & Q.....	1891	729
Anderson, William M., St. Charles, v. D. M. & K. C., alley.....	1897	23
Anderson, Frank, Dawson, v. C. M. & St. P., concerning rights of company.....	1898	64
Arcadia, town of, v. C. & N.-W., opening street.....	1897	38
Bargfreche, William, et al., Arcadia, v. C. & N. W., street crossing.....	1892	847
Barnum, township trustees, v. Ill. Cent., inadequate overhead.....	1901	179
Batavia, town of, v. C. B. & Q., unfit condition of undergrade.....	1901	506
Baxter, township trustees of, v. C. G. W., dangerous.....	1900	131
Binford, J. D., Allen's Grove, v. C. M. & St. P., unsafe condition of.....	1886	555
Boatwright, G. J., Hastie, v. Wabash, petition for reopening of.....	1892	837
Buckley, D., New Hampton, v. C. G. W., unfit condition of.....	1898	77
Brighton, citizens of, v. C. R. I. & P.....	1907	374
Brooks, M., et al., Woodward, v. C. & N. W., dangerous.....	1894	344
Bryan, J. C., Bouton, v. C. M. & St. P., petition for.....	1890	950
Buck, R. A., et al., State Center, v. C. & N. W., dangerous street crossing.....	1903	251
Buena Vista county, v. C. & N. W., opening crossing.....	1899	61
Burch, A. M., road supervisor, Dixon, v. B. C. R. & N., defective.....	1889	1031
Calhoun county, supervisors of, v. Gowrie & N. W., improper constr'n.....	1900	152, 176
Carroll, city of, v. C. & N. W., et al., flagman.....	1904	229
Carpenter, for board of supervisors, Iowa Falls, v. Ill. Cent., petition for.....	1896	68
Cedar county, supervisors of, v. B. C. R. & N., dangerous.....	1899	52
Cedar Rapids, township trustees of, v. C. M. & St. P., damages.....	1899	93
Center township, Mills county, v. C. B. & Q., dangerous condition of.....	1885	578
Centerville, B. F. Kendig of, v. Iowa Central, condition of.....	1900	134
Clark, J. S., Davis City, v. C. B. & Q., opening streets across right of way.....	1892	832
Coffin, L. S., v. Ill. Cent., and M. & St. L., dangerous at Ft. Dodge.....	1883	713
Comstock, J. L., et al., Hardy, v. B. C. R. & N., petition for street crossing.....	1896	132
Cordell, J. L., road supervisor, Boone, v. D. M., N. & W., petition for.....	1893	226
Corsant, Benjamin, et al., Bagley, v. C. M. & St. P., petition for.....	1893	208
Corwith, citizens of, v. M. & St. L., petition for.....	1886	592
Crawford, M. A., Glard, v. C. M. & St. P., failure to plank.....	1897	148
Crighton, M. C., Madrid, v. C. M. & St. P., overhead street.....	1901	491
Davenport, township trustees of, v. C. R. I. & P., dangerous.....	1890	118
Davis, Geo. W., mayor of Hastings, v. C. B. & Q., for flagman at.....	1894	831
Davis, L. B., Bridgewater, v. C. B. & Q., petition for.....	1893	235
Dennis, J. B., Traer, v. B. C. R. & N., dangerous.....	1903	297
Desoto, citizens of, v. C. R. I. & P.....	1906	235
Dicker, F. E., Correctionville, v. C. & N.-W., relocation of highway.....	1891	799
Dodd, Andrew, Traer, v. B. C. R. & N.....	1882	528
Dundee, supervisors of, v. C. G. W., establishment of.....	1900	208
Durant, town of, v. C. R. I. & P., warning bell at.....	1902	250
Eller, Daniel, mayor of Ackley, v. Ill. Cent., condition of.....	1904	267
Elkport, town of, v. C. M. & St. P., failure to plank.....	1897	143
Emmet county, board of supervisors of, C. R. I. & P. v.....	1907	449
Erickson, Erick, Pickering, v. Iowa Central, cattle guards.....	1903	238
Etherville, city of, v. M. & St. L.....	1907	357
Felton, J. B., supervisor, New Virginia, v. D. M. & K. C., defective.....	1892	789

CROSSINGS, HIGHWAY—Continued.

	Year	Page
Petitions for, Complaints Concerning—Continued.		
Ferguson, W. F., county attorney, Page county, Shenandoah, for board of supervisors, v. C. B. & Q., petition for highway crossing.....	1893, 262; 1894	172
Fockler, Joe, Fayette, v. C. M. & St. P.....	1900	126
Ft. Dodge, city of, v. C. R. I. & P. and M. & St. L., overhead street.....	1892	802
Ft. Dodge, H. M. Griffin et al., v. M. C. & Ft. D., viaduct.....	1904	222
Francis, P. H., Cedar Rapids, inquiry as to duty of railway company as to grade.....	1895	195
Frantz, S. G., Blairtown, v. C. & N.-W., petition for.....	1894	315
French, D. A., road supervisor, Rowan, v. B. C. R. & N., petition for.....	1892	854
Funk, J. H., Iowa Falls, v. Ill. Cent., dangerous and dark street crossing.....	1896	59
Gafford, Joseph, Burlington, v. Citizens of Murray, dangerous obstruction.....	1887	687
Gambell, W. C., Sigourney, v. C. R. I. & P., condition of overhead.....	1903	219
Gilmore, F. C., North McGregor, v. C. M. & St. P.....	1907	428
Gilmore, F. C., North McGregor, v. C. M. & St. P., dangerous street crossing.....	1896	128
Graft, N. H., Granville, v. C. & N.-W., dangerous street crossing.....	1907	416
Grand Junction, citizens of, v. C. & N. W.....	1905	297
Griffin, H. M. et al., Ft. Dodge, v. M. C. & Ft. D.....	1904	222
Harlan, O. F., Richland, v. C. M. & St. P., condition of undergrade.....	1903	293
Haviland, D. A., Ft. Dodge, v. M. & St. L., and Ill. Cent., dangerous.....	1886	509
Hersom, H., Diagonal, v. H. & S., highway.....	1894	251
Hill & Hall, Wesley, v. C. R. G. & N. W., street crossings in Titonka.....	1899	110
Hillyard, P., New London, v. C. B. & Q., overhead.....	1903	241
Hinman, S. N., Belmond, v. C. G. W.....	1907	356
Huber, S. C., Tama, v. C. & N.-W., relocation of.....	1903	278
Hudnutt, E. E., et al., Carnforth, v. C. & N.-W.....	1901	462
Hunt, C. H., Shell Rock, v. B. C. R. & N., out of repair.....	1896	71
Hutchinson, Wm., attorney for Sioux county supervisors, v. C. & N.-W., undergrade.....	1896	71
Hutchinson, Wm., attorney for Sioux county, v. S. C. & N., crossing near Maurice.....	1897	59
Iowa Falls, city of, v. Ill. Cent., flagman at crossings.....	1905	292
Iowa Falls, city of, v. C. R. I. & P., lighting of streets.....	1906	362
Ira, town of, v. C. G. W.....	1907	356
Jasper County, citizens of, v. N. & N. W., dangerous street.....	1905	293
Independence township, Jasper county, trustees of, v. W. I. & N., unsafe.....	1885	543
Johnson, Hiram, Casey, v. C. R. I. & P., overhead.....	1903	241
Johnson, H., Casey, v. C. R. I. & P., petition for.....	1895	165
Jones, Orel, Loveland, v. Ill. Cent.....	1907	424
Jost, F. J., mayor of Remson, v. Ill. Cent., defective street.....	1893	839
Keep, Fred A., Rock Rapids, v. C. M. & St. P., dangerous highway.....	1884	596
Kendig, B. F., road supervisor, Centerville, v. Iowa Cent., undergrade.....	1898	78
Kinkad, A. W., Mt. Pleasant, v. St. L., K & N. W., overhead, defective.....	1889	1085
Kisor, C. T., Oskaloosa, v. Ia. Cent.....	1907	427
Kithcart, J., et al., Bridgewater, v. C. B. & Q., petition for.....	1892	841
Kossuth county, R. A. Lyons of, v. C. & N.-W.....	1900	178
Kossuth county, supervisors of, v. C. & N.-W., location of.....	1901	485
Kubish, M. A., county supervisor, Ft. Madison, v. C. M. & St. P., establishment of.....	1902	273
Lamoille, trustees of, v. C. & N.-W., unfit conditions of.....	1896	170
Latham, Fred, Ft. Dodge, v. Ill. Cent., et al., obstructing view of.....	1890	847
Lewis, S. E., Earlham, v. C. & N.-W., highway.....	1894	254
Leubach, H., Goldfield, v. C. & N.-W., highway.....	1894	119
Lestline, road supervisors, Froelich, v. C. M. & St. P., overflow of.....	1897	322
Lewis, S. E., Earlham, v. C. R. I. & P., relocation of.....	1896	84
Louisa county, supervisors, v. Iowa Central, undergrade.....	1897	124
Long Creek township, Van Wert, v. H. & S., overhead, too low.....	1906	322
Loveland, city of, v. C. & N.-W.....		

CROSSINGS, HIGHWAY—Continued.

Petitions for, Complaints Concerning—Continued.	Year	Page
Luther, C. D., road supervisor, Marcus, v. Ill. Cent., grading road crossing.....	1893	245
Manchester, city of, v. Ill. Cent., dangerous.....	1902	251
Manly, J. C., Grinnell, v. C. R. I. & P., overhead.....	1906	372
Marshall county, supervisors of, v. C. N. & W., petition for new highway crossing on relocation of highway.....	1889	1064
Marshall county, D. W., Hayne of, v. C. G. W., repair of.....	1900	205
McCarn, C. A., Princeton, v. D. R. I. & N. W., dangerous.....	1901	385
McCaughan, R. L., Carlisle, v. C. B. & Q.....	1907	446
McGregor, city of, v. C. M. & St. P., over-crossing on highway.....	1889	1009
McKimpson, L., Thayer, v. C. B. & Q., petition for.....	1897	112
Merritt, George H., Glidden, v. C. & N.-W., refusal to put in.....	1885	569
Meyers, W. W., Lamolille, v. C. & N.-W., condition of approaches.....	1896	169
Manbeck, C. T., Berwick, v. D. M., I. F. & N., overhead.....	1903	247
Miles, J. B., et al., New Boston, v. A. T. & S. F., undergrade.....	1903	302
Miller, Emory J., Mt. Pleasant, v. C. B. & Q.....	1906	330
Mystic, town of, v. C. M. & St. P., dangerous.....	1905	250
Mitchellville, v. C. R. I. & P., street across station grounds.....	1894	358
Molsberry, M. M., Clarksville, v. B. C. R. & N., highway crossing.....	1896	129
Moon, C. H., Ackworth, v. C. B. & Q., dangerous approach to.....	1889	1047
Moon, N. B., Clarinda, v. C. B. & Q., failure to furnish.....	1882	487
Moralee, O., Allison, v. C. St. P. & K. C., petition for two highways.....	1891	817
Mouw, B., et al., Sioux Center, v. S. C. & N., dangerous.....	1896	110
Murray, citizens of, v. C. B. & Q., obstruction of view at highway.....	1886	565
Nagle, Conrad, supervisor, Odebolt, v. C. & N.-W., defective highway.....	1892	327
Neola, v. C. R. I. & P. and C. M. & St. P., overhead street crossings.....	1892	805
Newmarket, city council of, v. C. B. & Q., street crossing.....	1905	264
New Sharon, town of, v. Iowa Central, improper condition of.....	1903	258
Nicholas, James, road supervisor, Hilton township, Iowa county, v. C. M. & St. P., dangerous crossing near highway, Williamsburg.....	1891	795
Owens, U. R., Richards, v. Ill. Cent., excavation.....	1900	205
Page county, supervisors of, v. C. B. & Q., jurisdiction of commission in establishing highway crossing.....	1894	172
Paige, M. S., Belmont, v. M. C. & Ft. D., flagman at crossing.....	1900	154
Pape, Thos. M., Hillsboro, v. C. B. & Q., petition for street.....	1905	297
Parsons, James, Galt, v. C. R. I. & P., dangerous street.....	1905	287
Paul, L. H., Wyoming, v. C. M. & St. P., condition of.....	1903	296
Poffinberger, A., Marshall county, v. C. G. W., highway.....	1893	202
Polk county, citizens of, v. C. St. P. & K. C., protest against, dangerous.....	1887	718
Portland township, Algona, v. C. & N.-W., petition for.....	1894	261
Pottawattamie county, citizens of, C. M. & St. P. and C. R. I. & P., better approaches to.....	1892	786
Pottawattamie county v. O. & St. L., petition to repair.....	1893	205
Poweshiek county, supervisors of, et al., v. C. R. I. & P.....	1907	357
Prairie township, board of trustees, Metts, v. N. & N. W., condition of.....	1906	316
Fundt, F., Iowa county, v. C. M. & St. P., petition for.....	1893, 260; 1894	314
Ransom, W. H., Van Wert, v. C. B. & Q.....	1907	430
Raymond, J. C., Algona, v. B. C. R. & N., opening of.....	1897	51
Raymond, J. C., Algona, v. C. & N.-W., failure to open.....	1898	71, 76
Raymond & Raymond, Algona, v. B. C. R. & N., at grade.....	1898	64
Redmond, J. M., Cedar Rapids, v. C. & N.-W., electric signal for.....	1893	137
Reed, C. A., Menlo, inquiry concerning approaches to highway crossing.....	1901	509
Rockwell City, incorporated town of, v. D. M. N. & W., street crossing.....	1898	47
Rogers, F. B., et al., Britt, v. C. M. & St. P., petition for.....	1886	529
Rogers, H. A., Boone, v. C. & N.-W., petition for.....	1887	777
Rolfes, Herman, Neola, v. Ft. D. & O., dangerous.....	1903	301
Ruehle, Charles, Ruthven, v. C. R. I. & P., repairs on, drainage, etc.....	1894	302
Russell, John W., et al., Kilduff, v. Central Iowa, petition for.....	1884	527
Russell, town of, v. C. B. & Q., establishment of street.....	1900	204
sidewalk.....	1900	157

CROSSINGS, HIGHWAY—Continued.

Petitions for, Complaints Concerning—Continued.	Year	Page
Ruthven, citizens of, v. C. M. & St. P., over station grounds.....	1886	561
Schels, W. T., Baldwin, v. C. & N.-W., undergrade street.....	1901	595
Schooler, Peter, Summeret, v. C. R. I. & P., petition for highway crossing.....	1886	590
Shannon, E. S., Jamaica, v. C. M. & St. P., opening of streets.....	1902	270
Sherrick, James M., et al., Cronton, v. C. R. I. & P.....	1903	270
Sherman, J. P., Elmore, Minn., v. C. R. I. & P., obstruction by trains.....	1906	374
Simpson, J. H., Rock Valley, v. C. M. & St. P., petition for.....	1895	225
Sioux County, supervisors of, v. C. & N.-W., undergrade.....	1896	71
Sprague, J. F., Russell, v. C. B. & Q., complaint should show what street.....	1898	42
Steamboat Rock, citizens of, v. Iowa Central, street crossing at grade.....	1896	32
Stilwell, G. W., Stilwell, v. Iowa Central.....	1906	366
Storm Lake, city of, v. M. & St. L., opening of street.....	1902	230
Storm Lake, city of, v. M. & St. L., opening of.....	1904	245
Supervisors of Story county, v. D. M. I. F. & N., proper construction of.....	1902	272
Thomas, A. D., Fredericksburg, v. C. G. W., across station grounds.....	1893	156
Thrap, F. J., Coin, v. O. & St. L., improper condition of.....	1902	242
Titkon, on C. R. G. & N. W., opening street in.....	1899	110
Tomlinson, I. H., Albia, v. Iowa Central et al., condition of.....	1903	229
Turner, John, supervisor, Lenox, v. C. B. & Q., petition for.....	1892	825
Tyler, Samuel, Des Moines, v. C. R. I. & P., opening street.....	1903	257
Union township, Boone county, trustees of, v. M. & St. L., defective.....	1886	584
Vincent, Leon, et al., Ft. Dodge, v. D. & S. C. (Ill. Cent.), overhead.....	1893	148
Walnut township, trustees of, v. C. R. I. & P., overhead.....	1899	54
Wall Lake township trustees v. C. & N.-W., bridge over stream.....	1900	141
Wall Lake township trustees v. Ill. Cent., overhead.....	1900	216
Waverly, near, on C. G. W., out of repair.....	1901	526
Wells, L., township clerk, Mallard, v. C. R. I. & P., petition for.....	1892	801
Wetter, H. C., Muddy, v. G. & N. W., improper construction.....	1900	176
White, E. C., Harlan, v. C. G. W., dangerous.....	1905	303
Wickersham, F. G., Capron, v. C. G. W., dangerous.....	1902	229
Wilson, N. B., Linn Junction, v. C. M. & St. P., dangerous.....	1903	229
Woodford, C. S., road supervisor, Clay, v. Iowa Cent., petition for.....	1895	148
Wulff, H. J., county supervisor, Davenport, v. C. R. I. & P., relocation of.....	1902	246
Yates, William, Glidden, v. C. & N.-W., petition for and cattle guard.....	1884	563
Yoders, W. N., Ankeny, v. C. G. W.....	1907	414
Zenor, W. H., road supervisor, Ontario, v. C. & N.-W., petition for.....	1894	320
Zurcher, supervisor, Farmersburg, v. C. M. & St. P., approach to bridge.....	1905	314
CROSSING AT STATION GROUNDS—See Obstruction; also, Crossings, Highway.		
CROSSING BLOCKADED BY TRAINS—See Obstruction Streets.		
CROSSING—STREET—BLOCKADE WITH TRAINS—See Obstruction.		
CROSSING—STREET—See Crossings, Highway.		
CROSSING STOPS—		
Adel, citizens of, v. D. M. & Ft. D., failure to let passengers off.....	1882	558
Altoona, citizens of, v. C. R. I. & P., failure to stop at intersection.....	1894	181
Bennett, L. D., Mason City, v. B. C. R. & N., failure to stop.....	1892	855
Boyd, J. L., Herndon, v. C. M. & St. P., failure to stop.....	1884	595
Carr, C. W., et al., Dow City, v. C. & N. W., failure to stop at Arion.....	1894	330
Doughty, B. F., and C. W. Carr, Dow City, v. C. & N.-W., failure to stop.....	1894	330
Denamore, N., Rockwell, v. Central Iowa, failure to stop.....	1882	529
Foster, W. J., Clarksville, v. B. C. R. & N., failure to stop.....	1884	546
CROSSING—RAILROAD—		
Adequate, should be defined by legislative enactment.....	1892	29
At grade, dangerous.....	1892	28
At grade, discussed.....	1888, 23; 1899	10
At grade, laws of various states concerning.....	1887	711

	Year	Page
CROSSING—RAILROAD—Continued.		
Connection at grade	1884	79
Crossing over railroad, what constitutes "an adequate crossing"	1893	22
Facilities for interchange of passengers and freight at	1906	2
Intersecting	1884	78
Requirements concerning stopping of trains at	1884	85
Complaints Concerning—		
C, F. M. & D. M. v. C. B. & Q. and St. L., K. & N. W., petition for grade	1890	926
C. & N.-W. v. S. C. & N., protest against grade at Maurice	1889	1014
C, R. I. & P., v. C. B. & Q., St. P. and K. C., at grade	1887	735
C, R. I. & P. v. C. B. & Q., F. M. & D. M. and D. & S. C., at grade at Libertyville	1892	743
C, R. I. & P. v. D. I. & D., in Muscatine county	1888	829
Humeston & Shen. v. C. St. P. & K. C., at grade	1887	709
Ill. Cent. and Cedar Falls & Minn. v. Waverly Short Line, et al., at grade	1886	576
Ill. Cent. v. C. M. & St. P., at Storm Lake	1899	191
Ill. Cent. v. C. M. & St. P., at Arion	1899	102
Lake Manawa v. C. R. I. & P., et al., at grade in city	1887	739
Law requiring discussed	1884	85
Mason City & Ft. Dodge v. Crooked Creek, at grade	1887	732
Sutherland and Paullina, citizens of, v. C. & N.-W., et al., at grade	1887	754
Webster City & C. C. v. M. C. & Ft. D., arbitration	1886	598, 601
CELLO INVESTIGATION COMMITTEE from United States Senate	1885	32
DAMAGES TO PROPERTY when shipped at owner's risk, company not liable when less rate is given in consideration of such release	1890	878
see also <i>Owner Risk</i> .		
DAMAGES RESULTING FROM FAILURE TO RECEIVE CARS FOR SHIPMENTS—		
see <i>Failure to furnish cars</i> .		
DAMAGES FROM FIRE SET BY ENGINE— see also <i>Fires Set by Engine</i> .		
DAMAGES—		
Allee, S. R., Lynnvill, v. Iowa Cent., delay in handling poultry	1891	769
Ashburn, J. M., Lamoni, v. C. B. & Q., delay in furnishing car for stock	1889	989
Axmann, John, Dedham, v. C. M. & St. P., neglect of stock in transit	1889	1049
Ayers & Co., Des Moines, v. C. R. I. & P., goods broken interstate	1882	415
Babcock, G. E., Ft. Dodge, v. D. M. & Ft. D., for right of way	1885, 543; 1886	523
Bangs, A. A., Dows, v. C. St. P., M. & O. and C. & N.-W., delay in transit	1891	775
Bazeley, B., Paullina, v. C. & N.-W., claims for additional right of way	1887	702
Beach, A. B., Pattersonville, v. C. M. & St. P., delay of agricultural implements	1884	508
Beck, M., Marcus, v. Ill. Cent., butter, lack of refrigerator car	1893	202
Beeson, E. B., Pattersonville, v. B. C. R. & N., et al., delay of live stock	1883	726
Benedict, George, Maxwell, v. C. M. & St. P., to oil in transit	1882	553
Bloch, M., Des Moines, v. C. & N.-W., delay in forwarding sample trunk	1892	853
Bond, N. J., Council Bluffs, v. W. St. L. & P., failure to furnish cars	1882	415
Bousquet, H. F., Pella, v. C. R. I. & P., to goods in transit	1882	535
Brodskey, L., Plover, v. C. R. I. & P., to hay in transit on account of delay	1889	1080
Brown, G. H., Pilot Mound, v. M. & St. L., failure to fence	1884	499
Brown, H. C., Dumont, v. C. G. W., live stock killed in transit, claims for	1893	207
Brown, W. R., Wallingford, v. C. M. & St. P., delay of live stock	1883	687
Bulla & Hammer, Macedonia, v. C. M. & St. P., delay in delivery	1889	620
Butz Bros. & Co., Des Moines, v. C. B. & Q., delay of fruit in transit	1886	491
Caffrey, J. T., et al., Zearing, v. Iowa Cent., claim for	1906	332
Campbell, Daniel, Blencoe, v. S. C. & F. and C. & N.-W., owner's risk	1882	426
Campbell, F. R., Sheffield, v. Iowa Cent.	1905	284
Cassady & Whiting, Whiting, v. C. & N.-W., death of hogs in transit	1887	765
Childs, H. A., Lenox, v. C. B. & Q., to goods in transit	1887	762
Chapin, W. E., Des Moines, v. C. R. I. & P., carried past station	1887	759

DAMAGES—Continued.

	Year	Page
Chantland, Thomas, Badger, v. C. R. I. & P., delay of live stock	1885	531
Clark, Rev. S. F., Nassau, v. B. C. R. & N., ejection from train	1887	896
Conry, Pat, Paton, v. M. & St. L., claim for	1906	339
Currier, J. P., Melrose, v. C. B. & Q., delay of grain in transit	1883	587
Cutler & Lindon, Rockford, v. B. C. R. & N., delay in transit	1883	665
Dewey, W. W., Mt. Airy, v. C. G. W., claim for	1906	330
Doyle, Charles T., Panora, v. C. & N.-W., delay of household goods	1883	638
Duffus & Currough, Malcom, v. C. R. I. & P., goods broken in transit	1891	739
Earle, W. C., Waukon, v. C. M. & St. P., delay in handling live stock	1883	719
Eaton, M. W., Waukon, v. C. M. & St. P., delay of live stock in transit	1884	555
Eaton, M. W., v. C. M. & St. P., to live stock in transit	1887	741
Flanders, M. D., Hamilton, v. C. B. & Q., breakage of machinery in transit	1889	1044
Glover, H. B. & Co., Dubuque, v. B. C. R. & N., delay in shipping goods	1883	692
Goodwin, Mrs. P., Traer, v. C. R. I. & P., delay and detention of baggage	1883	645
Haddock, S. G., Hornick, v. C. M. & St. P., broken tombstone	1907	393
Hall, James, Milo, v. C. B. & Q., burning of hedge by section men	1883	653
Hanger, J., et al., Sac City, v. C. & N.-W., changing grade of side track	1890	923
Hanna, J. Q., Goldfield, v. C. & N.-W., violation of right of way contract	1882	422
Harris, H. W., Perry, v. D. M. & Ft. D., stock killed on highway crossing	1882	694
Haskins, A. N., Estherville, v. B. C. R. & N., fire from locomotive	1882	541
Heiser, N. & Son, Waukon, v. C. M. & St. P., damage to goods in transit	1892	832
Hexter, David, Waukon, v. C. M. & St. P., perishable freight	1892	857
Hoeck, C. H., Marshalltown, v. Wab. West, private claim	1889	1082
Hoefer, L., Kearney, Neb., v. C. R. I. & P. and U. P., goods in transit	1882	731
Hoffman, M. P., Redding, v. C. B. & Q., live stock died in transit	1884	504
Hornaday, C. A., Unionville, v. C. R. I. & P., failure to deliver freight	1882	481
Hughey & Son, Wirt, v. H. & S., lack of refrigerator car	1884	564
Hull, J. B., Ft. Dodge, v. C. & N.-W., negligence and damage	1881	137
Humphrey, J. M., Lovilla, v. W. St. L. & P., to live stock at highway	1887	697
Hutton & Durette, Randolph, v. C. B. & Q., to stock in transit	1882	421
Jesmer & Day, Clark, v. C. M. & St. P., delay in forwarding merchandise	1884	584
Johnson, S. E., Richland, v. Central Iowa and C. R. I. & P., to eggs	1884	543
Johnston, W. F., Toledo, v. B. C. R. & N. and C. & N.-W., delay and decline in price	1885	554
Kline, Bennett, Manson, v. Ill. Cent., to coal thrown from car	1896	144
Lane, V. H., West Liberty, v. C. R. I. & P., to automobile in transit	1907	419
Lucy, Leo J., Breda, v. Ill. Cent., to overcoat	1905	304
Leech, J. F., Mt. Pleasant, concerning contract of release from liability from damage by fire	1897	155
Majors, C. V., with Omaha Rubber Co., v. C. B. & Q., delay of baggage	1891	787
Maple, E. B., Clarinda, v. C. B. & Q., from fire by lightning	1886	560
Marshall & Son, Chariton, v. C. B. & Q., to butter, delay in transit	1882	497
Matthews, William R., Sully, v. Central Iowa, right of way damage	1887	763
McCoskey, J. K., Onawa, v. S. C. & P., to stove pipe from water	1884	599
McCracken, C. S., Rock Valley, v. Adams Ex. Co., to books in transit	1892	853
McNaughton, M. N., Villisca, v. C. B. & Q., stock drowned by back water	1887	766
Mead, S. K., Rockwell City, v. C. & N.-W., erroneous delivery of goods	1892	553
Melrose, N. M., Goldfield, v. C. & N.-W., failure to deliver at station	1884	560
Miley, Eli, Benton, v. C. G. W., injury to stock in transit	1893	233
Molling, Frank, Milwaukee, v. B. C. R. & N., to goods in transit	1886	84
Nickson, John, Wacoona, v. C. & N.-W., to stock in transit	1883	574
Ottens, J. H., Bellevue, v. C. M. & St. P., claim for killing cow	1905	313
Paynes Creamery, Kingsley, v. C. & N.-W., to butter in transit	1905	314
Peterson, Thos. J., Titonka, v. C. R. I. & P., to hay in transit	1905	294
Raff, Peter, Maxwell, v. C. M. & St. P., to goods in transit	1883	580
Reid, Chas., Wessington, Dak. Ter., v. B. C. R. & N., for personal injury	1883	579

	Year	Page
DAMAGES—Continued.		
Richie, W. S., Muscatine, v. B. C. R. & N., delay of melons in transit.....	1882	418
Richie, W. S., Muscatine, v. B. C. R. & N., erroneous delivery of oats.....	1884	507
Robinson, William, Ft. Dodge, v. Ill. Cent., damage to potatoes in transit.....	1889	1059
Royce, L., Malmson, v. C. R. I. & P., damage to machinery in transit.....	1888	835
Runyon, A. G., Webster City, v. B. C. R. & N., expiration of excursion ticket.....	1885	565
Shanks & Coates, West Mitchell, v. C. B. & Q. et al., to perishable goods.....	1883	550
Shanks & Coates, West Mitchell, v. Central Iowa, to goods in transit, refusal of carriers to comply with board's decision.....	1884	539
Shepard Bros., Fruitland, v. C. R. I. & P., delay in forwarding melons.....	1889	1031
Sibley & Co., State Center, v. C. & N.-W., to eggs frozen in transit.....	1889	1030
Smith, C. W., Belmond, v. M. C. & Ft. D., snow drifting into car of oats.....	1888	672
Snow, E. Grinnell, v. C. R. I. & P., to goods in transit.....	1884	511
Stevens, Charles, Donelson, v. C. R. I. & P. and C. B. & Q., potatoes frozen.....	1892	851
Sylvester & Topliff, Davis county, v. C. B. & Q., goods lost and broken.....	1892	831
Thompson, Geo. P., Fonda, v. Adams Express Co. et al., breakage in transit.....	1906	372
Thompson, Geo. P., Fonda, v. Ill. Cent.....	1906	368
Tucker & Sims, Bussey, v. C. B. & Q., to goods in transit.....	1896	136
Vorse, Frank W., Des Moines, v. Wabash, St. L. & P. et al., goods lost.....	1883	692
Walton, Charles, Paton, v. C. R. I. & P., to merchandise in transit.....	1888	716
Walton, Charles, Paton, v. C. R. I. & P., for injury to goods in transit.....	1890	874
Wasson, J. A., Roscoe, Kan., v. C. M. & St. P., on account of delay in transit.....	1883	656
Way & Pickard, Iowa Falls, v. B. C. R. & N., from failure to furnish cars.....	1883	569
Wilbur & Cook, Mt. Airy, v. H. & S., erroneous billing, shipment misassent.....	1889	1037
Williams, V. J. & Co., Dubuque, v. C. & N.-W., to goods in transit.....	1883	628
Wilson, J. F., Jolley, v. D. M. N. & W., fire set by section men.....	1897	160
Wilson, Geo. S., Berlin, v. C. G. W., to goods in transit.....	1905	292
Windell, W. S., Castalia, v. C. M. & St. P., carried past station.....	1892	862
Wishard, W. H., Wellman, v. B. C. R. & N., to goods in transit.....	1898	57
Withington, H. H., Toledo, v. B. C. R. & N. and C. & N.-W., to live stock.....	1882	541
Woodman, A. J., Russell, v. C. B. & Q., to sheet iron by water.....	1884	588
Woren, H. A., Belknap, v. C. R. I. & P., in handling butter.....	1884	586
DANGEROUS CROSSING, ELECTRIC SIGNALS AT—see Electric Signals.		
DANGEROUS LOCATION OF DEPOT—see Obstruction to View of Highway Crossing.		
DAVENPORT, SHIPPERS OF, COMPLAINT OF ON RATES—see Rates.		
DECREASE OF RATES—see Rates.		
DEFINITION OF SWITCH—see Switch.		
DELAY IN TRANSIT—see Damage.		
Ames, M. J., Marcus, v. Illinois Central, in handling live stock.....	1904	268
Anderson, Chas. E., Cylinder, v. C. M. & St. P., household goods.....	1905	312
Barfoot, G., Ayrshire, v. C. R. I. & P., coal.....	1903	277
Beatrice Creamery Co., Des Moines, v. C. B. & Q., of cream shipments.....	1907	429
Biron & McKay, Waucoma, v. C. St. P. & K. C. and C. M. & St. P., flour.....	1892	855
Barnes, W. H., Chester, v. C. M. & St. P., carrying freight past station.....	1906	378
Blanch, John S., Nugent, v. Ill. Cent., in delivering goods.....	1886	522
Brodskey, L., Plover, v. C. R. I. & P., damage, to hay on account of delay.....	1889	1080
Butts Bros. & Co., Des Moines, v. C. B. & Q., delay in fruit shipments.....	1886	491
Cameron, W. W., Mason City, v. Central Iowa, et al., damages to live stock.....	1888	734
Campbell & Mehlmann, Massena, v. C. B. & Q., in handling loaded cars.....	1889	1016
Campbell, F. M., Randolph, v. C. B. & Q.....	1900	162
Casey & Dolan, Griswold, v. C. B. & Q., in shipment of live stock.....	1887	782
Coad, N. G. O., Hull, v. C. M. & St. P., in oil shipments.....	1896	114
Coad, N. G. O., Hull, v. C. M. & St. P., of car of gasoline.....	1907	437
Ellis, A. E., Decatur City, v. C. B. & Q., in stock shipments.....	1904	251
Evans, A. & Co., Onawa, v. K. C. St. J. & C. B., household goods.....	1886	481

	Year	Page
DELAY—(see also Damages)—Continued.		
Ft. Dodge Stoneware Co., Ft. Dodge, v. C. M. & St. P.....	1904	278
Germar, Otto, Volga City, v. C. M. & St. P., of lime.....	1905	309
Gillette, A. H., Ft. Madison, v. C. & N.-W. et al., of household goods.....	1889	1043
Goepfinger, L. & H., Boone, v. C. & N.-W.....	1907	411
Great Western Fuel Co., Gilmore, v. C. & N.-W., on shipment of coal.....	1887	691
Hancock, John T. & Sons, Dubuque, v. B. C. R. & N., of merchandise in transit.....	1880	109
Hancock, John T. & Sons, Dubuque, v. B. C. R. & N., delay in transit.....	1884	621
Hemenway, V. C., Spirit Lake, v. C. R. I. & P.....	1907	400
Hobart, C. A., Defiance, v. C. M. & St. P., coal.....	1900	175
Holcomb, T. B. & Sons, Muscatine, v. M. N. & S.....	1906	361
Home Lumber Co., South English, v. C. R. I. & P., car of sand.....	1906	368
Judge, J. T., Carroll, v. C. M. & St. P., of tent in transit.....	1896	150
Kelley, J. W. & Son, Osceola, v. C. B. & Q., in handling coal.....	1885	512
Knyper, A. N., Pella, v. C. B. & Q., of car of cement.....	1907	443
Kreutzer & Waseem, Marshalltown, v. Ia. Cent.....	1907	421
Light, H. C. & Co., Brooklyn, v. C. R. I. & P., coal.....	1903	278
Loonan Lbr. Co., Sioux Falls, v. Gt. Nor., of shipment of shingles.....	1902	418
Lucey, John J., Jr., Breda, v. C. & N.-W., damage on account of.....	1902	277
McAuley Lumber Co., Osceola, v. C. B. & Q., in coal shipment.....	1903	277
McConnell, S. R. & J. C., Burlington, v. C. R. I. & P., delay transporting and delivering goods.....	1892	851
McDonald, T. B., Lovilia, v. Wabash Western, in delivery of goods.....	1888	716
Martens, E. H., Webster City, v. M. & St. L.....	1907	408
Moody, H. H., Greeley, v. C. M. & St. P., on account of strike.....	1888	747
O'Brien, M. P., Kinross, v. C. R. I. & P.....	1907	478
O'Neal, Felix & Co., Aurelia, v. Ill. Cent., in transit.....	1884	578
Oelwein, delay in stock shipments at, on C. G. W.....	1905	289
Pattee, Charles, Pocahontas, v. C. R. I. & P., in coal shipment.....	1903	289
Pierce & Glass, Winfield, v. B. & N.-W., in shipment of tile.....	1899	90
Reynoldson, Joseph, Pringhar, v. Ill. Cent.....	1904	289
Roberts, Virgil, Knoxville, v. C. B. & Q., nursery stock.....	1906	191
Rhodes, A., Rhodes, v. C. M. & St. P., in receiving butter.....	1898	74
Sanford, W. H., Ancker, v. C. M. & St. P., in handling merchandise.....	1892	798
Schnepf, M., East Elkport, v. C. M. & St. P., in handling freight.....	1899	73
Shepard Bros., Fruitland, v. C. R. I. & P., in transporting melons.....	1889	1031
Souers & Langdon, Grundy Center, v. C. R. I. & P., in shipment of coal.....	1905	282
Southall, Wm., & Sons, Pierson, v. C. N. W., coal.....	1903	277
Spies & Son, Graettinger, v. B. C. R. & N., declining stock market.....	1892	865
Spurgin, W. C., Jamaica, v. C. M. & St. P.....	1907	439
Toft, K., Easterville, v. C. & N.-W., damage to live stock on account of.....	1888	760
Tube Rose Creamery, Corning, v. C. B. & Q., of butter in transit.....	1888	736
Wilmer, F. R. & Son, Mingo, v. C. St. P. & K. C., in handling goods.....	1892	849
DELIVERY, WHAT CONSTITUTES.....		
DEMURRAGE—		
Beblington, George, Council Bluffs, time allowed for loading.....	1892	843
Brown, W. S., Manson, v. Ill. Cent., charges.....	1899	120
Butler, William, Clarinda, v. W. St. L. & P., loading cars from wagons.....	1883	711
Campbell & Mehlmann, Massena, v. C. B. & Q., delay in forwarding freight.....	1889	1017
Cars loaded from wagons, same rates as when loaded from elevators.....	1884	526
Cedar Rapids Supply Co., v. C. B. & Q.....	1902	296
Discussion of.....	1888	676
Economy Farm Record Co., Newton, v. Ill. Cent., excessive.....	1907	409
General complaints of, in Iowa.....	1904	255
Hawkeye Lumber Co., Oskaloosa, v. Ill. & Iowa Car Service Ass'n, claim for refund of.....	1906	342
Hoffman, A. G., Plato, v. B. C. R. & N., reciprocity in demurrage charges.....	1893	233
Home Lumber Co., South English, v. C. M. & St. P., et al., wrongful.....	1904	276

	Year	Page
DEMURRAGE—Continued.		
Kline, Bennett, Manson, v. Ill. Cent., time for unloading cars.....	1896	144
Lefferts, C. S., Council Bluffs, inquiry concerning.....	1895	234
Montzheimer, O. H., Primghar, v. Ill. Cent., inquiries concerning.....	1893	228
Pickering, J. C., Cedar Rapids, inquiry concerning.....	1899	114
Red Oak, trustees of, v. C. B. & Q., time for loading and unloading cars.....	1882	554
Rosebrook, L. R., Oskaloosa, v. Iowa Cent.....	1906	374
Rothchild, D. & Co., Davenport, C. & N.-W., on cars detained.....	1887	783
Seefeldt & Hobson, Red Oak, v. Wabash, storage charges.....	1907	414
Slagle, F. M. & Co., Alton, v. Ill. Cent., car of coal.....	1903	288
Southside Ice Company, Centerville, time allowed for unloading cars.....	1898	51
Tasker, K. S., Onslow, v. C. N. W., on erroneous weight.....	1895	182
DEPOT GROUNDS—ADDITIONAL LANDS FOR—Power of company to condemn.....	1884	86
DEPOT GROUNDS—CONDEMNING LANDS FOR—see <i>Condemnation Proceedings</i> .		
DEPOTS, ETC., DANGEROUS LOCATION OF—see <i>Stations</i> ; also <i>Obstruction to View of Highway Crossing</i> .		
DEPOTS, UNION—see Union Depots.		
Re-location of—see <i>Station</i> .		
DETENTION—see Damages.		
DET, PETER A., commissioner, paper on reasonable rates.....	1893	40a
Dissenting opinion of, in Iowa rate case.....	1894	229
Paper on pooling.....	1894	363
DIRECT ROUTE, most, shipper entitled to rates based on.....	1892	841
DISCRIMINATION—		
In rates—see <i>Rates</i> .		
In furnishing cars—see <i>Failure to Furnish Cars</i> .		
In granting sites—see <i>Sites</i> .		
In granting monopoly of shipping facilities against public policy—see <i>Monopoly</i> .		
In inspection of butter and egg shipments.....	1892	284
Against towns in rates.....	1885	44
Laws against, obeyed in letter, violated in spirit.....	1878	16
In use of private cars.....	1891	30
Just and unjust—see also <i>Just Discrimination</i>	1890, 179;	1884
Law prohibiting.....	1888	31
In passenger rates.....	1891	759
Discussion of, by L. S. Coffin.....	1883	86
Complaints Concerning—		
Adsit, Silas, Colfax, v. C. R. I. & P., in refusing to stamp excursion tickets.....	1885	571
Ames, M. Y., Marcus, v. Ill. Cent., in size of cars furnished.....	1886	516
Anderson, T., Rockford, Ill., v. C. M. & St. P., jewelry sample trunks.....	1885	541
Arnold, J. M., Davis City, v. C. B. & Q., in rates on posts.....	1888	731
Atkins & Sons, Osceola, v. C. B. & Q., in furnishing cars.....	1881	127
Baker Bros., Ottumwa, v. C. R. I. & P., special rates on butter and eggs.....	1880	74
Baker Wire Co., Des Moines, v. various railways, in carload rates.....	1887	714
Ball & Minert, Bristow, v. Dubuque and Dakota, in live stock rates.....	1885	511
Barrett, J. E. & Son, Mt. Vernon, v. C. & N.-W., in rates on flour.....	1886	482
Beeman, C. D., Waukon, v. C. M. & St. P., in interstate rates.....	1897	96
Bellamy & Sons, Knoxville, v. various railway lines, in rates.....	1882	493
Bingham Alliance, Bingham, v. W. St. L. & P., against shippers who load from wagons.....	1884	525
Binkley, H. E., Cherokee, v. Ill. Cent., potato rates.....	1903	258
Blow, M., Etherville, v. B. C. R. & N., refusal to lease site for coal shed.....	1886	497
Board of Trade and Henry Coker, Council Bluffs, v. C. R. I. & P., coal.....	1888	834
Bogart, George, Shenandoah, v. C. R. I. & P., in honoring round trip tickets.....	1890	939
Brechtbill & Evers, Berlin, v. C. St. P. & K. C., cars for certain markets.....	1890	932
Burlington, shippers of, v. B. C. R. & N., in local Iowa rates.....	1890	869

DISCRIMINATION—Continued.

	Year	Page
Complaints Concerning—Continued.		
Bussard, J. & Co., Imogene, v. W. St. L. & P., in coal rates.....	1884	497
Butler, William Clarinda, v. W. St. L. & P., on grain when loaded from wagons.....	1883	711
Byram, M. W., Fremont, v. Iowa Central, in sale of round trip tickets.....	1891	727
Campbell, F. B., Bismarck, v. C. M. & St. P., in sale of excursion tickets.....	1892	849
Clock & Shute, Geneva, v. Cent. Iowa, in coal rates, schedule fixed.....	1880	28
Coal Exchange, Boone, v. C. & N.-W., in coal rates.....	1884	559
Coal Exchange, Boone, v. C. & N.-W., in rates on coal and overcharge.....	1884	589
Cole & Cole, Bellevue, v. C. M. & St. P., in passenger rates.....	1906	358
Conway, John, Sibley, v. C. R. I. & P. et al., in furnishing cars.....	1904	219
Corey Coal Co., Lehigh, v. Crooked Creek, in furnishing cars.....	1898	16
Council Bluffs Board of Trade v. K. C. St. J. & C. B. and Pullman Palace Car Co., in sleeping car accommodations.....	1888	702
Council Bluffs, citizens of, v. Union Pacific, against Council Bluffs.....	1886	530
Council Bluffs Board of Trade, v. various lines, in inspection service.....	1889	977
Crystal Mill Co., Council Bluffs, v. pool lines, in classifying flour.....	1883	703
Crystal Mill Co., Council Bluffs, v. K. C. St. J. & C. B., in flour rates.....	1882	715
Crystal Mill Co., Council Bluffs, v. C. R. I. & P. et al., in coal rates.....	1896	165
Darland, H. C., Marble Rock, v. C. R. I. & P., in passenger service.....	1904	278
Davenport, shippers of, v. B. C. R. & N. and C. R. I. & P., against local and in favor of interstate shipments, in withdrawing and refusing joint tariffs on local business while permitting same on interstate business; in delaying local shipments by compelling rehandling at West Liberty, and forwarding interstate shipments in special car attached to passenger train.....	1889 1023,	1087
Diamond Jo line of steamers, v. C. B. & Q., in prepayment of charges.....	1889 1074,	1077
Donahue, Robert, Burlington, v. Cent. Iowa, prepayment of freight.....	1884	550
Dudley, W., Churdan, v. D. M. N. & W., in freight rates.....	1899	83
Dunwoodie, Jos., Cylinder, v. C. M. & St. P., in refusing to stop trains.....	1891	739
Dusey, H. et al., Creston, v. C. B. & Q., refusing to carry mechanic's tool box as baggage.....	1885	513
Earle, W. C., Waukon, v. C. M. & St. P. and B. C. R. & N., stock rates.....	1886	508
Farley, J. M., Whitmore, v. C. M. & St. P., in furnishing cars.....	1898	44
Fehlelsen-Rosacker Lumber Co., Boone, v. C. & N.-W., in car shipments.....	1906	341
Feiner Fish Co., Clinton, v. express companies, in regulations.....	1901	515
Fonda Implement Co., v. D. M. N. & W., in short haul rates.....	1896	137
Fowler Co., The, Waterloo, v. Ill. Cent., in rates on apples.....	1886	484
Fraser & Ballou, Primghar, v. D. & S. C. (Ill. Cent.), in furnishing cars.....	1890	940
Fritz & Douglas, Waverly, v. Ill. Cent. et al., in not applying commissioner's schedules of rates.....	1889	1062
Golly, W. H., Zearing, v. Cent. Iowa, cars loaded from wagons.....	1885	573
Glucose Sugar Refining Co., Chicago, v. Railway Companies in grain rates against Davenport.....	1905	285
Gray, M. J., Ladyard, v. C. & N.-W., in shipment of hay.....	1895	168
Green, J. A., et al., Stone City, v. C. M. & St. P., in requiring shippers to protect cars for stone shipment at private expense.....	1892	860
Griffin, E. T., Lawler, v. U. S. Express Co., poultry rate.....	1906	376
Gronowoldt, Wm., Nashville, v. C. & N.-W., in passenger fare.....	1901	511
Hale, Geo. H., Washington, v. C. R. I. & P., in grain rates.....	1887	726
Halleck, W. B., Winthrop, v. Ill. Cent., in rates on live stock.....	1889	1050
Hanner, J. R. A., Delmar, v. C. M. & St. P., in passenger fares.....	1896	112
Harmon, A. B., Havelock, v. C. & N.-W., in rates.....	1888	746
Harrison, C. Emory, Davenport, v. C. R. I. & P. et al., in through interstate rates.....	1902	284

DISCRIMINATION—Continued.

Complaints Concerning—

	Year	Page
Haves, Michael, Washington, v. C. R. I. & P., in distribution of cars.....	1882	489
Hill, John N., Fort Dodge, v. M. & St. L., in freight rates.....	1882	567
Hise Bros., Washington, v. C. R. I. & P., refrigerator cars.....	1886	568
Hodges, N. W., Storm Lake, v. Ill. Cent., in sidetrack privileges and sits.....	1890	887
Hooper, T. M., Produce Co., Charlton, v. C. B. & Q., in application of W. T. L. Rules, Circular No. 6.....	1907	442
Hummel, George, Iowa City, v. B. C. R. & N., in classification.....	1880	153
Huntington, William, Calamus, v. C. & N.-W., in coal rates.....	1888	695
Independence Mills Co., v. Ill. Cent. and C. M. & St. P., on wheat and flour.....	1882	413, 444
Iowa Flour and Oil Co., Des Moines, v. C. R. I. & P., to flour rates.....	1888	694
Iowa State Jobbers and Mfrs. Ass'n, v. Iowa trunk lines, in rates.....	1885	535
Irwin, Phillips & Co., Keokuk, v. D. M. & Ft. D., in merchandise rates.....	1880	713
Jameson, G. C., Clarion, v. M. C. & Ft. D., in rates on grain, coal, etc.....	1888	713
Jansen, Anton, Haverhill, v. C. M. & St. P., in furnishing shipping facilities.....	1888	828
Jerome, F. H., Villisca, v. C. B. & Q., in corn rates.....	1882	445
Johnson, J., Huxley, v. C. M. & St. P., in corn rates.....	1887	681
Keefer, A., Imogene, v. C. B. & St. L., in rates on posts.....	1886	572
Keokuk & D. M. Ry. Co., v. D. M. & Ft. D., in forwarding cars.....	1878	6
Knowles, W. F., James, v. C. St. P. M. & O., in sale of tickets.....	1898	138
Larrabee, Gov. William, v. C. B. & Q., in coal rates.....	1887 624, 627, 670	627
Lease & Long, Crawfordsville, v. B. & N.-W., rates on lumber.....	1881	126
Lighthall, B., Alden, v. Ill. Cent., in rates.....	1882	564
Long, G. I., Manson, v. C. R. I. & P., in grain rates to Chicago.....	1889	1093
Lutz, T. B., Mapleton, v. C. M. & St. P., in use of stock yards.....	1907	491
Malden, T. E., et al., Manson, v. Ill. Cent., in lumber rates.....	1883	611
McCallsburg, citizens of, v. Cent. Iowa, in elevator privileges.....	1885	674
McNutt, S. H., Algona, v. C. M. & St. P., in furnishing cars.....	1891	826
Mehlhop, Jno., Son & Co., v. C. & N.-W., in rates.....	1882	558
Merrill & Co., Ottumwa, v. Cent. Iowa, in rates.....	1881	134
Merrill, J. H. & Co., Ottumwa, v. K. & W., in freight charges.....	1888	739
Merrill & Keeney, Des Moines, v. C. & N.-W., in car load rates.....	1883	678
Dissenting opinion by Commissioner Anderson.....	1883	683
Molyneux, A. R., Cherokee, v. Ill. Cent., in min. wts.....	1905	269
Mooney & Jones, St. Anthony, v. Cent. Iowa, in coal rates.....	1884	510
Nelson Bros. & Rich, Swaledale, v. C. G. W., coal rates.....	1904	280
Nye, J. P., Essex, v. C. B. & Q., in corn rates.....	1883	734
Nonpareil Printing Co., v. various lines, in newspaper privileges.....	1892	857
Parker, S. F., Earlville, v. C. & N.-W., in rates—minimum charge.....	1882	457
Pioneer Implement Co., Council Bluffs, v. C. R. I. & P., in freight rates.....	1903	327
Prichard & Skewis, Inwood, v. C. M. & St. P., in lumber rates.....	1888	704
Red Lumber Co., Burlington, v. C. B. & Q., in rates.....	1882	550
Red Oak, township trustees of, et al., v. C. B. & Q., in rates and rebates.....	1882	554
Red Oak, township trustees of, et al., v. C. B. & Q., against small shippers.....	1882	554
Riley, W. H., Crawfordsville, v. B. & N.-W., in rates on lumber.....	1880	147
Roberts, C. L., Grinnell, C. R. I. & P., side track.....	1889	1027
Rosa, Albert, Waukon, v. C. M. & St. P., in corn rates to Chicago.....	1882	484
Saucer, W. H., Ackley, v. Ill. Central, in rates on marble.....	1883	689
Schelle, F. J., Breda, v. C. & N.-W., in furnishing cars.....	1891	828
Shaver & Dows, Cedar Rapids, v. Joint Western Classification, crackers.....	1883	659
Shepard & Carpenter, Iowa City, v. C. R. I. & P. and B. C. R. & N., in rates to non-competing points.....	1883	637
Shinnon, Thos., Rolfe, v. C. R. I. & P., in stock rates to Chicago.....	1898	79
Shorthill, A. E. Co., Marshalltown, v. eastern railway lines, in ship- ment of coke.....	1903	279
Sioux City, hackmen of, v. railroads, in omnibus privileges.....	1890	881

DISCRIMINATION—Continued.

Complaints Concerning—Continued.

Slagle & Co., Alton, v. C. & N. W., in joint rates.....	1907	358
Smith & Boynton, Spencer, v. C. M. & St. P., in coal rates.....	1885	524
Smith Bros., Waterloo, v. B. C. R. & N., in hard coal rates.....	1883	676
Smith, J. N., Fairfield, v. C. B. & Q., in size of cars, etc.....	1883	647
Spencer Bros., Randolph, v. C. B. & Q., in rates and overcharge.....	1882	540
Sprengle, Kanau, Imogene, v. W. St. L. & P., in corn rates.....	1883	704
State of Iowa, by Gov. Larrabee, in coal rates.....	1887 624-670	670
Steer, William M., West Branch, v. B. C. R. & N., on coal and mileage ticket.....	1884	567
Stevenson, E. C., Rockwell City, v. D. M. N. & W., in passenger fares.....	1895	133
Sullivan, J. W., et al., Algona, v. C. & N.-W., in sale of excursion tickets.....	1892	847
Taylor, J. C., Des Moines, v. C. B. & Q., in freight rates.....	1882	531
Toledo, Florida & Warsaw, v. B. C. R. & N., in bridge privileges.....	1878	28
Tomlinson, R. B. & Co., Cedar Rapids, v. Ill. Cent., 1000 mile ticket.....	1882	436
Townsend & Merrill Co., Cedar Falls, v. C. & N.-W., in coal rates.....	1902	269
Vincent, J. F., Union Stock Yards, Des Moines, v. C. R. I. & P., in switching charges, etc.....	1896, 105; 1901	388
Voss & Son, Belle Plaine, C. & N.-W., in interstate rates.....	1901	496
Way & Packard, Cedar Falls, v. B. C. R. & N., in allowing damages.....	1883	559
Wells, W. W., Webster City, v. W. C. & S. W., in coal rates and site.....	1889	1045
Western Elevator Co., Winona, Minn., in distribution of cars.....	1907	392
Westphal Hinds & Co., Dubuque, v. B. C. R. & N., in classification.....	1881	126
White & Cline, Mendon, v. Ill. Cent., in furnishing cars.....	1886	148
Williams, E. D., Given, v. Cent. Iowa, distribution of cars.....	1881	126
Williams, George T., Ida Grove, v. C. & N.-W., in rates.....	1884	581
Wilson, John L., West Liberty, v. C. R. I. & P., rebates.....	1885	504
Winkler, J. W., Woodward, v. C. M. & St. P., grain and live stock.....	1883	705
York, Joseph, Zenorville, v. C. & N.-W., in coal rates.....	1888	669
DISTRIBUTION OF CARS—		
Equitable rule for in time of scarcity.....	1888, 719; 1889, 996; 1892	827
Consolidation Coal Co., v. Cent. Iowa.....	1878	23
Breazeale, J. A., Centerville, v. W. St. L. & P.....	1881	128
Howard & Son, Oskaloosa, v. Cent. Iowa, discrimination in.....	1881	130
Johnson & Co., Dysart, v. B. C. R. & N.....	1881	129
Johnston, T. N., Reasoner, v. C. R. I. & P., discrimination in.....	1881	131
Melott, E. H., Ogden, v. C. & N.-W., discrimination in.....	1881	141
Mendota Coal Co., Mendota, v. C. B. & Q.....	1907	332
Stockier, J. W., Logan, v. C. & N.-W., discrimination in.....	1881	127
Thistle Coal Co., v. C. B. & Q.....	1907	382
Western Elevator Co., Winona, Minn.....	1907	392
DIFFICULTY—		
Gillis, J. R., Mt. Pleasant, v. St. L., K. & N. W., improper location of.....	1901	471
DIVERSION OF BUSINESS—see also Freight.		
Clow, W. D., Traer, v. B. C. R. & N., of freight.....	1885	581
Norman, citizens of, v. M. & St. L., building sidetrack.....	1887	685
Reed, W. H., Vinton, v. B. C. R. & N., of grain.....	1886	491
DIVISION HEADQUARTERS—		
Carson, R. B., et al., Moulton, v. C. B. & Q., removal of.....	1903	274
DIVISION OF RATES TO SHORT LINES—see Percentages and Short Lines.		
DIVISION AND PERCENTAGES IN POOLS—see Pooling.		
Dodge, GEN. G. M., "Railroad situation in the West".....	1888	39
DOUBLE-HEADERS, their use in Iowa.....	1905	5
DRAINAGE—		
Duty of railway company in relation thereto.....	1884	86
In relation to railroad crossings.....	1887	735
COMPLAINTS CONCERNING—		
Ahlstrand, A. N., Gowrie, v. C. & N. W., private.....	1907	389
Amundson, H., Ellsworth, v. C. & N.-W., water course and highway.....	1888	738
Antrim, Wm., Randolph, v. C. B. & Q., insufficient drainage.....	1900	187

DRAINAGE—Continued.

Complaints Concerning—Continued.

	Year	Page
Armstrong, J. R., road supervisor, Marion, v. C. M. & St. P., water course.....	1894	246
Arthurs, C. H., Oakland Mills, v. St. L., K. & N.-W., improper ditch.....	1900	132
Avery, S., Council Bluffs, v. C. R. I. & P., improper drainage.....	1901	500
Avery, Samuel, Council Bluffs, v. C. R. I. & P., culvert worn out.....	1904	315
Ballou, E., Rowen, v. C. R. I. & P., replacing culvert.....	1904	259
Barnhold, Clous, Wista, v. C. R. I. & P., lack of culverts.....1890, 1901; 1894	1890, 1901; 1894	328
Beck, W. J. R., Ft. Madison, v. C. R. I. & P., N. W.....	1903	198
Beebe, J. W., Talmage, v. C. G. W., waste water from tank.....1892, 1897; 1893	1892, 1897; 1893	210
Bendickson, Gilbert, Lake Mills, v. C. & N. W., private ditch across right of way.....	1905	303
Benn, H. W. & W. J., Ainsworth, v. C. M. & St. P.....	1904	252
Buena Vista County v. Ill. Cent., ditch across right of way.....	1904	320
Boal, John, et al., Mitchellville, v. C. R. I. & P., insufficient drainage.....	1897	144
Bolding, D. D., Coppock, v. Iowa Central, improper drainage.....	1901	463
Boyd, Wm., et al., Mingo, v. C. G. W.....	1906	295
Buckingham township, board of trustees, Tama county, v. C. & N.-W., on highway.....	1903	306
Burns, Thos., Jr., Breda, v. C. & N.-W.....	1906	307
Butt, James, Knowlton, v. C. G. W., changing water course.....	1902	320
Calhoun County v. Ill. Cent.....	1906	372
Campbell, J. S. K., Morning Sun, v. Iowa Central, drainage.....	1896	172
Carr, Geo., Carville, v. Ill. Cent., petition for waterway.....	1904	308
Churchill, S. T., Arthur, v. C. & N.-W., on highway.....	1903	308
Claer, Tom, Ayrshire, v. C. R. I. & P., overflow of land.....	1905	246
Craig, W. F., et al., Davis City, v. C. B. & Q., of water courses.....	1890	879
Crozier, C. B., Oskaloosa, v. B. & W. and C. & N.-W., of water course.....	1890	860
C. R. I. & P. v. C. St. P. & K. C., at grade railroad crossing.....	1887	735
Dale, A. S., Searville, v. C. & N.-W.....	1903	322
Dammeler, Henry, Newton, v. C. & N.-W.....	1903	324
Dammeler, H. & C., Newton, v. N. & N.-W., ditch.....	1904	303
Deemer, John, Iowa Falls, v. C. R. I. & P., through right of way.....	1905	301
De Marce, Jesse, Washington, v. C. M. & St. P.....	1906	340
Dodge, N. P. & Co., Council Bluffs, v. Wabash, obstruction of natural channel.....	1904	273
Dodge, N. P. & Co., Council Bluffs, v. Wabash, obstruction of water course.....	1907	231
Downer, J. D., et al., Marshalltown, v. W. I. & N., by defective construction.....	1887	712
Eldon drainage case.....	1895	125
Ever Bros., Bagley, v. C. M. & St. P., overflow.....	1903	304
Fortney, David, Otho, v. M. & St. L., refusal to lower culvert.....	1885	551
Fremont county v. C. B. & Q., location of ditch.....	1905	271
Gardner, C. E., Leon, v. C. B. & Q., obstruction to natural drainage.....	1905	248
Gardner, C. E., Leon, v. C. B. & Q., obstruction by railway grade.....	1904	269
Gibson, S. W., Monmouth, v. C. & N.-W.....	1903	230
Giles, Charles, Talmage, v. C. B. & Q., of waterway.....	1890	845
Glenwood township, trustees of, Bancroft, v. C. & N.-W., of water course.....	1894	343
Guthrie county, citizens of, v. C. M. & St. P., near Bagley.....	1892	143
Hardin county, v. C. & N. W., proposed ditch.....	1907	241
Harding, N. G., Des Moines, v. D. M. N. & W., et al., drainage.....	1899	87
Henderson, A. A., et al., Okoboji, v. C. M. & St. P., navigation.....	1892	741
Hendrie, J. S. et al., Pacific Junction, v. C. B. & Q., of creek.....	1884	569
Hendrie, J. S. et al., Pacific Junction, v. B. & Mo. R. of Mo. Riv.....	1884	574
Henning, Fred, Newton, v. N. & N. W., insufficient ditch.....	1905	292
Hough, A. T., Newton, v. N. & N. W., improper.....	1905	287
Hough, A. T., Newton, v. N. & N. W., extension of ditch.....	1904	292

DRAINAGE—Continued.

Complaints Concerning—Continued.

	Year	Page
Huxley, citizens of, by O. L. Hatteberg, v. C. M. & St. P., of water course.....	1893	230
Huyser, A., et al., Pella, v. Wabash, obstruction to drainage.....	1902	290
Innis, W. H., et al., Emmetsburg, v. B. C. R. & N., navigation.....	1886	474
Jenks, A. N., Sheldahl, v. C. & N.-W., by surface water.....	1885	574
Johnson, H. N., county atty., Ft. Madison, v. C. B. & Q., obstruction to.....	1907	357
Jones, John, Elkport, v. C. M. & St. P., obstruction to stream.....	1905	275
Keller, B. F., Knowlton, v. C. G. W., caused by dam in right of way.....	1902	270
Kelley, W. F., Decatur county, v. D. M. & K. C., damages on account of.....	1890	855
Kendall, W. T., et al., Spirit Lake, v. C. M. & St. P., navigation.....	1885	491
Kinney, A., Herndon, v. C. M. & St. P., obstruction.....	1902	299
Kilne, George, Glidden, v. C. & N.-W., insufficient waterway.....	1891	771
Koons, J. H., Des Moines, v. C. G. W., drainage.....	1895	153
Lange, A., Froelich, v. C. M. & St. P., insufficient drainage.....	1892	832
Leehey, John, et al., Fairbank, v. C. G. W.....	1903	325
Lehigh, town of, v. C. G. W., maintenance of sewer.....	1907	392
Lestina, F., Froelich, v. C. M. & St. P., highway crossing.....	1897	119
Lewis, J. F., New Hampton, v. C. G. W., damage on account of.....	1893	203
McCormick, J. D., Botna, v. C. & N.-W., from embankment.....	1896	139
McConnell, H. T., Knoxville, v. C. R. I. & P., at highway crossing.....	1904	258
McKee, J. R., East Peru, v. C. G. W., overflow from water tank.....	1904	290
McKee, J. R., East Peru, v. C. G. W., overflow from water tank.....	1905	289
McNaughton, M. N., Villisca, v. C. B. & Q., stock drowned.....	1887	766
Mitchell, L., Blairsburg, v. Ill. Cent., drainage.....1895, 1907; 1896	1895, 1907; 1896	57
Moore, Thomas, et al., Turin, v. C. & N.-W., arbitration.....1889, 1899, 1902	1889, 1899, 1902	1002
Muscataine county, v. C. R. I. & P.....	1908	326
Page county, v. C. B. & Q., ditch through right of way.....	1905	308
Pocahontas county, v. C. R. I. & P., drainage ditch crossing right of way.....	1905	257
Powell, Charles, et al., Bagley, v. C. M. & St. P., damage by reason of.....	1893	142
Ricke, James G., Granger, v. D. M. N. & W., defective drainage.....	1897	113
Rodgers, G. W., Fort Dodge, M. & St. L., petition to drain excavation.....	1886	524
Shellhamer, C., Froelich, v. C. M. & St. P., obstruction.....	1902	294
Shellock, Twp. trustees of, v. C. G. W., proper not provided.....	1905	810
Shopbell, Henry, Mt. Union, v. B. & N.-W., damage caused by.....	1882	564
Simmons, C. H., Mapleton, v. C. M. & St. P., drainage.....	1899	83
Smith, E. J., North English, v. C. M. & St. P., improper drainage.....	1892	832
Stebber, F. W., Rhoad, v. C. G. W.....	1907	561
Terry, J. L., Martello, v. C. M. & St. P., of watercourse.....	1892	740
Tibbets, D. D., et al., Miles, et al., v. C. R. I. & P., drainage near Eldon.....	1896	125
Tretter, Jos., Marshalltown, v. Ia. Cent. et al.....	1907	432
Truro, town of, v. C. B. & Q., of street crossing.....	1905	304
Turner, James R., Wiota, v. C. R. I. & P., insufficient drain pipe.....	1891	790
Urfer, Edwin, Montrose, v. C. B. & Q., loss by high water.....	1905	800
Utlley, M. M., New Hampton, v. C. M. & St. P.....	1906	311
Vernocorn, L. E. C., Valeria v. Colfax Northern, allowing ditch to fill up.....1905, 299; 1906	1905, 299; 1906	373
Wall Lake, township trustees of, v. C. & N.-W., diversion of natural stream.....	1900	141
Clay Twp., Washington county, by D. C. Waterman, clerk, v. Iowa Central.....	1902	297
Clay Twp., Washington county, by D. C. Waterman, clerk, v. Iowa Central, at overhead crossing.....	1904	323
Waverly station grounds on C. G. W.....	1903	233
Wertz, C. H., Lena, v. C. R. I. & P.....	1903	249
Wheatland, citizens of, v. C. & N.-W.....	1903	244
Wilcox, J. A., et al., Sanborn, v. C. M. & St. P. of water course.....	1893	230
Wray, A. M., et al., Kalona, v. B. C. R. & N.....	1903	223

DRAINAGE—Continued.

Complaints Concerning—Continued.

	Year	Page
Wright, W. H. H., Dunlap, v. C. & N.-W., insufficient drainage.....	1889	59
Yungelas, J. H., Duncombe, v. Ill. Cent., of highway.....	1885	545
Yungelas, J. H., Webster City, v. Ill. Cent., of defective culvert.....	1882	567
DUBUQUE & DAKOTA RAILROAD, history of.....	1879	108
DUBUQUE, SHIPPERS OF, COMPLAINTS ON RATES—see Rates.		
DYNAMITE, EXPLOSION OF, AT COUNCIL BLUFFS—see Explosion.		

EARNINGS.

Average per mile under Granger tariff.....	1878	62
Of branch lines.....	1889	1005
Of fictitious capital and miles of road built therefrom, table of.....	1891	36, 37
Discussed in letter of W. G. Purdy, vice-president C. R. I. & P.....	1889	8
In excess of 6 per cent on \$30,000 per mile, 1874 to 1888.....	1891	36, 37
Increase of 1880 over 1879.....	1880	160
Increase under commissioners' rate—see Rates.		
In Iowa, difficulty of obtaining satisfactory information concerning.....	1889	7
In Iowa, 1887-1891, compared.....	1891	16
per mile greater than in Nebraska.....	1894	198
Comparative table, in Iowa, 1878-1907, inclusive.....	1907	11
decrease of state and interstate in 1894, compared with 1893.....	1894	215
decrease not chargeable to effect of Iowa schedule.....	1894	216
decrease of on account of crop failure and business depression.....	1895	iv
Losses in from low rates at competitive points must be made up at non-competing stations.....	1882	48
Under commissioners' rates.....	1891	9
EFFECT OF COMMISSIONERS' RATES ON IOWA ROADS—see Rates, Freight.		

EJECTION FROM TRAIN—

Clark, Rev. S. F., Nassau, v. B. C. R. & N., wrongful.....	1887	696
Marron, J. P., Jackson Jct., v. C. M. & St. P., wrongful.....	1889	87
Ovren, Olof, Sioux Rapids, v. C. & N.-W., failure to purchase ticket.....	1891	780
Potter, John, Lynnville, v. C. R. I. & P., wrongful.....	1890	898

ELECTRIC INTERURBAN RAILWAYS—

Proposed lines.....	1901-6, 1907	5
Possibility of electricity superseding steam as motive power.....	1891	25
Signal, electric, dangerous crossing.....	1892, 806; 1893	137

ELEVATION OF RAILROADS—see Topographical Discussion.

ELEVATOR—

Gault Bros., Cromwell, v. C. B. & Q., removal of.....	1904	258
Right of company to order removal of when obstructing view of crossing.....	1886	566
Capacity of, inquiry concerning.....	1899, 87; 1906	366

ELEVATOR SITES—see Sites.

ELEVATOR, FORCED REMOVAL OF—see Site.

Eminent Domain, Power of, in Condemning Depot Grounds—see Condemnation Proceedings.

EMPLOYEES—

Comparative table for years 1878-1907.....	1907	12
Conduct of, on Waterloo & C. F. R. Transit Company.....	1904	292
Conduct of, on C. G. W., train.....	1903	233
Decrease in number of, account of crop failure.....	1895	iv
Hours of service of, should be limited by statute.....	1891	18
Insufficient number of, on train.....	1903	269
Number of.....	1879	60, 131
Number and compensation of, decrease in 1894 compared with 1893.....	1894	215, 216
not chargeable to effect of Iowa schedule.....	1894	216
Reduction in number in, discussed.....	1891	17
Wright, Irvin F., Corning, v. C. B. & Q., insufficient number of on trains.....	1903	269
EMPLOYEES AND SALARIES IN IOWA, comparative table of.....	1907	12
ENGINE, condition of, Postal Clerks v. Iowa Cent., improper condition of engine.....	1903	313

	Year	Page
ENGINES, INCREASED CAPACITY OF.....	1893	4
ENGINEERS—		
Creston, citizens of, v. C. B. & Q., employed on account of strike.....	1887	787
ENGINEERS' STRIKE—see Strikes.		
ENGLISH commissioner system.....	1878	57
EQUALIZED RATES—see Rates.		
EQUIPMENT—		
Carriers must anticipate and provide sufficient for ordinary business, but not for unexpected or extraordinary demands.....	1892	761
What constitutes adequate.....	1891	833
Darrick, Harry, et al., v. Colfax Northern.....	1906	363
COST OF—see Cost.		
REFUSAL OF COMPANY TO SEND OFF ITS OWN LINE—see Refusal to Receive and Forward Freight, also Failure to Furnish Cars.		
ERRORS BY AGENTS IN QUOTING RATES; LIABILITY OF CARRIERS FOR—see Liability.		
ESTABLISHMENT OF STATIONS—see Stations.		
EXCESS BAGGAGE CHARGES—see Baggage Charges.		
EXCESSIVE CAPITALIZATION—see Capitalization and Watered Stock.		
EXCESSIVE EXPRESS CHARGES—see Express Charges.		
EXCESSIVE RATES—see Rates.		
EXCESSIVE HOURS FOR TRAIN MEN—		
Ogilvie, C. G., Muscatine, v. C. R. I. & P.....	1897	79
EXCLUSIVE USE OF STATION GROUNDS, must not be granted to one person.....	1890	893, 895
EXCURSION RATES—see Rates.		
EXCURSION TICKETS—		
Adsit, Silas, Colfax, v. C. R. I. & P., refusal to stamp excursion tickets.....	1885	571
Canfield, Lee, Benson, v. Ill. Cent., failure to sell as advertised.....	1900	165
Von Rolf, T., West Union, v. B. C. R. & N., failure to honor.....	1895	200
Rights of holders of, after limitations has expired.....	1885	566
EXPENSES—		
Reduction of recommended.....	1889	10
Compared.....	1907	11
Decrease in 1894 compared with 1893.....	1894	215
not chargeable to effect of Iowa Schedule.....	1894	216
EXPENSES OF COMMISSION—		
Special fund should be set apart for this purpose.....	1879	6
EXPLOSION—of dynamite in Council Bluffs.....	1881	69
EXPLOSIVES, DANGEROUS—		
Bousquet, H. F., Pella, v. C. R. I. & P., refusal of company to carry.....	1894	264
EXPRESS COMPANIES—		
Law concerning express rates.....	1896, 5; 1897, 5; 1898	8
Live stock, contracts of.....	1897	5
Shipment by, discussion.....	1906	9
Complaints Concerning—		
Bernbrock, H. O., Waterloo, v. U. S. Express Co., rates.....	1904	257
Feiner Fish Co., Clinton, v. Adams Express Co., American Express Co., discriminations in regulations.....	1901	515
Feiner Fish Co., Clinton, v. American Express Co., U. S. Express Co., rates.....	1904	264
Freeman, F. M., Davis City, v. American Express Co., overcharge, dogs.....	1892	854
Purdy, A. R., Alden, v. Adams Express Co., rates based on shortest route.....	1892	841
Hopkinton, abandonment of, by U. S. Express Co., complaint of C. E. Merriam.....	1901	499
Iowa & Ill. Ry. Co., v. American Express Co., refusal to receive and forward.....	1906	357
Joseph, J. M., Creston, v. American Express Co., excessive charges on pigs.....	1890	931
Joseph, J. M., Creston, v. American Express Co., request for reopening case.....	1891	802

EXPRESS COMPANIES—Continued.

Complaints Concerning—Continued.

	Year	Page
Knowles, W. F., James, v. American Express Co., excessive.....	1891	771
Lambing, W. W., West Liberty, et al., v. U. S. Express Co., regulations concerning shipment of live hogs.....	1898	95
McCracken, Rev. C. S., Rock Valley, v. Adams Express Co., damage to books.....	1892	853
McKone, M., et al., Brooklyn, v. U. S. Express Co., petition for free delivery.....	1901	384
EXPRESS RATES—See Rates Freight.		
Complaints Concerning—		
Des Moines Casket Co., Des Moines, v. Adams Express Co.....	1907	423
Feiner Fish Co., Clinton, v. Adams Express Co., et al.....	1907	376
Spencer, F. A., Ames, v. American Express Co.....	1907	422
EXPRESS STATION—		
Hutchins, E. R., of Okoboji, v. U. S. Express Co.....	1904	310
EXTRA BAGGAGE CHARGE—see Baggage.		
Extra charge for special train to carry freight.....	1887	782
EXTRA FARE FOR FAILURE TO PURCHASE TICKET—see Passenger Fare.		

FACILITIES FOR DOING BUSINESS AT STATIONS—see also Stations.1895

FACILITIES INCREASED—on railroads for handling business.....1891

FAILURE TO BUILD ROAD AS PER CONTRACT—

Day, F. A., Castana, v. Maple River R. R.....1884

FAILURE TO FURNISH CARS—

For general discussion of, see *Coal Problem*.....1880

Achorn, C. E., Sutherland, v. C. & N.-W., for certain market.....1892

Achorn, C. E., Sutherland, v. C. & N.-W., failure to forward foreign cars.....1896

Advance Alliance No. 415, Kirkman, v. C. & N.-W., for shipment of coal.....1890

Akron Milling Co., v. C. M. & St. P., for grain.....1899

Allen, C. S., Laurens, v. M. & St. L., failure to furnish for hay.....1905

Allen, C. S., Laurens, v. C. R. I. & P.....1906

Allen, C. S., Laurens, v. C. M. & St. P.....1907

Anderson & Moon, Estherville, v. C. R. I. & P.....1901

Ashburn, J. M., Lamoni, v. C. B. & Q., damage for delay in furnishing.....1889

Ayles, James E., Sioux City, v. C. & N.-W., for grain.....1902

Bacon, W., Greenfield, v. C. B. & Q., for hay shipments.....1887

Baile, A. D., Storm Lake, v. C. R. I. & P.....1906

Baker, J. C., Emmetsburg, v. C. M. & St. P., for coal.....1881

Balgegan, F. J., West Bend, v. M. & St. L.....1907

Barnum Elevator Co., Barnum, v. Ill. Cent.....1906

Barton, Tom, Elkader, v. C. M. & St. P.....1906

Beckman, G., Hull, v. C. M. & St. P.....1907

Beck Grain Co., Fremont, v. C. B. & Q.....1907

Beggs, Thos. H., et al., v. Ia. Cent.....1907

Bennett, J. E. O., Britt, v. M. & St. L., for general shipments.....1887

Benson, Marion, Matlock, v. Ill. Cent.....1906

Benson, George, et al., Muscatine, v. C. R. I. & P., for vegetables.....1887

Beyman, H., McGregor, v. C. M. & St. P., for shipments of ice.....1892

Bertels, Ben, Algon, v. Iowa Cent., for produce.....1902

Black, E. W., Ireton, v. C. & N.-W.....1906

Blakely, W. A., Grant Center, v. C. M. & St. P.....1906

Blake & Collman, Eldon, v. C. R. I. & P., for lumber and wood.....1901

Bleakley, W. A., Grant Center, v. C. M. & St. P.....1907

Board of Control of State Institutions, v. Ill. Cent.....1907

Bond, N. J., Council Bluffs, v. Wabash, for corn.....1882

Breazeale, J. A., Centerville, v. W. St. L. & P., for shipments of coal.....1883

Brewer, E. C., & Co., Stanhope, v. C. R. I. & P., grain.....1901

Brodeky, L., Plover, v. C. R. I. & P., for hay shipments.....1887

FAILURE TO FURNISH CARS—Continued.

	Year	Page
Brown, W. S., Manson, v. Ill. Cent., for coal.....	1903	232
Brown, G. H. & Co., et al., Armstrong, v. B. C. R. & N., for hay.....	1895	179
Brown, M. & Son, et al., Whittemore, v. C. M. & St. P., for shipment of hay.....	1887	791
Brown & Son, West Bend, v. C. R. I. & P., for shipment of live stock.....	1905	282
Brown, W. S., Manson, v. Ill. Cent., for coal.....	1900	148
Brown Geo. W., West Bend, v. C. R. I. & P.....	1906	323
Browning, Wm., et al., New Market, v. C. B. & Q., for coal.....	1905	298
Bruning & Son, Breda, v. C. & N.-W., for shipment of potatoes.....	1892	848
Bruning Bros., Breda, v. C. & N.-W., for grain shipments 1892, 840; 1893, 53, 92.....	1899	66
Buck, A. E., Harris, v. C. R. I. & P.....	1907	446
Buck, C. C., Ware, v. C. R. I. & P.....	1907	381
Buerkens Mfg. Co. v. Wabash.....	1907	412
Burt Farmers' Exchange Co. v. C. & N.-W.....	1907	405
Butler, Geo. I. & Co., Knoxville, v. C. B. & Q., for coal.....	1880	141
Butler, W. E., et al., Galva, v. C. & N.-W., for shipments of grain.....	1887	798
Butts, P. M., Wesley, v. B. C. R. & N., for coal.....	1887	806
Byggers, Fred, Royal, v. C. M. & St. P.....	1906	342
Cahill, P. M., Farmington, v. C. R. I. & P.....	1906	263
Caldwell, C. A., Onawa, v. C. & N.-W.....	1907	387
Canavan, John, Paton, v. C. R. I. & P., for shipment of corn.....	1880	996
Carpenter, D. J., Beloit, v. C. M. & St. P., for grain shipments.....	1891	812
.....1892, 866; 1893, 251; 1895	212	
Cathcart Bros., et al., Kingsley, v. C. & N.-W., for grain shipment.....	1887	795
Cathcart Bros., Kingsley, v. C. & N.-W., at non-competitive points.....	1888	720
Cedar Rapids Oil Co., Cedar Rapids, v. C. M. & St. P.....	1906	317
Central Lumber & Coal Co. v. M. & St. L.....	1907	416
Chapman, H. G., Sioux City, v. C. M. & St. P., for haled hay.....	1892	759
Charlton, J. H., Rolfe, v. M. & St. L.....	1907	395
Chase, W. J., Guthrie Center, v. C. R. I. & P.....	1907	386
Clinton Grain Co., Crystal Lake, v. C. R. I. & P., on account of storms.....	1905	283
Clubb, William, What Cheer, v. B. C. R. & N., for coal.....	1880	126
Commissioners, v. C. & N.-W.....	1907	384
Conway, John, Sibley, v. C. R. I. & P., et al., discrimination.....	1904	319
Corcoran, P., Postville, v. C. M. & St. P., damages on account of.....	1888	727
Corey, George W., et al., v. Crooked Creek Railroad Co., for coal.....	1891	833
Corey Coal Co., Lehigh, v. M. C. & Ft. D., for shipment of coal.....	1892	839
Corey Coal Co., Lehigh, v. M. C. & Ft. D., and Ill. Cent., for coal shipments.....	1893	262
Corey Coal Co., Lehigh, v. Ill. Cent., for coal.....	1896, 74; 1909	174
Corey Coal Co., Lehigh, v. Crooked Creek, for coal.....	1901	493
Conroy, Frank, v. C. M. & St. P.....	1907	404
Corkhill, T. E., Jr., Minburn, v. C. R. I. & P., damages for delay.....	1888	721
Correll, C. C., Adair, v. C. R. I. & P.....	1906	328
Cryle, Robert, Glidden, v. C. & N.-W., for loading stock.....	1888	688
Cullen, J. S., Whittemore, v. C. M. & St. P.....	1906	324
Darby Block Coal Co., Darbyville, v. C. M. & St. P., for coal.....	1898	93
Davenport Syrup & Refining Co., Adair, v. C. R. I. & P., for grain.....	1896	219
Davis Bros., Keota, v. C. R. I. & P., for coal shipments.....	1905	278
Davis, C. O., Keota, v. C. R. I. & P.....	1907	406
Davis, Ed., Defiance, v. C. M. & St. P.....	1906	322
De Clow, W. L., v. Ia. Cent.....	1907	411
Des Moines Sand Co., Des Moines, v. C. B. & Q.....	1906	352
Des Moines Linseed Oil Works, v. B. C. R. & N., for flax seed.....	1894	257
Dickey, W. H., Centerville, v. C. R. I. & P., for coal.....	1880	5
Donohoe, E. A., et al., Havelock, v. C. & N.-W., for hay shipments.....	1887	793
Dorr Cattle Co., Des Moines, v. D. M. N. & W., for slop feed.....	1898	84
Dreyer, J. H., Aplington, v. Ill. Cent.....	1907	392
Dreyer, H., Aplington, v. Ill. Cent., grain.....	1901	497
Dysart Canning Co. v. C. R. I. & P.....	1907	440

FAILURE TO FURNISH CARS—Continued.

	Year	Page
Eckley, W. O. Maclay, v. C. R. I. & P.	1906	326
Edmonds, E. J. & Co., Marcus, v. Ill. Cent. & M. & St. L., for grain shipment	1896, 141; 1897	145
Elgin Canning Co., Elgin, v. B. C. R. & N., et al., for shipments to St. Paul	1892	729
Ellsworth, O. W., Keokuk, v. St. L., K. & N. W., for ice	1901	502
Everwein, C. B., v. C. R. I. & P.	1907	401
Farmer's Alliance, Coon Rapids, v. C. M. & St. P., for shipments of coal	1892	845
Farmers' Co-Operative Society, Bode, v. C. R. I. & P.	1906	323
Farmers' Co-Operative Co., Armstrong, v. C. R. I. & P.	1907	409
Farmers' Elevator Co., Badger, v. M. & St. L.	1907	419
Farmers' Elevator Co., Badger, v. M. & St. L.	1907	447
Farmers' Elevator Co., Holland, v. C. R. I. & P.	1907	403
Farmers' Elevator Co., Kingsley, v. C. & N. W.	1907	394
Farmers' Elevator Co., Mt. Union, v. C. B. & Q.	1907	437
Farmers' Elevator Co., Norway, v. C. & N. W.	1907	439
Farmers' Elevator Co., Wightman, v. C. G. W.	1907	425
Farmers' Elevator Co., Alvord, v. G. N. Ry. Co.	1906	385
Farmers' Elevator and Live Stock Co., Stanhope, v. C. & N. W.	1906	325
Farmers' Elevator Co., Ottosen, v. C. R. I. & P.	1906	328
Farmers' Elevator Co., Rake, v. C. R. I. & P.	1906	324
Farmers' Elevator Co., Rake, v. C. R. I. & P.	1906	381
Farmers' Grain & Coal Co., Pocahontas, v. C. R. I. & P.	1906	327
Farmers' Grain & Lbr. Co., Dowd, v. C. R. I. & P.	1907	438
Farmers' Incorporated Co-Operative Co., Palmer, v. C. R. I. & P.	1907	439
Fenn, G. A. & Co., Salem, v. C. B. & Q.	1907	412
Fenn, G. A. & Co., Salem, v. C. B. & Q.	1906	331
Fern Bros., Salem, v. C. B. & Q.	1906	254
Fields & Slaughter Co., Akron, v. C. M. & St. P., for grain	1902	254
Filla Bros., Solon, v. C. R. I. & P.	1907	403
Finlayson, C. G., Armstrong, v. C. R. I. & P., for live stock	1905	265
Fockler, P. H., Independence, v. Ill. Cent., for hay shipments	1887	805
Fraser & Ballou, Pringhar, v. D. & S. C., (Ill. Cent.), for shipments of grain	1890	940
Feenstra, T., Otley, v. C. R. I. & P., for coal	1901	499
Foster, D. J., Ringstead, v. C. & N. W.	1907	407
Galbraith, Edw., Webb, v. C. M. & St. P., for hay	1900	219
Galbraith, Ed., Webb, v. C. M. & St. P.	1907	398
Garlock, W. E., et al., Gilmore, v. C. R. I. & P., for hay shipments	1887	804
General complaint concerning	1887	791
Gibson, C. D., West Liberty, v. C. M. & St. P.	1907	444
Globe Coal Co., Des Moines, v. Iowa Central, for coal shipments	1896	154
Gray, M. J., Ledyard, v. C. & N. W., hay	1895	168
Gray, J. A., Onawa, v. C. & N. W.	1907	395
Graybill, D. R., Massena, v. C. B. & Q., for track loading	1900	160
Green, J. A., et al., Stone City, v. C. M. & St. P., for stone shipments unless protected by shipper at private expense	1892	869
Green, J. C. S., Aurelia, v. Ill. Cent., for grain shipments	1896	951
Gress, Chas., et al., Fenlon, v. C. & N. W.	1907	412
Guyer, J. J., Buffalo Center, v. C. R. I. & P.	1906	322
Grain Growers' Incorporated Co-Operative Society, Melvin, v. C. R. I. & P.	1906	328
Haddock, Wm. J., Iowa City, v. B. C. R. & N., for coal	1883	581
Hahn, Henry, Mallard, v. M. St. L.	1907	397
Hall, W. M., Weldon, v. C. B. & Q.	1906	321
Hamblenton Milling Co., Keokuk, v. C. R. I. & P., for grain	1895	234
Hanna, H. W., Audubon, v. C. R. I. & P., for coal shipments	1887	802
Hanson, J., et al., Monroe, v. C. R. I. & P.	1907	406
Harrison, Geo., Emmetsburg, v. C. M. & St. P., for coal	1881	143
Hastings, Mayor and council of, v. C. B. & Q.	1880	39

FAILURE TO FURNISH CARS—Continued.

	Year	Page
Hayes, Michael, Washington, v. C. R. I. & P.	1882	489
Hayton & Pearson, et al., Pierson, v. C. & N. W., grain	1898	92
Herabey Lumber Co., et al., Muscatine, v. C. R. I. & P.	1892	762
Hickey Bros., Aspinwall, v. C. M. & St. P., for grain shipments	1892	850
Hoffman, Oliver J., Sigourney, v. C. R. I. & P.	1907	399
Holcomb, T. B., et al., Muscatine, v. B. C. R. & N., et al., for melons	1892	761
Home Lumber Co., North English, v. C. R. I. & P.	1906	383
Hughey & Son, Wirt, v. H. & S., refrigerator cars	1884	564
Iowa Fuel Co., Des Moines, v. St. P. & K. C., for coal shipments	1888	718
Ivey, Geo. A., West Bend, v. C. R. I. & P.	1906	323
Johnson, I. M., Maquoketa, v. C. & N. W.	1907	384
Johnson, I. M., Maquoketa, v. C. M. & St. P.	1907	415
Johnson Bros., Rippey, v. C. R. I. & P., for corn	1899	113
Johnson, Geo. B., Buffalo Center, v. C. R. I. & P., failure to get for stock shipments	1905	276
Jordan, W. E., Bancroft, v. C. & N. W., for grain shipments	1887	800
Keystone Coal Co., Rippey, v. D. M. & Ft. D., for coal	1881	135
King, C. W., Kennedy, v. C. M. & St. P.	1906	327
Klemme, H. J. and J. Alexander, v. Iowa Cent., for coal	1898	90
Kuester, Henry, Melvin, v. C. R. I. & P.	1906	312
Kunz Bros., Wesley, v. C. M. & St. P.	1907	387
Lackey, N., Haverhill, v. C. M. & St. P., for corn	1901	501
Larson & Eggum, Thompson, v. B. C. R. & N., for grain	1901	473
Lau & Sons, Klemme, v. C. R. I. & P.	1907	397
Lau & Sons, Klemme, v. C. R. I. & P., for grain	1905, 279, 311; 1906	330
Ledyard, citizens of, v. C. & N. W., grain	1902	251
Levertown, J. W., Abbott, v. Iowa Central, grain	1900	161
Lewis, Wm., Macedonia, v. C. B. & Q., damages for	1885	524
Livemore, F. S., Buffalo Center, v. C. R. I. & P.	1907	397
Loftus-Hubbard Elevator Co., St. Paul, Minn., C. & N. W.	1906	382
Loftus-Hubbard Elevator Co., St. Paul, Minn., v. C. R. I. & P.	1906	384
Loftus-Hubbard Elevator Co., St. Paul, Minn., v. C. R. I. & P.	1906	312
Loftus, Geo. S., St. Paul, v. C. R. I. & P.	1907	396
McAndrew, J. K., Hartley, v. C. M. & St. P.	1907	442
Mable, A. J., Whitten, v. C. & N. W.	1906	381
Mable, A. J., Whitten, v. C. & N. W.	1906	391
Mallott, A. B., Minburn, v. C. & N. W.	1907	404
Manville & Ward, Ocheyedan, v. C. R. I. & P., for live stock	1905	284
Marion Coal Co., v. C. R. I. & P., for shipment of coal	1892	857
Marshall & Son, Chariton, v. C. B. & Q., failure to run refrigerator car	1884	597
Mason, David, Harlan, v. S. C. & P., for shipment of hay	1892	851
Mathews, J. J., Cherokee, v. Ill. Cent.	1906	386
Medbury & Darnell, Hornick, v. C. M. & St. P.	1907	397
Medbury & Darnell, Hornick, v. C. M. & St. P., grain	1902	263
Messerole, C. G., Gowrie, v. C. & N. W.	1907	385
Meyers, S. C., Kingsley, v. C. & N. W.	1903	279
Miller, L. E., Sinclair, v. Ill. Cent.	1907	398
Miller, H. E., Stanwood, v. C. M. & St. P., for stone	1902	249
Mitchell Implement Co., Ft. Dodge, v. C. M. & St. P.	1907	408
McNutt, S. H., Algona, v. C. M. & St. P., discrimination in	1891	526
Moherly, I. N., Humphrey, Mo., v. Ill. Cent., for cattle	1896	67
Moore, S. C., Elmore, Minn., v. C. R. I. & P.	1907	399
Morris, J. D., Hornick, v. C. M. & St. P., for hay	1900	213
Moyers, J. A., Luther, v. C. M. & St. P., for grain	1900	137
Mulgrew Co., Thos. J., Dubuque, v. C. M. & St. P.	1905	323
Muscatine Melon Shippers, v. C. R. I. & P., for melons	1895	213
Nicholas, James, Williamsburg, v. C. B. & Q., et al.	1903	286
Northwestern Tile & Clay Products Co., v. C. M. & St. P.	1907	443
Olson, B. & Co., Swea City, v. B. C. R. & N., grain	1898	92
Olmstead, J. H., Milford, v. C. M. & St. P.	1906	321

FAILURE TO FURNISH CARS—Continued.

	Year	Page
On Iowa division of C. M. & St. P., during winter of 1905-1906.....	1906	327
Olson Bros., Swea City, v. C. R. I. & P., for live stock.....	1905	276
O'Neil, Felix, et al., Aurelia, v. Ill. Cent., for grain, etc.....	1887	805
Paterson, A. L., Owego, v. C. M. & St. P., for wheat.....	1899	114
Patton, U. L., Manning, v. C. M. & St. P.....	1906	381
Pearson & Hayton, Anthon, v. Ill. Cent., grain.....	1901	494
Petersmeyer Bros., Odebolt, v. C. & N-W., refusal to furnish for oats to Kansas City.....	1901	519
Pierson, shippers of, v. C. & N-W., for grain shipments.....	1887	795
Porter & Son, Fairmount, v. C. R. I. & P.....	1907	395
Prairie City Produce Co., v. C. R. I. & P. for potatoes.....	1901	458
Price, W. M., Ellsworth, v. C. & N-W.....	1902	270
Priest & Stocker, Carroll, v. C. & N-W., for shipment of live stock, 1886-1895, 526, 527	1886-1895	526, 527
Ranks, O. D., Irvington, v. C. & N-W., for hay.....	1900	141
Rapks & Sterzbach, Rodman, v. B. C. R. & N., for hay shipments.....	1893	224
Rapks & Sterzbach, Rodman, v. C. & N-W., cars off its own line.....	1892	848
Reams, Warren, Defiance, v. C. M. & St. P., for grain.....	1898	91
Reiley, Thomas, Blencoe, v. S. C. & P., for hay to Sioux City.....	1895	228
Reinhart, C. B., Farnhamville, v. C. & N-W., for track loading.....	1900	179
Resolution of Twenty-second General Assembly, directing action for relief.....	1887	798
Richards Elevator Co., Richards, v. Ill. Cent.....	1907	393
Riley, J. W., Defiance, v. C. M. & St. P., for potatoes.....	1899	124
Riley, J. W., Defiance, v. C. M. & St. P., potatoes.....	1902	303
Risley, A., et al., Rockwell City, v. D. M. & N-W., for hay shipments.....	1887	804
Robertson, W. J., Farmington, v. C. B. & Q., of certain length for hay.....	1905	279
Robinson, B. F., Armstrong, v. C. R. I. & P.....	1907	390
Rohlk, H., Rock Rapids, v. B. C. R. & N., for barley.....	1901	525
Rothschild & Co., Davenport, v. C. & N-W., for patrons.....	1887	783
Rothschild, D., Muscatine, v. Ill. Cent., for shipments of barley.....	1881	126
Rumohr, Fred, Inwood, v. C. M. & St. P., for barley.....	1903	324
Rusher, B. F., Linnburg, v. C. & N-W., for sand.....	1903	307
Russell & Co., Silver City, v. W., St. L. & P., for shipments of corn.....	1883	583
Sand Mound Melon Co., Fruitland, v. C. R. I. & P., for melons.....	1890	897
Scharf, G. F., Moscow, v. C. R. I. & P., for ear corn.....	1899	77
Schelle, F. J., Broth, v. C. & N-W., discrimination in distribution of.....	1891	828
Schold, G. W., Danbury, v. C. & N-W., for grain.....	1902	260
Senf, Wm., Latimer, v. Iowa Cent.....	1907	396
Seuffert, L., Burlington, v. C. St. P. & K. C., failure and delay in.....	1891	768
Serverson, Halvor, Inwood, v. C. M. & St. P.....	1907	440
Seybold, L. J., et al., Turin, v. C. M. & N-W.....	1906	327
Seymour, T. S., Milford, v. C. M. & St. P., for hay shipments.....	1887	793
Shaffer, A. A., Rhodes, v. C. M. & St. P.....	1903	255
Sherrick, C. W. & Co., Farmington, v. C. B. & Q., for coal.....	1904	256
Slagle, F. M. & Co., Alton, v. C. M. & St. P.....	1903	284
Sleeper, W. H., Sheldon, v. C. M. & St. P.....	1906	329
Silke, M., Dedham, v. C. M. & St. P.....	1906	340
Silke, M., Dedham, v. C. M. & St. P.....	1902	263
Sloan Cereal Co., Sloan, v. C. & N-W.....	1907	445
Sloan Elevator Co., Sloan v. C. & N-W., for shipments to Council Bluffs.....	1905	280
Sloan Elevator Co., Sloan, v. C. & N-W.....	1907	396
Slivers, W. C., Walnut, v. C. R. I. & P., refusal to furnish for grain.....	1901	525
Smith Brothers Coal Co., Exline, v. C. B. & K. C.....	1903	252
Smith, E. F., Wellman, v. C. R. I. & P.....	1903	285
Smith, E. F., Wellman, v. C. R. I. & P.....	1906	390
Smith, E. F., Wellman, v. C. R. I. & P.....	1906	391
Smith, E. F., Wellman, v. C. R. I. & P.....	1907	380

FAILURE TO FURNISH CARS—Continued.

	Year	Page
Smith, E. J., & Sons, North English, v. C. M. & St. P., for drain tile.....	1903	252
Snake Creek Coal Co., Rippey, v. M. & St. L.....	1907	432
Snyder M., et al., Cleghorn, v. Ill. Cent., grain.....	1901	495
Southall, Wm. & Sons, et al., Pierson, v. C. & N-W., grain, 1898, 92; 1899	1898, 92; 1899	63
Spencer, city and citizens of, v. C. M. & St. P., appeal for coal cars.....	1881	257
Spurgeon, J. B., Adel, v. C. M. & St. P., for corn.....	1901	139
Statement of General Manager, C. R. I. & P., with reference to.....	1906	556
State of Iowa, Board of Control of State Institutions, v. Ill. Cent.....	1907	445
Steckel, W. J., Bloomfield, v. C. R. I. & P., at Paris Station.....	1903	322
Stephens, E. H., & Co., Ledyard, v. C. & N-W., for grain.....	1901	268
Stephenson, A., Templeton, v. C. M. & St. P.....	1906	321
Steinhoff, H. C., Hornick, v. C. M. & St. P., for cattle.....	1904	280
Stell Bros. Hay Co., Mallard, v. M. & St. L., unable to get foreign cars.....	1905	313
Sterling, D. B., et al., Buffalo Center, v. C. R. I. & P., for stock.....	1902	285
Stevenson, W. H., Hamburg, v. K. C. St. J. & C. B., corn.....	1902	268
Stoughton, T. S., Pierson, v. C. & N-W., must be distributed equitably.....	1892	826
Surber, L. A., Prairie City, v. C. R. I. & P.....	1907	405
Swea City, citizens of, v. C. R. I. & P.....	1903	284
Talcott, R. A., v. C. M. & St. P.....	1907	426
Teed, C. E., Monona, v. C. M. & St. P., for household goods.....	1901	119
Thompson & Knutson, Wadena, v. C. M. & St. P., for wood.....	1903	268
Thompson, W. A., Wadena, v. C. R. I. & P., for wood.....	1904	257
Thompson, citizens of, v. C. R. I. & P., for live stock.....	1903	285
Tomlinson, H. E., Newmarket, v. C. B. & Q.....	1906	353
Tomlinson, H. E., Newmarket, v. C. B. & Q.....	1906	358
Townsend, D. W., LeMars, v. Ill. Cent., for lumber.....	1883	615
Townsend, D. W., Cherokee, v. Ill. Cent., coal.....	1902	287
Tuttle Bros., et al., Wittemore, v. C. M. & St. P., for shipment of hay.....	1887	791
Tuttle, F. M., Spencer, v. M. & St. L.....	1907	390
Tyler, John P. & Co., Ladora, v. C. R. I. & P., for coal.....	1904	272
Way & Packard, Cedar Falls, v. B. C. R. & N., damage by reason of.....	1883	559
Wayland-Wright Grain Co., Kansas City, v. C. & N-W., for grain.....	1902	252
Wayne, E. M., Woolstock, v. C. & N-W., for grain.....	1895	280
Warburton, S., Germania, v. C. R. I. & P.....	1905	314
Wedgewood & Co., Storm Lake, v. Ill. Cent., grain for Minneapolis.....	1898	55
Wells, A. A., Emmetsburg, v. C. M. & St. P., coal.....	1881	144
Wells, Geo. A., Des Moines, v. C. R. I. & P.....	1907	391
Wells, Geo. A., v. C. M. & St. P., at Chatsworth.....	1907	410
Wesley Elevator, Radcliffe, v. C. M. & St. P., on account of shortage.....	1905	286
Weston, Wm., Anita, v. C. R. I. & P., loading cars from wagon.....	1899	118
Wheeler, J. N., Germania, v. C. R. I. & P.....	1907	392
Whitaker, Robert, Dallas Center, v. Wabash et al.....	1903	290
White, Slaton, Beloit, Kan., v. C. R. I. & P., et al., for stock.....	1887	703
White, Geo. C., Nevada, v. C. & N-W., for grain.....	1899	121
Williams, Chris, Stratford, v. C. & N-W.....	1907	386
Williams, Richard, Ida Grove, v. C. & N-W., for live stock.....	1883	693
Wierner & Rich, Ledyard, v. C. & N-W.....	1906	382
Woden, citizens of, v. C. R. I. & P.....	1902	261
Wright, M. M., Churdan, v. C. M. & St. P., for corn.....	1888	691
Young, O. W., Gildden, v. C. & N-W., for live stock.....	1905	280
Zuck, D. B., Dallas Center, v. M. & St. L.....	1907	404

Zundel, L., Monros, v. C. R. I. & P.....

FAILURE TO FURNISH CARS FOR CERTAIN MARKETS—see Rights of Shippers.

FAILURE TO STOP AT RAILROAD CROSSINGS—see Crossing Stops.

FAILURE TO PURCHASE TICKET—EXTRA FARE MAY BE COLLECTED—see

Passenger Fare.

FAILURE TO STOP PASSENGER TRAINS—see Passenger Trains.

FAILURE OF COMPANIES TO REPORT—see *Report*.FAILURE TO OPERATE ROADS—see *Abandonment of Road*.FAILURE TO STOP AT CROSSINGS—see *Crossing Stop*.FARM CROSSING—see *Crossings, Farm*.FAST TRAINS IN CITIES—see *Speed of Trains*.FAST TRAINS, PETITION TO STOP AT SMALL STATIONS—see *Train Service*."FEEDERS"—see *Local Lines*.

FEEDING AND WATERING STOCK IN TRANSIT—

Patton, U. L., Manning, v. C. G. W., charge for discriminating.....1905 296

FENCING—

Law suggested.....1886 18

Liability of carriers in case of failure to fence.....1884 499

Provisions of law in relation to.....1888 19

Railroads' need of fencing.....1883 91

Recommendations concerning.....1884 27

Should right of way fences be hog tight?.....1898 78

Complaints Concerning—

Adams, J. Q., Spencer, v. C. M. & St. P., failure to fence.....1885 561

Ammons, C. E., Decatur, v. C. B. & Q., hog-tight right of way.....1906 285

Annas, G. H., Yorktown, v. C. B. & Q., right of way.....1904 289

Arnold, J. W., Cummings, v. C. G. W.....1907 444

Aves, A. G., Melbourne, v. C. G. W., condition of right of way.....1906 380

Baldwin, J. W., Packwood, v. C. B. & Q., hog tight.....1906 380

Beeson, R. B., Pattersonville, v. C. M. & St. P., failure to fence.....1885 567

Borisch, Martin, Marshalltown, v. Ia. Cent.....1907 438

Boesch, Phm., Van Cleve, v. Iowa Cent., bad condition.....1906 377

Buckley, Willip, Pattersonville, v. C. M. & St. P., failure to fence.....1886 569

Budd's Estate, Ames, v. C. & N.-W.....1906 243

Burns, Thomas, Breda, v. C. & N.-W., failure to fence.....1885 526

Campbell, Robert, Martinsburg, v. Iowa Cent., right of way.....1905 291

Carpenter, O. W., Dedham, v. C. M. & St. P., failure to fence.....1891 745

Clever, M. G., and Irwin, J. M., v. C. B. & Q., failure to fence.....1884 561

Curtis, T. J., Fonda, v. Ill. Cent., fencing track.....1884 531

Damswood, E. C., Coin, v. O. & St. L., condition of right of way.....1902 245

Gallentine, D. M., Van Cleve, v. Iowa Cent., right of way.....1902 272

Gallentine, D. M., Van Cleve, v. Iowa Central, right of way.....1903 254

Gardner, John M., Leon, v. D. M. O. & S., fencing and cattle guards.....1884 549

Gatton, Russell, Moscow, v. C. R. I. & P., bad condition of.....1894 324

Gibson, G. H., Thayer, v. C. B. & Q., in bad repair.....1905 302

Gray, James, Ira, v. C. G. W., stock yards.....1898 82

Harshbarger, W. A., Oakland Mills, v. S. L. K. & N. W., failure to build.....1892 841

Haugh, A. F., Newton, v. N. & N. W., failure to fence.....1902 329

Hayne, H. H., Marshalltown, v. C. G. W., right of way.....1907 421

Helmer, M. F., Lisbon, v. C. & N.-W., condition of.....1905 253

Hephrey, L. S., Newton, v. N. & N. W., right of way.....1904 307

Hephrey, L. S., Newton, v. C. R. I. & P., right of way.....1907 422

Henderson, C. H., Coin, v. Wabash, right of way.....1902 303

Howe, E. A., Bridgewater, v. C. B. & Q., relocation of fence.....1884 524

Hughes, R. M., and Hunt, H., Boone, v. M. & St. L., failure to build.....1884 557

Hurto, J. N., Laurel, v. Iowa Cent., bad condition of.....1905 311

Ingersoll, M. J., Edgewood, v. C. M. & St. P., failure to fence.....1884 548

Lange, Adam, Froelich, v. C. M. & St. P., hog-tight fence.....1896 356, 367

Kenefick, James, Belmont, v. C. G. W., right of way.....1904 294

Kerr, Geo. W., Albion, v. Wabash Ry., bad condition of.....1905 305

Koster, Wm., Breda, v. C. & N.-W., hog-tight fence.....1905 314

Lang, D. R., Avon, v. C. R. I. & P., condition of right of way.....1906 355, 367

Lewis, M. M., Coin, v. O. & St. L., condition of.....1900 202

Lockwood, J. C., Greens, v. B. C. R. & N., failure.....1897 107

Love, Mrs. B., Shenandoah, v. O. & St. L., condition of right of way.....1902 246

McDowell, Palmer, et al., Angus, v. M. & St. L., failure to build.....1885 554

McGee, H., Martinsburg, v. B. & W., failure.....1897 138

FENCING—Continued.

Complaints Concerning—

Maguns, O. S., Ridgeway, v. C. M. & St. P., condition of.....1904 308

Mason, W. B., Melbourne, v. Iowa Cent., condition of right of way.....1906 381

Mehs, George, Camanche, et al., v. B. C. R. & N., petition for.....1892 223

Meyer, A. F., Boyer, v. Ill. Cent., failure to fence.....1900 187

Millar, H. V., Pattersonville, v. C. M. & St. P., failure to fence.....1885 560

Moser, A. L., et al., Laurel, v. Iowa Central, right of way.....1904 301

Murphy, citizens of, v. Ia. Cent., right of way.....1907 263

Nason, W. B., Melbourne, v. Iowa Central, condition of right of way fence.....1904 265

Nelson, Thos., Ewart, v. Ia. Cent., right of way.....1907 438

Nicol, Bert, David, v. W. & W., fencing station grounds.....1895 208

Olson, John R., et al., Thor, v. C. & N.-W., failure to fence.....1884 516

Onrheim, J. L., Thor, v. C. & N.-W., failure to fence.....1884 546

Parsons Bros., Luray, v. C. G. W., condition of.....1900 212

Porter, W. S., Orient, v. C. B. & Q., right of way.....1898 69

Price, E. T., Winfield, v. B. & W., failure to fence.....1885 530

Rehder, Max H., Gladbrook, v. W. I. & N., failure to fence.....1886 591

Reifschneider, Peter, Laurel, v. Iowa Cent., bad condition of.....1905 305

Ringland, G. S., Ft. Dodge, v. Crooked Creek, failure to fence.....1895 160

Schnoor, Gus, et al., Laurel, v. Iowa Cent., bad condition of.....1905 312

Shelhammer, C., Beulah, v. C. M. & St. P., failure to repair.....1891 791

Simmons, A. R., East Peru, inquiry concerning hog-tight fence.....1898 78

Smull, John, Wick, v. D. M. O. & S., failure to fence.....1886 556

Stouffer, G. H., State Center, v. Iowa Central, condition of right of way fence.....1903 294

Svenson, W. E., Mason City, v. Iowa Cent. et al., out of repair.....1905 299

Taber, Edwin S., Newton, v. N. & N. W., failure to fence.....1903 329

Tibbetts, D. D., et al., Ogden, v. C. Ft. M. & D. M., petition for.....1892 827

Tuttle, L. M., Van Cleve, v. Iowa Central.....1903 252

Wakeman, M. A., Otho, v. M. & St. L., to connect with cattle guards.....1887 716

Waldorf, C., Hudson, S. D., v. C. M. & St. P., failure to fence.....1892 823

White, S. J., Plymouth, v. C. M. & St. P., maintenance of.....1884 550

Wickersham, T. G., Melbourne, v. C. G. W., condition of.....1904 311

Williksen, O. W., Thor, v. C. & N.-W., failure to build.....1884 514

Wortman, Sarah A., Grinnell, v. Iowa Cent., right of way.....1907 396

FIRE SET BY ENGINES—see also, *Damages*.

Liability of carriers, exemption by contract, supreme court's opinion.....1895 xxxv

Complaints Concerning—

Barslow, P. M., Burt, v. C. & N.-W., to hay.....1885 519

Bradley, C. J., Gowrie, v. C. R. I. & P., property destroyed by fire.....1889 1082

Bridge, A. M., Goldfield, v. B. C. R. & N., to hay.....1887 682

Brunskill, D., Hawarden, v. C. M. & St. P., damage to crops.....1889 1068

Butts, L. A., Russell, v. C. B. & Q., fire set out by engine.....1886 597

Deming, C., Brush Creek, v. C. M. & St. P., fire from engine.....1886 611

Enfield, James, Herndon, v. C. M. & St. P., to house from fire by engine.....1884 584

Erickson, E. B., Huxley, v. C. M. & St. P., fire set by engine.....1887 730

Guthrie, I. N., Newton, v. C. R. I. & P., fire set by engine.....1889 1003

Haskins, A. N., Estherville, v. B. C. R. & N., fire from locomotive.....1883 541

McNamara, C. H., Lettmer, v. C. G. W., meadow burned.....1903 285

Leigh, A. C., Martin, Grafton, v. C. M. & St. P., fire from locomotive.....1884 522

Newell, C. H., Parkersburg, v. Ill. Cent., to meadow.....1898 79

Prindie, T. W., Steamboat Rock, v. Iowa Cent., damage by.....1905 289

Riechers, J. C., Point Lookout, Utah, v. C. & N.-W., damage.....1899 78

Ring, Mrs. S. E., Mapleton, v. C. & N.-W., meadow and fence destroyed.....1900 190

Roy, Peter, Tara, v. D. M. & Ft. D., fire set by engine.....1885 503

Scaries, D. D., Sloan, v. S. C. & P., fire set by engine.....1887 725

Stevens, C. B., Donnellson, v. C. B. & K. C., fence destroyed.....1888 587

Tartsch, William, Paton, v. C. R. I. & P., damage to hay.....1890 935

Travis, S. N., Peru, v. C. St. P. & K. C., damage resulting from.....1892 799

Wertz, J. J., Russell, v. C. B. & Q., fire on meadow set by engine.....1886 607

	Year	Page
FLAGMEN AT STREET CROSSING—see <i>Crossing, Street</i> .		
FLOODS, losses in Iowa.....	1891	17
FORWARDING CARS—see <i>Refusal to Receive and Forward Freight</i> .		
FREE TRANSPORTATION—see <i>Transportation</i> ; also <i>Rates</i> .		
FREIGHT CARS—see <i>Cars</i> .		
FREIGHT CHARGES, per ton per mile.....	1880	172
FREIGHT CHARGES GUARANTEED—see <i>Charges Prepaid or Guaranteed</i> .		
FREIGHT CHARGES, prepayment demanded, insolvency of connecting line.....	1878	15
—see, also, <i>Charges</i> .		
FREIGHT CLASSIFICATION OF—see <i>Classification</i>	1885	54
FREIGHT, DIVERSION OF—see <i>Diversion of Freight</i> .		
FREIGHT, PREPAYMENT—see, also <i>Charges</i> .		
Donahue, Robert, Burlington, v. Cent. Iowa, prepayment of.....	1884	550
FREIGHT—REFUSAL TO DELIVER—		
Dow & Mercer, McVeigh, v. Ft. Mad. & N. W., wrongful withholding.....	1884	500
Melrose, N. M., Goldfield, v. C. & N.-W., failure to deliver at station.....	1884	560
FREIGHT TRAINS, STOPPING OF AT PLATFORMS—see <i>Stopping Trains at Platform</i> .		
FREIGHT TRAINS CARRYING PASSENGERS—see <i>Train Service</i> .		
FREIGHT—WRONGFUL ROUTING OF:		
Fairfield Lumber Co., Marion, v. C. M. & St. P., over two lines.....	1905	297
FUEL, APPROPRIATION OF BY CARRIERS—see <i>Appropriation of Coal</i> .		
GONG, electric, for crossing—see <i>Electric Signals</i>	1892	137
GOVERNMENT CONTROL OF OWNERSHIP OF RAILROADS.....	1891	28
GOVERNOR'S QUESTIONS FOR REPORTS—see <i>Reports</i> .		
GRADES, REDUCTIONS OF.....	1898	4
GRADE CROSSING, FARM—see <i>Crossings, Farm</i> .		
GRADE CROSSINGS, HIGHWAYS OR STREETS—see <i>Crossings, Highway</i> .		
GRADE CROSSING, RAILROAD—see <i>Crossings, Railroad</i> .		
CHAIN FOR SEED, reduced rates for.....	1892	838
CHAIN HOUSE, SITES FOR—see <i>Sites</i> .		
GRANGER LAW, and tariff, workings of discussed.....	1878, Appendix ex-cxxii	1878
GRANGER LAW, discussion of.....	1885	34
GRANGER MOVEMENT IN THE WEST, history of, by Spencer Smith.....	1889	21
GRANGER TARIFF, EARNINGS UNDER—see <i>Earnings</i> .		
GREAT BRITAIN, RAILROAD COMMISSIONERS OF—see <i>Commissioners</i> .		
GROUPING OF MINES, for zone rates.....	1906	387
HACKS AND OMNIBUSES, PRIVILEGES OF AT STATION—see <i>Omnibus Privileges and Discrimination</i> .		
HAY RATES, petition of D. M. N. & W., for advance in.....	1893	166
HEATING OF CARS—see <i>Warming Cars</i> .		
HEIGHT OF PLATFORMS AT STATIONS.....	1889	1071
HEPBURN committee report.....	1880	174, 181
HIGHWAY, The, and the railway.....	1881	79
HIGHWAYS, establishment of, commissioners no authority over.....	1892	826
HIGHWAY, relocation, expense of crossing must be borne by railroad company.....	1889	1055
Arcadia, town of, v. C. & N.-W., repair of.....	1905	272
Keop, F. A., Beloit, v. C. M. & St. P., relocation of track.....	1885	561
HISTORY OF IOWA RAILROADS.....	1879, 83; 1880, 239; 1894	179
HISTORY OF THE RAILROAD QUESTION IN IOWA—see <i>Railroad Question</i> .		
HOTEL PATRONAGE, SOLICITATION OF—see <i>Omnibus Privileges</i> .		
IMPROVEMENTS OF roads and rolling stock.....	1891, 4; 1899	3
INCOMPETENT ENGINEERS—see <i>Engineers</i> .		
INCREASE OF EARNINGS UNDER COMMISSIONERS' RATES—see <i>Rates</i> .		
INDUSTRY TRACKS—Complaints Concerning:		
Arion Mill Co., Arion, v. C. M. & St. P., petition for.....	1907	415
Brown Bros., Crawfordsville, v. C. B. & Q.....	1907	374
Kelley Canning Co., Waverly, v. Ill. Cent., refusal to switch to.....	1907	419
Sibley Mill Co., Sibley, v. C. & N.-W., use of for cars.....	1907	379

	Year	Page
INJUNCTION, B. C. R. & N., IN JOINT RATES—see <i>Joint Rates</i> .		
INJUNCTION—see <i>Rates and Joint Rates</i> .		
INJUNCTION, by Judges Brewer and Fairall, v. Schedule of 1888.....	1888	36
INJURIES TO PERSONS—see <i>Personal Injuries and Accidents</i> .		
INSOLVENCY OF CONNECTING LINES, prepayment demanded.....	1878	15
INSPECTION OF RAILROADS IN IOWA.....	1898, 7	453
INSPECTION SERVICE—		
Baker Bros. and Samuel Lillburn Co., Ottumwa, butter and egg shipments.....	1893	234
Council Bluffs Board of Trade v. C. R. I. & P. and C. & N.-W.....	1889	977
INSUFFICIENT PASSENGER TRAIN SERVICE—see <i>Train Service</i> .		
INTERLOCKING SWITCHES—advisability of their adoption discussed.....	1889	18
Adoption of in Iowa.....	1897	6
Discussion of.....	1898	5
List of in Iowa.....	1899, 10; 1900, 8; 1901	5
Ackley, crossing of Ill. Cent. and Iowa Cent.....	1900	94
Albia, crossing of Wabash and C. B. & Q.....	1900	97
Ames, C. & N.-W. and Ames & Coll.....	1901	183
Ankeny, C. & N.-W. and Ft. D. D. M. & S.....	1907	6
Arion, crossing of C. M. & St. P., Ill. Cent. and C. & N.-W.....	1900	100
Arion, crossing of C. M. & St. P. C. & N.-W. and Ill. Cent.....	1903	202
Belknap, C. R. I. & P. and Wabash.....	1897	35
Beverly, C. & N.-W. and C. M. & St. P.....	1906	279
Boone, C. & N.-W. with own tracks.....	1907	6
Carbon, M. C. & Ft. D. and Ill. Cent.....	1901	188
Cambridge, crossing of C. M. & St. P., D. M., I. F. & N., and Newton & N. W.....	1903	204, 208
Capron, crossing of C. M. & St. P. and Iowa Cent.....	1903	205
Carnforth, crossing of C. & N.-W. and C. R. I. & P.....	1896	48
Carnforth, C. R. I. & P. and C. & N.-W.....	1907	6
Cedar Falls, crossing of Ill. Cent. and B. C. R. & N.....	1900	92
Cedar Falls, crossing of C. R. I. & P. and Ill. Cent.....	1904	233
Cedar River Bridge, C. & N.-W. and branches.....	1906	276
Centerville, crossing of K. & W. and C. R. I. & P.....	1898	30
Centerville, C. R. I. & P. and C. B. & Q.....	1907	6
Clarion, C. G. W. and C. R. I. & P.....	1907	6
Clarksville, C. G. W. and C. R. I. & P.....	1906	277
Colfax, crossing C. R. I. & P. and Colfax Northern.....	1904	234
Cone, crossing C. R. I. & P. and C. M. & St. P.....	1902	216
Corwith, M. & St. L. and Iowa Cent.....	1901	180
Culver, C. R. I. & P. and C. M. & St. P.....	1907	6
Davenport, C. R. I. & P. and B. C. R. & N.....	1897, 46; 1898, 5; 1898	21
Denison, C. & N.-W. and Ill. Cent.....	1901	180
De Witt, C. & N.-W. and C. M. & St. P.....	1900	100
Dumont, crossing of C. & N.-W. and C. G. W.....	1906	279
Eagle Grove, C. G. W. and C. & N.-W.....	1906	96
Elberon, crossing of C. & N.-W. and C. M. & St. P.....	1900	98, 99
Estherville, crossing of M. & St. L. and B. C. R. & N.....	1900	278
Fairfield, C. R. I. & P. and C. B. & Q.....	1897, 47; 1906	99
Fonda, crossing C. M. & St. P. and Ill. Cent.....	1900	37
Ft. Madison, drawbridge of A. T. & S. F.....	1899	211
Gladbrook, crossing of C. & N.-W. and C. G. W.....	1902	232
Gowrie, C. & N.-W., C. R. I. & P. and C. & N. W.....	1904	187
Grand Junction, C. & N.-W. and C. R. I. & P.....	1901	211
Green Island, crossing of C. M. & St. P. and C. M. & St. P.....	1901, 182; 1902	215
Greenville, M. & St. L. and G. N. W.....	1902	215
Hampton, crossing of C. G. W. and Iowa Cent.....	1907	6
Harcourt, Ft. D. D. M. & S. and C. & N.-W.....	1901	182
Hartley, C. M. & St. P. and G. & N.-W.....	1901	180
Hayfield or Hawley, M. & St. L. and B. C. R. & N.....	1903	203
Hicks, crossing of C. & N.-W. and C. G. W.....	1903	203

INTERLOCKING SWITCHES—Continued.		Year	Page
Hinton, crossing of D. & S. C. and S. C. & N.	1900	90	
Herdson, crossing of C. M. & St. P. with branch lines of same company	1900	93	
Independence, crossing of Ill. Cent. and B. C. R. & N.	1900	91	
Iowa Falls, crossing of Ill. Cent. and B. C. R. & N.	1900	92	
Iowa Falls, crossing of C. R. I. & P. and Ill. Cent.	1903	203	
Iowa Falls, Ill. Cent. and C. R. I. & P.	1905	239	
Iowa Falls, Ill. Cent., C. R. I. & P., and D. M. I. F., & N.	1907	6	
Jewerson, C. & N.-W. and D. M. N. & W.	1901	186	
Kelley, crossing of N. & N.-W. and C. & N.-W.	1904	233	
Lake Mills, crossing of C. & N.-W. and M. & St. L.	1900	96	
Laurens, crossing of C. & N.-W. and Gow. & N. W.	1900	5	
Laurens, crossing of C. & N.-W. and G. & N.-W.	1902	210	
Libertyville, C. R. I. & P. and C. Ft. M. & D. M.	1897	25	
Linby, crossing of C. M. & St. P. and C. B. & Q.	1903	208	
Lohrville, crossing of M. C. & Ft. D., C. & N.-W. and C. M. & St. P.	1903	207	
Malvern, crossing of C. B. & Q. and O. & St. L.	1898	32	
Manly, crossing of C. G. W. and C. R. I. & P.	1903	205	
Manson, Ill. Cent. and Gow. & N. W.	1901	184	
Marathon, crossing of C. & N.-W. and C. M. & St. P.	1900	95	
Marshalltown, crossing of C. G. W. and C. & N.-W.	1902	213	
Mason City, crossing of C. & N.-W. and Iowa Cent.	1900	95	
Mason City, crossing of C. & N.-W. and M. C. & C. L.	1900	97	
Mason City, crossing of C. & N.-W., and M. C. & Ft. D.	1902	212	
Maxon, C. B. & Q. and Iowa Cent.	1906	281	
McIntire, crossing of C. G. W. and Winona & Western	1906	93	
Mingo, crossing of C. G. W. and N. & N.-W.	1904	235	
Melbourne, crossing of C. G. W. and Iowa Cent.	1898	32	
Moorland, crossing of M. C. & Ft. D. and C. R. I. & P.	1903	206	
Moravia, crossing of Wabash and C. M. & St. P.	1902, 213; 1906	276	
Moulton, Wabash and C. B. & K. C.	1901	184	
Neola, C. R. I. & P. and C. M. & St. P.	1897	47	
New Hampton, C. M. & St. P. and C. G. W.	1901	181	
Ogden, C. & N.-W. and M. & St. L.	1901	183	
Onelda, C. G. W., C. M. & St. P., and M. & O.	1907	6	
Otis, C. & N.-W. and branches	1906	275	
Ottumwa, C. R. I. & P. and C. B. & Q.	1897, 45; 1899	33	
Paralta, C. M. & St. P. and C. M. & St. P.	1901	185	
Reinbeck, crossing of C. & N.-W. and N. & N.-W.	1900	99	
Rhoad, crossing of C. G. W. and C. M. & St. P.	1906	234	
Rockwell City, crossing of Ill. Cent. N. & N.-W. and C. M. & St. P.	1905	238	
Rockwell City, crossing of Ill. Cent. N. & N.-W. and C. M. & St. P.	1903	202	
Rowan, crossing of C. G. W. and the B. C. R. & N.	1900	91	
Sabula, drawbridge on C. M. & St. P.	1903, 201; 1906	278	
Sabula, drawbridge on C. M. & St. P.	1902	212	
Sargent's Bluffs, crossing of C. & N.-W. and C. M. & St. P.	1896	47	
Seymour, crossing of C. M. & St. P. and C. R. I. & P.	1901	186	
Sibley, C. St. P., M. & O. and B. C. R. & N.	1906	275	
Slater, C. M. & St. P. and C. & N.-W.	1903	206	
Somers, crossing of C. R. I. & P. and M. C. & Ft. D.	1901	181	
Spencer, C. M. & St. P. and M. & St. L.	1905	239	
Spencer, C. M. & St. P. and M. & St. L.	1900, 93; 1901	187	
Tama, C. & N.-W., and C. M. & St. P.	1907	6	
Ute, crossing of C. & N.-W. and C. M. & St. P.	1903	204	
Washington, crossing of C. M. & St. P. and C. R. I. & P.	1906	280	
Waverly, C. G. W. and Ill. Cent.	1901	188	
Webster City, C. & N.-W. and Ill. Cent.	1902	214	
Webb, crossing of C. M. & St. P. and Gow. & N.-W.	1903	209	
West Keokuk, drawbridge, Iowa Central	1900	101	
Wheatland, crossing of C. & N.-W. and C. M. & St. P.	1900	101	

INTERSECTIONS, FAILURE TO STOP AT—see Crossing Stops.		Year	Page
INTERSTATE COMMERCE—see also State Commerce.			
INTERSTATE COMMERCE LAW, VIOLATION OF—see Rates.			
Application for suspension of long and short haul clause	1887	714	
Committee on. from United States senate	1885	32	
Desirability of establishment of interstate commerce commission	1882	49	
Discussion of	1882	42	
Discussion of, Interstate Commerce Railway association	1890	24	
Interstate commerce law, violation of	1888	698	
Interstate and state commerce, discussion of	1886	36	
Interstate commerce law anticipated	1882	35	
Its nature discussed in supreme court decision	1892	38	
Law of 1873	1878	55	
Law regulating, discussed by the board	1887, 50; 1894	31	
Power of the state in reference to	1887, 50; 1894	169	
Reagan bill	1882	42	
Rates on, necessity for elasticity in	1882	45	
Resolution of Twentieth General Assembly, asking congressional action	1884	86	
What constitutes: Diamond Jo line case	1889, 1074; 1907	849	
D. J. Carpenter case	1890	849	
H. R. Heath & Son's case	1894	164	
IOWA CLASSIFICATION No. 13—adoption of	1905	240	
IOWA COAL RATE, PETITION FOR ADVANCE IN—see Rates.			
IOWA COMMISSION LAW DISCUSSED—see Commissioners.			
IOWA FALLS & SIOUX CITY RAILROAD, history of	1879	109	
IOWA MIDLAND RAILWAY, history of	1879	110	
IOWA RAILROADS, HISTORY OF—see History of Iowa Railroads.			
IOWA RATES, APPLICATION OF: Mason City Brick & Tile Co. v. C. & N.-W.	1908	323	
J OBBERING—Number of persons employed in 1884			
JOBBERING AND MANUFACTURING—			
Amount of sales in 1884	1884	76	
Products in 1884	1884	77	
Net increase of business of, 1884 over 1883	1884	76	
Materials in 1884	1884	77	
Jobbing in Iowa, number of people interested in	1885	49	
JOBBER'S RATES DISCUSSED—see Carload Rates and Rates.	1884	73	
Tons of freight moved in 1884	1884	76	
Petition for restoration of jobber's and manufacturers' rates	1885	585	
Wages paid by, in 1884	1884	77	
Capital employed by, in Iowa	1884	76	
Jobbers in Iowa should be placed on equality with those of outside points	1885	52	
JOINT RATES—see also Rates, Joint.			
Carpenter, E. B., case discussed	1899	8	
Commissioners' joint rate discussed	1890	6	
Commissioners' joint rate discussed	1891	14	
Deemer, J., decision concerning	1895	xxiii	
Desirability of between all Iowa lines	1887	717	
Joint rates, status of discussed	1894, 21; 1896	5	
Dissenting opinion of Justices Rothrock and Robinson concerning	1891	49	
Eighty per cent schedule higher than rates voluntarily charged by carriers or those now in effect on interstate traffic	1891	15	
Failure to apply on flax seed shipments	1891	761	
Felner Fish Co., Clinton, v. Express Companies, pro-rating shipments	1905	261	
Hearing "in matter of"	1907	273	
In force in other states, but refused in Iowa	1894	197	
Inquiry by Tabor & Northern with reference to cancellation of	1904	301	
Injunction proceedings against commission	1891	46	
Law and discussion in reference to joint rates	1890	4	
Laws relating to	1895, XVIII	1907	272

JOINT RATES—Continued.	Year	Page
Legislation recommended.....	1891, 50;	1895 xxix
List of roads refusing to accept commissioners' joint rates.....	1891	14
List of roads accepting same.....	1891	15
Litigation on.....	1890	6
Must be applied for and refused to shippers before petitioning board.....	1895	xxviii
Opinion of Iowa supreme court concerning.....	1891, 45-50;	1895 xxv
Opinion of supreme court in reference to B. C. R. & N. injunction case.....	1893	27
Opinion of supreme court in reference to Blair v. S. C. & N.....	1897	293
Overcharges on account of roads failing to apply, ordered refunded.....	1891	763
Power of states to fix through rates over two or more lines.....	1891	47
Petition by carrier to extend time of trial of, account of apparent increase of earnings under.....	1891	15
Reasons for motion to dissolve injunction and reasons for injunction.....	1891	46
Resolutions of the board concerning.....	1907	276
Rules for fixing rates for continuous haul (80 per cent schedule).....	1890	6
Schedule and order concerning.....	1895	xxii
Status and discussion of.....	1895	xvii
Tripoli Industrial Assn., v. C. G. W.....	1907	393
Violation of joint rate law by one carrier, no excuse for another.....	1891	763
Willingness of Ill. Cent. to apply in Iowa.....	1891	763
Complaints Concerning—		
Baker, W., manager Columbia Coal Co., Diamond, v. Iowa Central.....	1894	337
Campbell, F. M. & Co., Randolph, v. C. B. & Q., failure to apply.....	1895	194
Carpenter, E. E., Omaha, Neb., v. C. M. & St. P. et al.....	1900	127
Cedar Falls Paper Mfg. Co. v. C. R. I. & P. and B. C. R. & N., petition for.....	1889	1085
Cedar Falls Paper Mfg. Co. v. Iowa Cent. and C. G. W., refusal to apply.....	1893	250
Columbia Coal Co., Diamond, v. Iowa Cent., refusal to apply.....	1894	337
Coon Valley Coal Co., Des Moines, v. C. St. P. & K. C., discrimination in.....	1892	767
Corey Coal Co., Lehigh, v. M. C. & Ft. D., petition for.....	1892	839
Darby, J. H., Belmont, v. M. C. & Ft. D., refusal to apply, overcharge.....	1895	203
Davenport, shippers of, v. B. C. R. & N., et al., petition for.....	1889 1022,	1087
Flint, F. C., Manchester, v. C. M. & St. P., refusal of through billing.....	1896	81
Ft. Madison Chair Co., v. C. B. & Q. and B. C. R. & N., refusal to make.....	1889	1055
Holman, C. J. & Bro., Sargent's Bluffs, v. C. & N.-W. et al., petition for.....	1889	1018
McGalore, L. E., Larchwood, v. B. C. R. & N. et al., refusal to apply.....	1892	862
McCarthy, M. H., Dubuque, letter of, concerning.....	1896	81
Steeves, J. C., Page Center, v. H. & S. and C. B. & Q., refusal to apply.....	1892	852
Smith, H. D., Monticello, v. Ill. Cent., refusal to apply.....	1891	762
Tims, J. B., Tama, v. C. & N.-W., refusal to grant.....	1890	924
JOINT STATIONS—see also "Y".		
And Y connections, legislation recommended.....	1889	40
At railroad crossings or intersections.....	1884	78
Law of Missouri and Wisconsin concerning, at crossings.....	1883	710
Complaints Concerning and Petitions for—		
Allen Grove township, Scott county, citizens of, v. C. M. & St. P. and B. C. R. & N.....	1885	499
Brown, J. G., Marshalltown, v. Cent. Iowa and Wis. Iowa & Neb.....	1884	562
Carnforth, citizens of, v. C. R. I. & P., freight facilities at.....	1889	987
Council Bluffs, citizens of, petition for.....	1886	570
Crandall, J. B., Sterling, Ill., v. C. & N.-W., and Wabash at Lohrville.....	1884	570
Crooked Creek R'd. Co., union depot at Webster City.....	1893	212
Davenport, Moline & Rock Island, petition for, at Wheatland.....	1887	756
Dean, George W., et al., Conway, v. H. & S. and C. B. & Q.....	1884	533
Denison, citizens of, v. C. & N.-W. et al., petition of.....	1887	727
Diagonal, citizens of, v. C. St. P. & K. C. and H. & S., petition for.....	1889	1083
Dickinson, J. L., et al., v. C. & N.-W. et al., application for.....	1907	235

JOINT STATIONS—Continued.	Year	Page
Complaints Concerning—Petitions for—Continued.		
Donnon, Fayette county, citizens of, v. C. M. & St. P. and B. C. R. & N.....	1890	859
Drake, S. D. et al., v. C. & N.-W. et al.....	1907 233, 234	
Fayette county, citizens of, v. C. M. & St. P. et al., at Donnan Junction.....	1887	705
Goldfield, citizens of, v. C. & N.-W. and B. C. R. & N.....	1884	536
Harrison township, Mahaska county, citizens of, v. C. & N.-W. et al.....	1886, 607;	1887 764
Harveyville, citizens of, v. C. R. I. & P. and Wabash, St. L. & P.....	1885	500
Hawarden, citizens of, v. C. & N.-W. and C. M. & St. P.....	1884	537
Herndon, citizens of, v. C. M. & St. P. and Wabash, St. L. & P.....	1884	538
Iowa county, citizens of, v. C. R. I. & P. and C. M. & St. P.....	1884	542
Jenks, A. M., Sheldahl, v. C. & N.-W. et al., platform crossing, etc.....	1887	659
Jessup, Ellas, et al., New Providence, v. Iowa Cent. and Toledo & N.-W.....	1885	545
Krysher, Levi, Avon, v. C. B. & Q. and C. R. I. & P., petition for.....	1886	503
Louden Machinery Company, Fairfield, v. C. B. & Q. and C. G. W., petition for freight station at Afton Junction.....	1893	167
Melbourne, J. H., Bagley, et al. of, v. C. G. W. et al., joint station at crossing.....	1896	16
Malvern, citizens of, v. C. B. & Q. and Wabash, St. L. & P.....	1884	523
Mason, E. H., Carnforth, v. C. & N.-W. and C. R. I. & P., petition for.....	1885	535
New Boston, citizens of, v. A. T. & S. F. et al.....	1897	41
Noel, J. T., Noel, v. C. M. & St. P. and B. C. R. & N., petition for.....	1885	557
Oneida, citizens of, v. C. M. & St. P. and C. St. P. & K. C., petition for.....	1889	1072
Palestine, trustees of, v. C. M. & St. P. and C. & N.-W.....	1884 512, 513	
Reynard, J. S., Creston, v. C. B. & Q. and C. G. W., at Afton Junction.....	1893	156
Robinson, C. E., et al., Hawarden, v. C. M. & St. P.....	1887	704
Rockwell City, citizens of, et al., v. C. & N.-W., et al., at Lohrville.....	1891	758
Romans, J. B., et al., Denison, v. C. M. & St. P. and C. & N.-W., at Arion.....	1891	742
Row, Samuel, et al., Oakaloosa, v. C. & N.-W. and Burl. & Western.....	1885	502
St. Charles, citizens of, et al., v. C. M. & St. P. et al., near Bevington.....	1892	755
Sheldahl, citizens of, v. C. M. & St. P. and C. & N.-W., petition for.....	1886	570
Sheldon, citizens of, v. C. M. & St. P. et al., inadequate accommodations at.....	1887	697
Shipley, H. F., Herndon, v. C. M. & St. P. et al.....	1883	708
Smith, A., et al., Conway, v. C. B. & Q. and H. & S., petition for.....	1890	864
Stitte, T. R., et al., St. Charles, v. C. R. I. & P. and D. M. O. & S.....	1887	679
Truro, citizens of, et al., v. D. M. & K. C. et al., near Bevington.....	1892	756
Walnut and Vernon townships, Palo Alto county, citizens of, v. B. C. R. & N. and C. M. & St. P.....	1886, 479;	1887 683
Warren township, trustees of, Poweshiek county, v. C. & N.-W. and C. R. I. & P.....	1884	598
Warren township, Keokuk county, trustees of, v. C. & N.-W. and C. R. I. & P.....	1885	576
Winterset, St. Charles and Truro, citizens of, v. C. R. I. & P. and D. M. & K. C., petition for, near Bevington.....	1892	755
JURISDICTION OF RAILROAD COMMISSIONERS—see also Commissioners.	1878, 5;	1891 28, 862
Of commissioners.....	1892, 26-28,	35-39
Of commissioners in matters of private right.....	1906	219
JUNCTIONS, list of, in Iowa.....	1884	73
JUST DISCRIMINATION discussed.....	1879	110

K

EOKUK & DES MOINES RAILWAY, history of.

	Year	Page
LACK OF CARS —see <i>Failure to Furnish Cars</i> ; also, <i>Cars, Lack of</i> .		
LACK OF DEPOT FACILITIES —see <i>Station</i> .		
LAKEES, INLAND , crossed by railroads without authority.....	1885	59
LAND GRANTS , first and final report of.....	1878, 46; 1893	12
LANDS AND SMALL SHIPPERS —see <i>Carload Rates</i> .		
LANE, WILLIAM , governor, questions for commissioners' report.....	1889	42
LAW GRANTING POWER TO COMMISSIONERS —see <i>Commissioners</i> .		
LAWS AND LEGISLATION relating to railways....1890 Appendix, 1899 Appendix, 1900 Appendix.		
Affecting powers and duties of board, statement concerning.....	1907	10
Affecting railroads discussed—see <i>Railroad Question</i> .		
Amendments suggested.....	1878	32
Chronological arrangement of.....	1878	31
Conflicting and disputed provisions of.....	1889, 37; 1891	42
Decisions of court construing.....	1895	x
as to automatic couplers and brakes.....	1887	56
In Iowa, affecting railroads.....1890 Appendix, 1899 Appendix		
Provisions of in surrounding states.....	1895	vii
Recommendation of commissioners concerning legislation.1887, 57-59, 76; 1891		42
Recommended by commissioners.....	1889, 37-46; 1891	42
Revisions and present status of.....	1895	xi
Suggestions concerning amendments to law requiring reports of carriers.1879		4
Uniformity in.....	1892	46
Wires over railroad tracks, regulation of by board.....	1907	15, 20
LEASES, TERMINATION OF FOR WAREHOUSES, TERMS OF, ETC. —see <i>Sites</i> .		
LEASED ROADS , discussion of advisability of consolidating.....	1879	65
LEVEES , their maintenance by railroad companies.....	1884	85
LEWIS, DWIGHT N. , elected secretary.....1899, 15; 1900, 10; 1901, 9; 1906		9
LIABILITY OF CARRIER —		
BEYOND ITS OWN LINES—see <i>Damages</i> .		
CONCERNING LIVE STOCK—see also <i>Live Stock</i> .		
For care of in transit.....	1889	1050
For killing.....	1893	249
For shrinkage of or decline of market during delay in transportation.1892		865
Smith, J. N., <i>Fairfield, v. C. B. & Q.</i> , shipments of without attendant.1883		647
FOR FAILURE TO SOUND WHISTLE AT CROSSING—see <i>Stock Killed</i> ; also		
<i>Crossing Highway</i> .		
For failures to stop at platforms.....	1891	777
FOR GOODS SHIPPED "OWNERS' RISK"—see <i>Owner's Risk</i> .		
FOR RATES QUOTED BY AGENT.....	1889	1060
Hamilton, J. M., <i>Wells, Kan. v. C. B. & Q.</i>	1885	559
From Fire, Supreme Court's Opinion.....	1895	xxxv
see also <i>Fire set by Engine</i> ; also <i>Damages</i> .		
NOT EXEMPT FROM, BY CONTRACT—see <i>Owner's Risk</i> .		
Of initial carrier.....	1885	556
LIGHTING CARS —		
Discussion of.....	1890	5
Discussion of dry carburetor system.....	1892	43, 44
LIMITED TICKETS , WHAT CONSTITUTES NOTICE OF LIMITATION, ETC.—see <i>Tickets</i> .		
LITERATURE , objectionable, sold on trains.....	1883	93
LITIGATION —see also <i>Railroad Question</i> .		
Cases pending in state courts to enforce commissioners' orders.....	1891	28
Decisions of supreme court discussed.....	1892	21, 29
In reference to commissioners' rates.....	1889	30
Report of attorney-general concerning.....	1892, 39, 43; 1893, 39; 1890, 10; 1895, xxxviii; 1896	175

	Year	Page
LIVE STOCK —see also <i>Liability of Carriers</i> .		
Brown, W. R., <i>Wallingford, v. C. M. & St. P.</i> , delay in transit.....	1883	687
Care of when shipped.....	1887	741
Engle, E., <i>Onawa, v. C. & N.W.</i> , cruelty to stock in transit.....	1884	541
Hearing in repetition for reduced rates on.....	1907	338
Hull, J. B., <i>Ft. Dodge, v. C. & N.W.</i> , negligence.....	1881	137
Statement concerning rates on.....	1907	10
IN PALACE CARS—METHODS OF REGULATING CHARGES FOR—see <i>Palace Stock Cars</i> .		
Live stock rates in Iowa, Iowa packers satisfied with.....	1904	287
Receipt of at Union Stock Yards for fourteen weeks.....	1904	237
Passenger fare for attendant, with L. C. L. shipments, not authorized		
by commissioner's schedule.....	1894	276, 247
Confinement in transit, not exceeding twenty-eight hours.....	1878	55
Return passes for shippers of.....	1889	236
SUBSTITUTION OF, IN TRANSIT—see <i>Stealing Live Stock in Transit</i> .		
LIVE STOCK RATES —see <i>Rates, Freight</i> .		
LOADING CARS FROM WAGONS —see also <i>Demurrage</i> .		
Golly, W. H., <i>Zearing, v. Central Iowa</i> , refusal to furnish cars for.....	1885	573
Strong & Co., <i>Luton, v. C. M. & St. P.</i> , for track shipments.....	1896	156
Time allowed for.....	1884, 525; 1889	995
Hoble, B., <i>Blairstown, v. all lines</i> , regulations concerning.....	1892	858
LOCAL FREIGHT , percentage of.....1888, 20; 1885, 21; 1886, 20; 1887		20
LOCAL FREIGHT, TONNAGE IN IOWA, PERCENTAGE OF —see <i>Tonnage</i> .		
LOCAL RATES —see <i>Rates</i> .		
LOCAL TRAIN SERVICE —see <i>Train Service</i> .		
LOCAL LINES , percentage of charges received on through shipments.....	1893	33
LOCATION OF RAILWAY —		
Board of Control v. M. C. & F. D., near school for deaf.....	1902	265
LOCATION OF CRIMES —see <i>Nuisance</i> .		
Randolph, H. F., Mayor, et al., <i>Correctionville, v. Ill. Cent.</i>	1902	265
LOCOMOTIVES , net weight of.....	1879	54
Tong, W. M., Boone, v. N. & N. W. , unsafe condition of.....	1905	278
LOGS, CLASSIFICATION OF —see <i>Classification</i> .		
LOG RATES COMPARED —see <i>Rates</i> .		
LONG AND SHORT HAUL, RATES FOR AND VIOLATION OF —see also <i>Rates</i> .		
Farnam & Kilbourne, <i>Akron, v. C. M. & St. P.</i> , violation of.....	1888	695
Fowler Company, <i>The, Waterloo, v. Ill. Cent.</i>	1886	485
Hogaboom, S. R., <i>Creston, v. C. B. & Q.</i> , on hard coal.....	1895	226
Joyce, D., <i>Carroll, v. C. M. & St. P. and C. & N.W.</i> , on lumber.....	1894	279
Lane Implement Co., <i>Red Oak, v. C. B. & Q.</i> , on car of implements.....	1895	175
Low rates for long haul, importance to the state.....	1880	181
New York and other laws concerning.....	1885	55
Merrill, J. H. & Co., <i>Ottumwa, v. K. & W.</i> , violation of.....	1888	739
Principle of, referred to.....	1886	52
LOSSES BY FLOODS —see <i>Floods</i> .		
LOSSES ON THROUGH BUSINESS MADE UP BY HIGH LOCAL RATES —see <i>Rates</i> .		
LUMBER RATES —see <i>Rates</i> .		
LOST IN TRANSIT —see also <i>Damages</i> .		
Bales & Son, <i>Stockport, v. C. B. & Q.</i> , on stock.....	1907	420
Barber Med. Co., <i>Davis City, v. C. B. & Q.</i> , carboy of vitrol.....	1892	730
Barnicle, John, <i>Dana, v. C. R. I. & P.</i> , shortage of oats shipped to		
Peoria.....	1891	774
Batten, Daniel, <i>Lucas, v. C. B. & Q.</i> , household goods.....	1903	284
Beck, Joseph, <i>Marcus, v. Ill. Cent.</i> , of coal.....	1898	94
Beck, Jos., <i>Marcus, v. Ill. Cent.</i> , coal.....	1904	274
Brewer, G. W. & Co., <i>Hamilton, v. C. B. & Q.</i> , groceries.....	1903	280
Brower, D. M., <i>Adel, v. C. R. I. & P.</i> , hops.....	1891	834
Brown, J. V. H., <i>Flagler, v. C. B. & Q.</i> , et al., mirror broken.....	1899	95
Brown, W. S., <i>Manson, v. Ill. Cent.</i>	1907	363
Bruce, J. J., <i>Rolfe, v. C. & N.W.</i> , failure to deliver goods as marked.....	1883	651
Brueck, C. F., <i>Battle Creek, v. C. St. P. M. & O.</i>	1907	418

LOST IN TRANSIT—Continued.

	Year	Page
Calkins & Homan Bros., Corning, v. C. B. & Q., stove.....	1886	611
Campbell, P. M., Randolph, v. C. B. & Q., grain.....	1900	290
Cary, George T., Grant, v. C. B. & Q., goods.....	1891	813
Caster & Briggs, Barnes City, v. B. C. R. & N., window broken.....	1898	89
Churchill, B. R., Royal, v. Ill. Cent., milk cans from depot platform.....	1903	316
Clark, A., Canton, v. C. & N.-W., loss of veal.....	1894	248
Conden, W. A., Ellsworth, v. C. G. W.....	1903	295
Conrad, Ed A., Forest City, v. M. & St. L. and C. & N.-W., household gds.....	1894	499
Coad, Jas., Everly, v. C. M. & St. P., of baggage.....	1901	496
Cresswell, M., Bonaparte, v. C. R. I. & P., hogs.....	1883	629
Cummings, J. M., Spencer, v. C. R. I. & P., household goods.....	1880	111
Essick, M. L., Indianola, v. C. St. P. & K. C., potatoes.....	1890	946
Fowler, C. W., Rowan, v. B. C. R. & N., veal damaged in transit.....	1895	166
Fremont Butter and Egg Co. v. C. B. & Q., car of eggs misssent.....	1890	844
Fuller, H. E., Otho, v. Illinois Central, box of goods.....	1888	741
Germar, Otto, Imogene, v. C. M. & St. P., tool box.....	1897	145
Georger, H., Grant, v. B. & O., household goods damaged.....	1884	292
Grant, C. A. & Son, Rolfe, v. M. & St. L.....	1907	376
Gross, F. P., Sibley, v. B. C. R. & N., goods.....	1892	858
Halloway, H. G., Patton, v. C. R. I. & P., steel.....	1892	824
Hartman, G. A., Creston, v. C. B. & Q., shortage of coal.....	1889	297
Henley, H. M. & Son, Grundy Center, v. B. C. R. & N., damage to flour.....	1894	258
Hebron, S., Strawberry Point, v. C. M. & St. P., damage to stock.....	1894	241
Heaton, H. J., Anderson, v. C. B. & Q., goods stolen.....	1882	459
Henderson Bros., Traer, v. B. C. R. & N., apples in transit.....	1901, 516; 1902	256
Holcomb, H. L., Mason City, v. C. B. & Q., of calf at transfer.....	1901	497
Hurley, A. S., Cherokee, v. B. & M., of tools.....	1897	148
Judge, J. T., Carroll, v. C. & N.-W., tent outfit.....	1895	210
Kendig, A. J., Winterset, v. C. B. & Q., medicine.....	1902	289
Kendig, A. J., Winterset, v. C. R. I. & P.....	1907	373
Kendall, E. S., Kellerton, v. C. & N.-W., household goods.....	1882	537
Krug, Otto C., Alexander, v. Iowa Cent., buffet.....	1903	253
Krause, Robert, Co., Davenport, v. C. R. I. & P.....	1902	266
Lane, V. R., West Liberty, v. C. R. I. & P.....	1907	419
Lingham, M., Van Cleve, v. Iowa Central, loss of oil on platform.....	1895	225
Luther, M. H., Swede Point, v. Ill. Cent. and C. B. & Q., household goods.....	1882	527
Malia, T. E., Ayshire, v. C. R. I. & P.....	1903	289
Martindale, J. M., Prairie City, v. C. B. & K. C., box of books.....	1896	77
Marquardt, C. G., on the Iowa Phonograph Co., v. Ill. Cent., goods.....	1892	866
Mitchell Implement Co., Ft. Dodge, v. C. R. I. & P.....	1903	301
McEvoy, M. T., Emmetsburg, v. M. & St. L.....	1907	425
McFarlane, James, & Bro., Blencoe, v. S. C. & P., boxes of tobacco.....	1885	582
McNall, A. H., Maxwell, v. C. M. & St. P., merchandise.....	1884	501
McNall, A. H., Maxwell, v. C. M. & St. P., and W. I. & N., merchandise.....	1885	525
McNall, A. H., Maxwell, v. C. M. & St. P., barrel of sugar.....	1885	567
Norton, Mrs. L. M., Oxford, v. C. R. I. & P., household goods.....	1904	306
Orrick Bros., Dubuque, v. U. S. Express Co., of strawberries.....	1905	288
Osborn, P. B., Ellsworth, v. C. M. & St. P., et al., car of wheat.....	1903	252
Pepper, D. H., Dowda, v. C. R. I. & P., shrinkage in cattle.....	1905	241
Phelps, P. R., Rockford, v. B. C. R. & N., flax seed.....	1895	240
Plokenbrock, E. B. & Sons, Dubuque, C. M. & St. P., baggage.....	1900	155
Raber, John, Newburg, v. C. & N.-W., household goods.....	1882	458
Reid, T. C., Corning, v. C. B. & Q., breakage.....	1902	291
Riley, M., Bancroft, v. C. & N.-W., car of hay.....	1904	307
Ryan, J. A., Laurens, v. C. & N.-W., loss of hogs.....	1890	940
Shermerhorn, Mrs. O. P., Canton, v. C. B. & Q.....	1907	380
Skinner, J. P., Grinnell, v. C. R. I. & P., sample case.....	1902	269
Skutle, M. O., Guthrie Center, v. C. R. I. & P., of car of salt.....	1905	281
Smith, James A., Westgate, v. C. G. W., coal in transit.....	1902	253

LOST IN TRANSIT—Continued.

	Year	Page
Sokol & Eagley, Monmouth, v. C. & N.-W., damage to sorghum.....	1894	319
Southall, Williams & Sons, Pierson, v. C. & N.-W., of grain.....	1898	76
Spencer Bros., Randolph, v. C. B. & Q., car of coal.....	1882	449
Stafford, H. W., Grundy Center, v. B. C. R. & N., shortage in car of oats.....	1891	829
Standard Lumber Co., Dubuque, v. C. & N.-W.....	1906	316
Stebbins, W. F., Decora, Illinois, v. C. G. W., merchandise.....	1894	237
Stebbins, W. F., Des Moines, v. C. R. I. & P., household goods.....	1896	127
Stowell, Mrs. Al., Peru, v. C. M. & St. P.....	1906	315
Terry, F. M., Little Sioux, v. C. & N.-W., on wheat.....	1901	318
Thurman, George, Anita, v. C. R. I. & P., windmill vane.....	1900	159
Thurman, George E., Anita, v. C. R. I. & P., axle broken in transit.....	1902	228
Timmons, Mrs. L., Wichita, Kan., v. C. B. & Q., of couch.....	1903	316
Van Norman, J., Merville, v. C. R. I. & P., et al., merchandise.....	1895	161
Vetter, D., Grant, v. C. B. & Q., silo cloth.....	1891	731
Voegt, Dick, Appleton, v. Ill. Cent., to livestock, etc.....	1904	257
Wadhams & Ladd, Tabor, v. C. B. & Q., appropriations by railway company of sand during flood.....	1904	293
Wahl, O. A., Churdan, v. C. M. & St. P., cotton.....	1900	181
Wahl, O. A., Churdan, v. C. M. & St. P.....	1906	342
Wallace, Thos., Aurora, Ontario, v. C. B. & Q.....	1906	367
Warnstaff, N., Grand River, v. B. & M., et al., merchandise.....	1888	679
Whittier, L., Whiting, v. S. C. & P. and C. & N.-W., merchandise.....	1883	584
Wilde, George, Dubuque, v. Ill. Cent.....	1907	416
Wiswell, E. R., Manson, v. Ill. Cent., oats.....	1904	271
Witmer, P. R., & Son, Mingo, v. C. St. P. & K. C., goods stolen.....	1890	876
Wood, Alfred, Traer, v. C. M. & St. P. and B. C. R. & N., box of plants.....	1882	532

MAIL FACILITIES AND MAIL SERVICE—see *Station Service*; also *Train Service*.

MARSH, W. C., Aurelia, v. Ill. Cent., improper handling of.....	1904	251
MAPLE RIVER RAILROAD, history of.....	1879	110

MARKED CAPACITY OF CARS—

France, H. C., Rose Hill, v. C. R. I. & P., rule governing.....	1897	135
MARKETS, CHOICE OF, SHIPPERS ENTITLED TO—see <i>Rights of Shippers</i>	1888	761
MARKS, M. L., Testimony of, in Davenport rate cases.....	1892	16
MASSACHUSETTS, attitude of, concerning grade crossings.....	1895	63
MAXIMUM AND MINIMUM RATES, discussion of.....	1897	9
MAXIMUM RATES, opinion of supreme court concerning, discussed.....	1897	9
MAXIMUM RATES, in Davenport, Dubuque and Burlington rate cases.....	1888, 752, 773, 797	
McCLAIN, EMLIN, "Statutes of Iowa relating to railways".....	1890	3

MILEAGE—

Comparative table of.....	1899, 6; 1900	8
Decrease in Iowa.....	1907	5
Increase in Iowa discussed.....	1891, 8; 1898	6
Iowa, fifth of the states in.....	1891	5
In Iowa, table of.....	1879	128
Of road built from earnings in excess of 6 per cent on \$50,000 per mile.....	1891	37
Proportion of earnings credited to branch lines.....	1889	1006
In Iowa 1878-1907.....	1906-6; 1907	11

MILEAGE BOOK—

B. B. Lbr. Co., Des Moines, v. Western Passenger Ass'n., refund for.....	1906	879
Hultz, Webb, Charlton, v. Iowa Cent., claim for rebate on.....	1890	851
Dissenting opinion by Commissioner Day.....	1890	851
Nash, C. J., Ottumwa, v. W. St. L. & P. and C. R. I. & P., et al., refusal to honor.....	1886	575
Pollans, F. E., Waterloo, v. Ill. Cent., use of by other than purchaser.....	1897	134

MILLING IN TRANSIT—

Application of principle to barbed wire.....	1887	714
Edmonds, E. J., Marcus, v. Ill. Cent., cleaning grain in transit.....	1893	252
Liede, A. C., & Co., Elkport, v. C. M. & St. P., petition for.....	1892	850

	Year	Page
MINIMUM CHARGE—		
Bernbrock, H. O., Waterloo, v. United States Ex. Co., on laundry baskets.....	1904	257
Iowa Jobbers v. all railroads, attempted advance, 25c to 50c.....	1894	335
Parker, S. F., Earlville, v. C. & N.-W.....	1882	467
MINIMUM WEIGHT—		
Brown, W. S., Manson, v. Ill. Cent.....	1896	61
Jackson Grain Co., Cedar Rapids, v. Ill. Cent., misunderstanding as to.....	1905	299
MINIMUM WEIGHT AND MARKED CAPACITY OF CARS—		
American Linseed Co., Des Moines, v. Ill. Cent., error in applying.....	1904	321
Brown, J. G., Marshalltown, v. C. M. & St. P., charges for excess.....	1887	718
Des Moines Linseed Oil Works, v. Ill. Cent., on flax seed.....	1895	218
Dunlap, J. H., Clarinda, v. C. B. & Q., on wagons, parts of.....	1887	750
DuBois, W. S., Rockwell City, v. C. M. & St. P., marked capacity of car.....	1899	124
France, H. C., Rose Hill, v. C., R. I. & P., rule governing marked capacity of cars.....	1897	135
Hollingsworth, A. B., Dunreath, v. Ill. Cent., coal.....	1899	51
Ketchum & Johnson Co., Marshalltown, v. C. & N.-W., agricultural im- plements.....	1897	108
Leonard, David, Corning, v. all railroads, on car of sheep.....	1894	159
Matthews, J. J., Cherokee, v. Ill. Cent., on corn.....	1901	517
McGrath, J., Tyrone, v. C. B. & Q., on coal.....	1892	805
Morris, Daniel, Lawn Hill, v. C. & N.-W., of carloads.....	1882	469
Mt. Pleasant Milling Co. v. C. B. & Q., on flour.....	1899	98
Pearson & Hayton, Pierson, v. C. & N.-W., grain.....	1899	95
Sheldon, H. C., Tingley, v. C. B. & Q., on sheep in carloads.....	1899	124
Slife, M., Dedham, v. C. M. & St. P., marked capacity of cars.....	1899	201
Townsend, D. W., Cherokee, v. Ill. Cent., estimating weight of brick.....	1899	84
Weich, E. S., Shenandoah, v. C. B. & Q., on shingle shavings.....	1905	293
MINK, OLIVER W., comptroller, letter of, in Council Bluffs complaint.....	1886	545
MISCELLANEOUS—		
Adams, E. E., Britt, v. C. I. & D., compensation for printing.....	1886	515
Astor, citizens of, v. C. M. & St. P., location of new town near Astor.....	1886	589
Brown, A. F., Newton, v. Central Iowa, failure to run Odd Fellows' train.....	1888	730
Carlson, S. G., Stratford, v. C. & N.-W., rental for site for scales.....	1893	212
Casselman, J. H., Ames, v. C., St. P., M. & O., claim for lost mileage book.....	1892	842
Dauids et al., Sanborn, v. C. M. & St. P., unsanitary caboose.....	1896	92
Dow & Mercer, McVeigh, v. Ft. M. & N. W., withholding of freight.....	1884	500
Expenses in constructing spur track, parties entitled to return of, on abandonment of track.....	1891	738
Gillespie, Mrs. R., Chadron, Neb., v. C. B. & Q., refund for ticket stolen.....	1889	1026
Indebtedness of railway companies, law concerning.....	1884	77
Jones, F. C., Herndon, v. D. M. & N. W., et al., storing cars on Y track.....	1892	850
"Kicking" cars at street crossings, R. L. McCaughan, v. C. B. & Q.....	1907	446
Paralta, Linn county, citizens of, v. C. M. & St. P., highway to depot.....	1892	844
Randall, L. D. & Co., Dubuque, v. Ill. Cent., division of territory be- tween railroads.....	1881	132
Slosson, J. M., Northwood, v. B. C. R. & N., feeding snow-bound pas- sengers.....	1883	674
Spire, William J., Barnes City, v. C., R. I. & P., misconduct of trainmen.....	1892	856
Valentine, H. K., Casey, v. United States Express Co., claims for perish- able goods shipped with charges guaranteed.....	1892	847
MISQUOTED RATES BY AGENTS, LIABILITIES OF CARRIERS FOR—see Liability.		
MIXED CARLOADS—see Carloads.		
MIXED TRAIN SERVICE—see Train Service.		
MONOPOLY of shipping facilities on station grounds against public policy...	1890, 893-895; 1891, 738, 814; 1892	782
MORGAN, E. G., appointed secretary of the board.....	1880	3
Resigned.....	1887	3

	Year	Page
NATIONAL CONVENTION of railroad commissioners.1881, 161; 1900, 6; 1901		
see also <i>Convention of Railroad Commissioners.</i>		5
NAVIGATION, OBSTRUCTION OF—see Obstruction and Overflow.		
NELIGENCE IN CARE OF STATION—see Station.		
NEW LINES, construction of.....	1898	6
NIGHT STATION SERVICE—see Station.		
NORTHWOOD CASE—see also Abandonment of Road.		
Certify to attorney-general.....	1884	45
NUISANCE—		
Excavation of pit by railway company causing water to collect near highway.....	1900	205
Rockwell City, Board of Health, v. Ill. Cent., stagnant pond.....	1904	302
Woman's Village Improvement Society, Coon Rapids, v. C. M. & St. P., unsightly piles of dirt.....	1897	195
Randolph v. Ill. Cent., location of cribs.....	1902	265
OBSTRUCTING STREETS AND HIGHWAY CROSSINGS—see, also Crossing.		
Highway.		
Barney, B., mayor of Meservey, v. M. C. & Ft. D., street with cars.....	1896	153
Dodd, F. B., Waucoma, v. C. M. & St. P., with standing trains.....	1896	111
Gafford, Joseph, Burlington, v. citizens of Murray, by elevator.....	1887	687
Hornaday, J. N., Unionville, v. C. R. I. & P.....	1903	330
Johnson & Ericson, Pickering, v. C. M. & St. P., by fence.....	1892	209
Knight, F. W., Milford, v. C. M. & St. P.....	1902	288
Lee, S. W., Wick, v. C. G. W., by standing train.....	1898	80
LeMars, citizens of, v. Ill. Cent., et al.....	1890	861, 889
Murchison, A. S., Williamsburg, v. C. M. & St. P., by trains.....	1886	517
Murray, citizens of, v. C. B. & Q., at highway crossing.....	1886	555
Ochiltree, T. J., Morning Sun, v. B. C. R. & N., blocking streets.....	1887	487
Payne, I. D., Linden, v. C. M. & St. P., by train.....	1884	535
Roley, T. J., Kerwick, v. B. C. R. & N., by standing trains.....	1896	126
Rudolf, A. K., North McGregor, v. C. M. & St. P., by trains.....	1900	166
Russell, J. M., Storm Lake, v. Ill. Cent., by elevator.....	1893	154
Sherman, J. P., Elmore, Minn., v. C. R. I. & P.....	1906	374
Sumner, investigation.....	1900	189
Thomas, A. D., Fredericksburg, v. C. G. W., streets across station grounds.....	1892	156
Turner, et al., Colfax, v. C. R. I. & P., by train.....	1893	210
Walker, George D., Teeds Grove, v. C. M. & St. P., by trains.....	1900	177
Waters, James, Des Moines, v. C. & N.-W., with cars.....	1892	832
Wickersham, T. G., Capron, v. C. G. W.....	1903	320
Wind, Carl, Herndon, v. C. M. & St. P., by train.....	1900	201
Wyatt, E. R., et al., Lamolla, v. C. & N.-W., with train.....	1886	554
Zeldier, J. C., Mallard, v. C. R. I. & P., by building and platform.....	1893	155
OBSTRUCTION AND OVERFLOW—see Drainage.		
OFFICERS' SALARIES.....	1888	645
OMNIBUS PRIVILEGES—		
Anderson, P. G., & Son, Mason City, v. C. M. & St. P., discrimination in.....	1895	222
Beach, W. H., Goldfield, v. C. & N.-W., refusal to allow him.....	1898	87
Close, George V., Iowa Falls, v. B. C. R. & N., et al., discrimination in.....	1892	763
Sioux City, hackmen of, v. Ry Companies, discrimination in.....	1890	881
Smith, et al., Manilla, v. C. M. & St. P., hotel runners at stations.....	1888	637
Stalker, J. W., Iowa Falls, v. Ill. Cent., discrimination.....	1897	130
Thomassen, John G., Pella, v. C. R. I. & P., discrimination in.....	1890	903
Todd, J. B., Manilla, v. C. M. & St. P., privileges of hotel runners at stations.....	1894	277
Van Hooser, T. and C., Cedar Falls, v. Ill. Cent., discriminations in.....	1881	135
OPERATING EXPENSES—		
Must be met by earnings.....	1880	178
Percentage of different classes of.....	1880	162

	Year	Page
OPERATORS, TELEGRAPH, PETITION FOR—see Station.		
ORDERS OF COMMISSIONERS, their nature should be specific, instead of advisory, opinion by supreme court.....	1892	21, 39
OVER CAPITALIZATION—see Watered Stock.		
OVERCHARGE ON SAND—see Rates.		
OVERCHARGE IN PASSENGER FARES—see Passenger Fares.		
OVERCHARGE OF FREIGHT—		
Allen, D. P., Carroll, v. C. M. & St. P., et al., on car of junk.....	1889	1055
Amos, T. B., Essex, v. C. B. & Q., on calves.....	1887	752
Archer, W. F., Spencer, v. C. M. & St. P., refund ordered.....	1881	137
Arnold, J. M., Davis City, v. C. B. & Q., on posts.....	1888	731
Avery, citizens of, v. C. B. & Q., on passenger fare.....	1907	447
Aye, Rolf, Grundy Center, v. B. C. R. & N., on timothy seed.....	1895	224
Baird & Baird, Mame, v. C. R. I. & P.....	1904	321
Bales & Son, Stockport, v. C. B. & Q., on stock.....	1907	420
Banks, J. A., Cooper, v. D. M. N. & W., on threshing engine for repairs.....	1892	824
Barber, Ed, Glidden, v. C. & N.-W., in rate on buggy.....	1884	49, 69
Barnard Bros., Ackley, v. Central Iowa, keg of ink.....	1890	19
Barr, S. P., Eagle Grove, v. M. C. & Ft. D., on empty baskets.....	1887	684
Barrett & Son, Mount Vernon, v. C. & N.-W., on corn.....	1887	689
Bathe, G. R., Tuskeego, v. C. B. & Q., on car of hogs.....	1889	1054
Baxter, J. W., Lewis, v. C. R. I. & P., on live stock.....	1888	833
Beach, C. L., Stratton, Neb., v. M. & St. L., error in quoting rates.....	1886	612
Beade, J. C., Imogene, v. Iowa Central, on household goods.....	1901	513
Bellevue Pump Co., Bellevue, v. C. M. & St. P., interstate.....	1901	469
Blanchard, D. A., Adel, v. C. & N.-W., et al., on wagons.....	1887	690
Blanchard, D. A., Adel, v. D. M. & W., on buggy, interstate.....	1896	93
Borum, S. J., Des Moines, v. C. B. & Q., and D. M. N. & W., on billiard tables.....	1896	122
Bowers, Charles, Quincy, Ill., v. C. R. I. & P., on ticket.....	1892	843
Bunker & Hazard, Newell, v. Ill. Cent., et al., on agricultural feed steamer.....	1891	770
Bussard, J. & Co., Imogene, v. W., St. L. & P., refund of.....	1884	497
Breezy, W. H., Kelly, v. C. & N.-W., et al., refund of joint rates.....	1892	846
Brent, L. H., Weston, v. C. & N.-W., erroneous classification.....	1882	531
Brookway, E. F., Ainsworth, v. C. R. I. & P., on live stock, etc.....	1888	682
Brown, C. M., Anamosa, v. B. C. R. & N., and C. M. & St. P., on heifer.....	1883	533
Brown, J. G., Marshalltown, v. C. M. & St. P., on account of minimum weight.....	1887	718
Brown, L. A., of Jeffries & Brown, Davis City, v. C. B. & Q., on apples.....	1891	772
Brown, W. S., Manson, v. Ill. Cent., on account of minimum weight.....	1902	253
Brown, W. S., Manson, v. Ill. Cent., marked capacity of car.....	1896	61
Brown, W. S., Manson, v. Ill. Cent., on stone.....	1900	186
Brown, W. S., Manson, v. Ill. Cent., on coal.....	1905	268
Campbell, E. H., Battle Creek, v. C. & N.-W., on car of grain.....	1907	420
Campbell, Guy R., Emmetsburg, v. C. M. & St. P., on passenger fare.....	1907	308
Campbell, F. M., Woodbine, v. C. & N.-W., claim for.....	1906	308
Campfield, Charles, Betherville, v. C. M. & St. P., on account of applying interstate rates to state commerce.....	1883	667
Carpenter, D. J., Beloit, v. C. M. & St. P., on account of applying interstate rates to state commerce.....	1890	849
Carpenter & Gesung, Independence, v. C. B. & Q., on horse-power.....	1889	995
Carroll, E. L., Adel, v. D. M. N. & W., on wheat.....	1881	133
Carroll, T. R., Plainfield, v. Ill. Cent., on coal.....	1898	93
Chambers, S. E., Corwith, v. C. R. I. & P., on wagon.....	1885	499
Clark, Robert, New Sharon, v. Iowa Cent.....	1907	405
Clarke, O. J., Sibley, v. C. St. P. M. & O., on merchandise.....	1888	715
Clift, N. R., Zearing, v. Iowa Central, on wire fencing.....	1905	281
Cline & Bennett, Meriden, v. Ill. Cent., incorrect weight on lumber.....	1883	698
Cline, J., Reasoner, v. C. R. I. & P., on live stock.....	1888	730
Cochran, Robert, Audubon, v. B. C. R. & N., on bull.....	1884	540
Codd, H. G. S., Westfield, v. C. & N.-W., on live stock.....	1894	260

	Year	Page
OVERCHARGE OF FREIGHT—Continued.		
Cole, J. L. & Son, Greene, v. B. C. R. & N., on wall paper.....	1884	524
Conroy, P. T., Walnut, v. C. R. I. & P., on stock cattle.....	1899	97
Cooper, A. A., Dubuque, v. C. M. & St. P., on wagons.....	1881	138
Cooper, A. G., Ottosen, v. B. C. R. & N., on stock.....	1900	183
Cooper, A. M., Tracy, v. C. B. & Q., on car of corn.....	1895	76
Corwin, J. H., Dedham, v. B. C. R. & N., et al., on household goods.....	1889	1048
Cox, J. R., Dexter, v. C. & N.-W., and C. R. I. & P., on threshing outfit.....	1892	845
Crandall & Eyer, Webster City, v. Ill. Cent., on spring wagons.....	1881	132
Crosswell, John, Bonaparte, v. C. Ft. M. & D. M., on stock cattle, interstate.....	1899	125
Critchfield, J. W., Lucas, v. C. B. & Q., on portable house.....	1900	207
Crosby, C. F., South English, v. C. R. I. & P., passenger fare.....	1879	25
Cunningham & Gray, Blencoe, v. C. & N.-W., et al., on fence posts.....	1889	1061
Dammier, Wm., Newton, v. C. R. I. & P., refund of overcharge.....	1896	149
Darby, J. H., Belmont, v. M. C. & Ft. D., et al., failure to apply joint rates on hogs.....	1895	203
Davis, A. J., Sewal, v. B. C. R. & N., on corn.....	1902	292
Davis, J. E., Coin, v. C. M. & St. P., on household goods.....	1895	163
Deets & Harper, Mediapolis, v. C. R. I. & P., on apples.....	1904	323
Denton, Robert, Iowa City, v. C. R. I. & P., on bull.....	1884	547
Des Moines Linseed Oil Works, v. Ill. Cent., charges, on marked capacity of car.....	1895	218
Des Moines Tent & Awning Co., v. Adams Express Co.....	1904	310
Dickey, William G., Maxwell, v. C. St. P. & K. C., et al., on coal.....	1887	779
Downing, W. E., Selma, v. C. B. & K. C., et al., on lumber.....	1888	733
Dunlap, J. H., Clarinda, v. C. B. & Q., on wagon.....	1887	750
Dunlap, W. E., Alliance, Neb., v. C. M. & St. P., refund of bridge toll.....	1894	310
Earle, W. C., Waukon, v. C. M. & St. P., stock in Ames palace car.....	1888	834
Economy Furnace Co., Cedar Rapids, v. Taber & Northern.....	1890	133
Eckroat, John, Beacon, v. C. R. I. & P., interstate.....	1900	310
Egbert, Fidler & Chambers, Davenport, v. C. & N.-W., for storage.....	1889	998
Ellis, G. M., Emmetsburg, v. C. M. & St. P., on sulky.....	1888	511
Ellyson, Zed, West Liberty, v. B. C. R. & N., on horse.....	1886	511
Fairchild, E., Chester, v. C. M. & St. P., on horse, interstate.....	1899	106
Fenlon, James, Des Moines, v. C. R. I. & P., interstate.....	1907	429
Fenlon, James, Des Moines, v. C. R. I. & P., interstate.....	1907	407
Ferguson, T. W., Dallas Center, v. C. R. I. & P., on roll of harness leather.....	1888	690
Foster, T. M., North English, v. B. C. R. & N., drugs.....	1899	68
Powier, L. M., Watkins, v. C. & N.-W., on light top buggy.....	1888	677
Freeman, F. M., Davis City, v. American Express Co., on two dogs.....	1892	854
Fuller, J. W., Kellerton, v. C. B. & Q., on hardware.....	1887	751
Garvin, William, Marcus, v. Ill. Cent., on horse-power.....	1890	846
Garvin, William, Marcus, v. Ill. Cent., on corn.....	1894	254
Garwood, J. H., Madrid, v. C. & N.-W.....	1885	504
Giant Coal Co., Des Moines, v. C. & N.-W., on coal.....	1885	504
Gibbs, E. H., Oskaloosa, v. C. B. & Q., and B. & Western, on merchandise.....	1885	519
Gilbert, H. A., Estherville, v. B. C. R. & N., on car of coal.....	1889	1060
Gillespie, J. T., Nevada, v. C. & N.-W., overweight on empty barrels.....	1889	996
Globe Coal Co., Des Moines, v. Ill. Cent., on coal.....	1901	487
Golden, C. M., Kellerg, v. C. R. I. & P., shipment of seeds.....	1888	732
Gochn, N. L., Avon, v. C. & N.-W., immigrant movables.....	1898	61
Goodsell, L., Fergus Falls, Minn., v. B. C. R. & N., in passenger fare.....	1883	617
Gossmann & Regan, Elkader, v. C. M. & St. P., interstate.....	1902	279
Graham, M. J., Odell, v. C. B. & Q., overweight.....	1907	417
Graham Paper Co., St. Louis, v. C. M. & St. P., on paper.....	1901	511
Graver, W. M., Tingley, v. C. R. I. & P., on household goods.....	1907	448
Green, Irvin, Larchwood, v. C. R. I. & P., interstate.....	1891	772
Griffin, E. A., Takamah, Neb., v. C. M. & St. P., on household goods.....	1891	772

OVERCHARGE OF FREIGHT—Continued.

	Year	Page
Griffin, Patrick, Grand River, v. H. & S., on car of corn.....	1888	680
Groneweg & Schoentgen, Council Bluffs, v. K. C. St. J. & C. B. 1882, 533; 1882	1882	604
Guthrie, S. B., Webster City, on oil tank wagon.....	1888	745
Haddock, Wm. J., Iowa City, v. C. M. & St. P., on shipment of books.....	1904	270
Haddock, S. G., Hornick, v. C. M. & St. P.....	1907	393
Hale, W. C., Wellman, v. C. R. I. & P., on car of oats.....	1887	761
Hall, C. F., Glenwood, Neb., v. C. B. & Q., on bull.....	1884	544
Hadley, A. J., Delta, Col., v. C. R. I. & P., and D. & R. G. on house-		
hold goods.....	1897	81
Hall, Truman, Bedford, v. C. M. & St. P., and C. B. & Q., on buggy.....	1896	65
Hamilton, J. M., Welda, Kan., v. C. B. & Q., on bull.....	1885	559
Haney, S. J., Chequilt, v. C. R. I. & P.....	1903	297
Hannum Brothers & Arthaud, Wapello, v. C. R. I. & P.....	1902	294
Henderson Bros., Traer, v. C. & N-W., interstate.....	1907	430
Henry, Geo. D., Fairfield, v. C. R. I. & P., on account of overweight.....	1906	338
Hershey Lumber Co., Muscatine, v. B. C. & N., on lumber, change of		
rates without notice.....	1882	565
Hershey, L. G., Earlville, v. Ill. Cent., on five cars of corn.....	1887	713
Hill, F. W., Maxwell, v. C. M. & St. P., on flour from Waterloo to		
Melbourne.....	1888	681
Himes, M. L., Elkader, v. C. M. & St. P., mistake as to proper rates to		
apply.....	1905	304
Hoag, J. M., Maquoketa, v. C. M. & St. P., on car of ponies for state fair.....	1889	1063
Hofer, J. S., Des Moines, v. C. B. & Q., et al., on household goods.....	1902	286
Holmes, Jon., Marshalltown, v. C. & N-W., on car of apples.....	1891	757
Hollister Lumber Co., Manchester, v. Ill. Cent., on coal.....	1900	172
Hoopes, T. J., Eugene, v. C. B. & Q., on household goods and lumber.....	1882	467
Hornaday, C. A., Udell, v. C. M. & St. P., on hay press interstate.....	1898	88
Horr, John, Montrose, v. C. B. & Q., shipment of wagon.....	1889	990
Howe, J. P., Fenton, v. C. & N-W., stone, etc.....	1900	221
Hoyt, M. A., & Bro., Carroll, v. C. & N-W.....	1879	28
Hughes, J. C., Norwalk, v. D. M. & K. C., on logs.....	1897	88
Hunna, A., Abingdon, v. C. R. I. & P., household goods, interstate.....	1892	731
Hupp, John, Fairfield, v. C. R. I. & P., on live stock.....	1898	73
Hulbert, L. E., et al., Ft. Dodge, v. M. & St. L., on coal.....	1881	141
Hurst & Company, Maquoketa, v. C. R. I. & P., on account of long-		
est routing.....	1905	293
Hutchcroft, & Co., Kossuth, v. B. C. R. & N., on slack coal.....	1889	1003
Ingwersen Mfg. Co., Lyon, v. C. & N-W.....	1887	377
Igo, Lewis, Palmyra, v. C. & N-W., on corn shipments.....	1887	691
Ives, C. J., Ft. Dodge, v. C. R. I. & P.....	1907	423
Jackson, A., Tama City, v. U. P., on mixed car of live stock.....	1883	564
Jappe, Gust., Rosedale, v. C. R. I. & P., and C. & N-W., on horse-		
power.....	1889	1041
Jennings, F., Rose Hill, v. C. R. I. & P., et al., live stock.....	1898	43
Jervis, John, Cleveland, v. C. B. & Q., portable home.....	1900	203
Jickling, Willing, Ira, v. C. G. W., on buggy.....	1894	239
Johnson, J. F., Paton, v. C. R. I. & P., on car of horses.....	1892	834
Johnson, J. V., Red Oak, v. C. R. I. & P., cattle.....	1884	519
Johnson, J., Red Oak, v. Central Iowa, on live stock.....	1885	497
Johnston, A., Tingley, v. H. & S., et al., on coal.....	1888	678
Jones, T. B., Beaconfield, v. C. B. & Q., two minimums.....	1899	111
Judd, A. T., et al., West Liberty, v. R'y. Companies.....	1884	98
Jurgens, Fred, Bollivar, Mo., v. C. M. & St. P., on household goods.....	1889	98
Karberg, H., St. Louis, v. C. B. & Q., on acct. excess baggage rate.....	1901	502
Keeffe, James, Ft. Dodge, v. M. & St. L., on coal.....	1889	1094
Keeffe, James, Ft. Dodge, v. M. C. & Ft. D., et al., on coal.....	1889	991
Kelley, J. W., Osceola, v. C. B. & Q., on lime.....	1880	16
Knowles, C. B., Glenwood, v. C. B. & Q., on cow.....	1898	53
Knowles, W. F., Sioux City, v. Ill. Cent., on light, bulky package.....	1882	450
Knowles, W. H., James, v. American Express Co., on small package.....	1891	771

OVERCHARGE OF FREIGHT—Continued.

	Year	Page
Knowles, W. F., James, v. U. S. Express, harness.....	1903	903
Knowlton Mfg. Co., Rockford, Ill., v. C. M. & St. P., on implements.....	1885	547
Kreutzer & Wassen, Marshalltown, v. C. & N-W., on lumber.....	1881	133
Kreuger, C. F., Des Moines, v. C. & N-W., on household goods.....	1894	252
La Grange, J. H., Storm Lake, v. Ill. Cent., on junk to Chicago.....	1897	68
Lane Implement Co., Red Oak, v. C. B. & Q., on short haul.....	1895	175
Lane-Moore Lumber Co., Laurens, v. C. G. W., claim for.....	1906	358
Lane-Moore Lbr. Co., Laurens, v. C. M. & St. P., interstate.....	1907	371
Leech, James, Derby, v. C. B. & Q., on hohseds.....	1887	696
Leeper, J. E. & Co., Pleasanton, v. C. B. & Q., et al., petition for refund.....	1899	1013
Leigh, A. C., Eagleville, Mo., v. C. B. & Q.....	1903	325
Leimkuehler, F., Moscow, v. C. R. I. & P., on binding twine.....	1897	117
Looker, J. K. M., Bonaparte, v. C. R. I. & P., emigrant movables.....	1891	825
Lummis, W. D. F., Perry, v. C. & N-W., on iron safe.....	1885	533
McDonald & Co., D. H., Iowa City, v. B. C. R. & N., on dead hogs.....	1886	585
McDonald, G. W., Dysart, v. B. C. R. & N., on merchandise.....	1884	519
McGalar, L. E., Larchwood, v. B. C. R. & N., traffic from point to point		
in Iowa though passing outside the state in transit, is state commerce.....	1892	862
McGrew, Geo. E., Selma, v. U. S. Express Co., interstate.....	1907	432
McKay, F. D., Adel, v. C. M. & St. P.....	1900	200
McKay, F. D., Adel, v. D. M. N. & W., on coal.....	1897	115
McKinley, Geo. F., St. Ansgar, v. B. C. R. & N., on household goods.....	1895	204
Mackin, Jno., St. Anthony, v. Iowa Cent., on live stock.....	1907	375
Marshall, Ed., Casey, v. C. R. I. & P., on household goods.....	1894	293
Marshalltown Buggy Co., v. C. & N-W., interstate.....	1907	417
Marston, E. H., Fairbury, Neb., v. C. R. I. & P., household goods.....	1904	303
Martin, E. H., Telephone Co., Webster City, v. U. S. Ex. Co., et al.....	1903	317
Mattews, Jos., Odebolt, v. C. & N-W.....	1907	426
Matthews, E., Randall, v. B. C. R. & N., mixed car of live stock.....	1893	234
Matzinger, G., Slater, v. C. & N-W., shipment of bull.....	1903	257
Meade, S. K., Rockwell City, v. D. M. N. & W., on butter and eggs.....	1888	691
Meade, S. K., Rockwell City, v. D. M. N. & W., on salt and other mer-		
chandise.....	1889, 299, 1002	
Mennig & Slater, Des Moines, v. C. R. I. & P., et al., on pickles.....	1900	202
Miller & Co., E. W., Casey, v. C. R. I. & P.....	1906	350
Miller, George, Clutier, v. C. & N-W., on store fixtures.....	1901	514
Miller, H. C., Coydon, v. H. & S., on car of corn.....	1887	706
Miller, John, Waukon, v. C. M. & St. P., on broom corn.....	1892	830
Mitchell Implement Co., Ft. Dodge, v. C. R. I. & P.....	1907	387
Moore & Gill, Kansas City, v. K. C. St. J. & C. B., on car of merchan-		
dise.....	1883	676
Moore, N., Van Meter, v. C. R. I. & P., on wheat to Chicago.....	1897	58
Moorman, Mark, Newton, v. C. R. I. & P., household goods.....	1903	298
Moran & McManus, Adair, v. C. R. I. & P., on merchandise.....	1885	550
Morris, David, Lawn Hill, v. C. & N-W., minimum carload.....	1882	459
Murray, Geo. P., Wlota, v. C. M. & St. P., on emigrant movables.....	1891	773
Nichols, Pliny, West Liberty, v. C. R. I. & P., et al., on stock for fairs		
.....	1881, 141; 1884	567
Nicholson, H., Maple River Junction, v. C. & N-W., on emigrant mov-		
ables.....	1888	710
Norton, C. W., Durant, v. C. R. I. & P., and C. M. & St. P., on live		
stock.....	1884	520
Nye, J. P., Essex, v. C. B. & Q., on corn.....	1883	724
Nye & Bourne, et al., Grundy Center, v. B. C. R. & N., excessive rates.....	1883	723
Oran, A. L., Mediapolis, v. Adams Ex. Co.....	1906	354
Ormsby, A. L., Emmetsburg, v. B. C. R. & N., on carriage, interstate.....	1896	99
Owens, A., Carlisle, v. C. B. & Q., excessive freight charges.....	1894	243
Packard, S. B., Marshalltown, v. Iowa Central, on shipments of cattle.....	1903	255
Parshall, Lyman B., v. C. M. & St. P., interstate on ticket.....	1907	388
Pearson & Hayton, Pierson, v. C. & N-W., grain.....	1899	95
Pearsons, B. D., Blencoe, v. C. & N-W., et al., on car of posts.....	1889	1053

OVERCHARGE OF FREIGHT—Continued.		Year	Page
Pennep, P. A., Malvern, v. C. B. & Q., claim for.....	1907	378	
Pickworth, F. H., Anamosa, v. C. & N.-W., interstate.....	1907	418	
Pioneer Implement Co., Council Bluffs, v. C. & N.-W.....	1906	367	
Plummer, J. W. & Sons, New Hartford, v. Ill. Cent., apples, interstate.....	1899	109	
Polk, S. H., Sidney, v. C. B. & Q., interstate.....	1907	393	
Powers, T. B., Scranton, v. C. & N.-W., livestock and agricultural imple- ments.....	1898	41	
Preston, F. B., Adel, v. D. M., N. & W., on empty egg cases.....	1891	769	
Rabb, J., Mt. Ayr, v. C. B. & Q., on coal.....	1904	309	
Radwich, S., Davis City, v. C. B. & Q., passenger fare.....	1888	750	
Reasoner, Mrs. H. M., Reasoner, v. C. R. I. & P., on live stock.....	1889	1066	
Redhead, George S., Des Moines, v. D. M. & K. C., on young bulls.....	1896	96	
Red Oak Gas Co., Red Oak, v. C. B. & Q., interstate.....	1907	376	
Renken & Tammen, Parkersburg, v. Ill. Cent., on brick in car loads.....	1883	691	
Rheinberger & Schroeder, Des Moines, v. C. & N.-W., on furniture, K. D. 1886	1886	514	
Reburn, Thomas, New Albin, v. C. M. & St. P., and B. C. R. & N., on bull.....	1884	532	
Risley, T. E. D., Shenandoah, v. C. B. & Q., on horses, lack of joint rates.....	1895	159	
Ritchie, W. S., Muscatine, v. U. P., on car of onions and potatoes.....	1883	614	
Ritchie, W. S. & Son, Muscatine, v. B. C. R. & N., et al., on car of oats.....	1886	588	
Rippey Coal Co., Rippey, v. C. M. & St. P., on coal.....	1889	1026	
Roberts, F., Coon Rapids, v. C. B. & Q., on account of overweight.....	1898	83	
Roberts, J. & Co., Columbus, Neb., v. C. B. & Q., on shelled corn.....	1884	547	
Roe, E. W., Carson, v. C. B. & Q., passenger fare.....	1907	441	
Rogers, Warren, Marathon, v. C. & N.-W., on emigrant movables.....	1888	722	
Rosegrant, S. C., Galva, v. C. & N.-W., on oil meal.....	1885	511	
Rosenberg, Isaac, Traer, v. B. C. R. & N., on merchandise.....	1884	503	
Ross, Charles A., Gray, v. C. R. I. & P., interstate.....	1905	279	
Sanders, H. W., Collins, v. C. G. W., emigrant movables.....	1905	260	
Saucer, W. H., Ackley, v. Ill. Cent., on marble.....	1883	689	
Schnoor, Mrs. O., Alford, v. U. S. Express Co., on box of merchandise.....	1902	257	
Scott, O. B., Peterson, v. U. S. Ex. Co., organ.....	1898	42	
Schenk, Walter, Burlington, v. C. M. & St. P., on passenger ticket.....	1885	525	
Shearer, F. W., Ida Grove, v. C. & N.-W., on telephone poles.....	1884	587	
Sheldon, H. C., Tingley, v. C. B. & Q., minimum weight on sheep.....	1895	201	
Shill, C. T., Kellogg, v. C. & N.-W., interstate.....	1906	361	
Shultz, H. E., Dows, v. B. C. R. & N., on show case.....	1884	532	
Smith, E. H., Dubuque, v. Ill. Cent., et al., on goods for state fair.....	1884	540	
Smith, E. R., et al., Fairfield, v. C. R. I. & P., on live stock.....	1898	73	
Smith, H. C., New Hartford, v. Ill. Cent., on household goods.....	1884	505	
Smith, H. D., Monticello, v. C. M. & St. P., on feed.....	1882	563	
Smith, H. D., Monticello, v. Ill. Cent., et al., joint rates refused.....	1891	762	
Smith & Shaul, Quimby, v. K. C. S. J. & C. B., on car apples.....	1890	866	
Spaulding Manufacturing Co., Grinnell, v. C. R. I. & P.....	1907	323	
Stacy, A. L., Stacyville, v. Ill. Cent., interstate.....	1901	528	
Starlin, John, Missouri Valley, v. W. St. L. & P., on stone.....	1884	498	
Steer, William M., West Branch, v. B. C. R. & N., on coal.....	1884	591	
Steeves, J. C., Page Center, v. H. & S., and C. B. & Q., joint rates re- fused.....	1892	852	
Stevens, J. E., Bentonsport, v. C. R. I. & P.....	1903	315	
Stow, A. E., Castana, v. C. & N.-W., on old wagon.....	1900	163	
Tasker, Thomas G., Onslow, v. C. & N.-W., on corn.....	1887	728	
Tasker, K. S., Onslow, v. C. M. & St. P., on corn to Chicago.....	1896	131	
Taylor, H. L., East Peru, v. C. B. & Q., et al., on emigrant movables.....	1893	211,223	
Teal, C., Ochevedan, v. B. C. R. & N., on general merchandise.....	1885	549	
Tennessee Cedar & Timber Co., Wanamaker, v. C. B. & Q., et al., on ac- count of stakes on cars.....	1898	58	
Thomas, A. E., Des Moines, v. C. B. & Q., on cow.....	1887	781	
Thompson, George P., Manchester, v. C. G. W., on emigrant movables.....	1904	314	

OVERCHARGE OF FREIGHT—Continued.		Year	Page
Trizell, Thomas, Malcom, v. C. R. I. & P., on smokestack.....	1892	853	
Turner, M. B., Oskaloosa, v. Iowa Central, et al., claim for rebate.....	1905	276	
Tuttle, L., Lawrence, Kan., v. M. & St. L., on hay.....	1886	498	
Viers, R. L., Charlton, v. Adams Express Co.....	1907	379	
Vorse, F. W., Des Moines, v. W. St. L. & P., on agricultural implements.....	1884	545	
Voss, Fred, Logan, v. C. & N.-W., on emigrant movables.....	1889	1059	
Wagner, Phil, Des Moines, v. C. & N.-W., on emigrant movables.....	1891	750	
Wallace, Thos., Aurora, v. C. B. & Q.....	1906	367	
Watson, Mrs., Sioux City, v. K. C., St. J. & C. B., et al., on household goods.....	1883	669	
Watson, J. A., Hull, v. C. M. & St. P., on emigrant movables, interstate.....	1896	162	
Webb, G. B., Rhodes, v. Adams Express Co., et al.....	1900	161	
Webb, Henry, Kew, v. C. B. & Q., exorbitant rates.....	1883	626	
Wehr, H. C., Mt. Pleasant, v. C. B. & Q., on live stock by weight.....	1889	1049	
Weir, R. H., Winthrop, Dak., v. B. C. R. & N., on household goods.....	1885	563	
Wells, Bank, Germania, v. B. C. R. & N., grain to Chicago.....	1898	55	
Weston, F. E., Carroll, v. C. & N.-W., on hay.....	1898	50	
Wheeler, J. G., Battle Creek, v. C. & N.-W., on live stock.....	1907	417	
Wheelock, G. H., Germania, v. C. M. & St. P., on stock cattle.....	1901	511	
Wheelock, G. H., Germania, v. C. R. I. & P., interstate.....	1906	345	
Williams, Imp. Co., Dubuque, v. B. C. R. & N., goods not shipped O. R.....	1884	523	
Williams, R. R., Keb., v. C. B. & Q., on house.....	1897	95	
Wilson, J. C., Harper, v. C. R. I. & P., on carriage.....	1892	844	
Wilson, E. L., Truro, v. C. G. W., on buggy.....	1896	117	
Wilson, Andy, Mountain Grove, Mo., v. C. R. I. & P., interstate.....	1905	260	
Wiss Bros., Alta, v. Ill. Cent., on live stock prior to acceptance of com- missioners' rates and pending injunction proceedings.....	1894	282	
Wiswell, E. R., Rolfe, v. C. & N.-W., on hay.....	1888	718	
Witham, J. W., Des Moines, v. D. M. & K. C., in passenger fares.....	1892	849	
Woodruff, E. B., Knoxville, v. C. R. I. & P., interstate.....	1907	412	
Wright, W. T., Oskaloosa, v. C. & N.-W., et al., on passenger ticket.....	1887	732	
Yaggy, E. H., Audubon, v. B. C. R. & N., on emigrant movables.....	1885	583	
Yocum, A., et al., Van Cleave, v. C. St. P. & K. C., tickets to state fair.....	1889	1061	
Young, Charles, Taintor, v. Iowa Central, on emigrant movables.....	1891	756	
Younger, J. W., Winterset, v. C. & N.-W., car of wheat.....	1902	269	
Zabars, H. A., Ottumwa, v. C. B. & K. C., on whiskey.....	1884	598	
OVERCHARGE, refunded in case of violation of long and short haul clause.....	1894	279	
OVERWEIGHT, Mississippi Box Co., Muscatine, v. Western Railway Weighing Ass'n, claim of interstate.....	1906	389	
OVER CROSSINGS—see Crossing.			
OVERFLOW—see Drainage, Damages, Obstruction.			
OWNERSHIP AND CONTROL OF RAILROADS BY GOVERNMENT—see Government.			
OWNERS' RISK—			
Contract exempting common carrier from liability not authorized by law.....	1882	416	
Laws concerning.....	1884, 529; 1892	831	
COMPLAINTS CONCERNING—			
Campbell, Daniel, Blencoe, v. S. C. & P., and C. & N.-W., damages.....	1882	465	
Crawford, W. H., Hampton, v. Cent. Iowa, on bulk flaxseed.....	1881	138	
Erickson, C. A., Meservy, v. M. C. & Ft. D., released shipments.....	1892	831	
Shanks & Coats, West Mitchell, v. C. B. & Q., et al.....	1883	550	
Walton, Charles, Paton, v. C. R. I. & P., damages for breakage.....	1890	878	
Williams Imp. Co., Dubuque, v. B. C. R. & N., carriers liability unaf- fected.....	1884	528	
Williams, W. L., Corning, v. C. B. & Q., in shipment of dairy products.....	1886	510	

	Year	Page
PALACE STOCK CARS—		
Fields & Bros., W. M., Cedar Falls, v. all lines, extra charge for.....	1892	839
PASSENGERS, accommodation for.....	1895	6
PASSENGERS CARRIED ON FREIGHT TRAINS—see Train Service.		
PASSENGER FARES—see, also, Overcharge.		
Discussed at national convention of commissioners.....	1891	80, 35
In New York.....	1878	52
On C. R. I. & P., reduction in.....	1903	282
Reduction discussed.....	1887, 47;	1889 42
Ten cents extra on failure to purchase tickets—see, also, Ejection from		
Trains.....	1891	780
With reference to improved condition of roads.....	1891	25
Complaints Concerning—		
Armour, Volney, Livermore, v. M. & St. L., extra fare paid on train.....	1892	835
Baker, T. M., Cumming, v. C. G. W., excessive passenger fare.....	1894	235
Bradford, W. E., Britt, v. C. M. & St. P., excessive passenger rates.....	1883	712
Boone county, grand jury of, v. C. & N.-W., illegal and excessive.....	1902	800
Button, H. E., Alden, v. C. & N.-W., excess.....	1904	302
Crosby, C. F., South English, v. C. R. I. & P., excessive.....	1879	25
Curl, C. E., Bloomfield, v. C. B. & Q., advertised excursion rates re-		
fused.....	1883	537
Cade, R. C., Carroll, v. C. & N.-W., on railway ticket.....	1897	69
Dammeier, William, Newton, v. C. R. I. & P., not part of freight		
charges.....	1896	149
Danner, W. W., Des Moines, for Holiness Association, camp meeting		
rates.....	1894, 325; 1895	193
Day, Homer, Elthedale, Mo., v. C. B. & Q., fare paid on train.....	1892	832
Dundon, John, Whiting, v. C. & N.-W., overcharge in.....	1902	248
Frazier, J. S., Nevada, v. C. & N.-W., overcharge on account of longest		
route.....	1897	121
Gronwoldt, Wm., Nashville, v. C. & N.-W., discrimination in.....	1901	511
Harris, A., Avoca, v. C. R. I. & P., overcharge in.....	1881	127
Hann, J. C., Grand Junction, v. C. & N.-W., excessive.....	1904	285
Hewing, I., Des Moines, v. C. St. P. & K. C.....	1892	850
Howard, E. A., Fairfield, v. C. St. P. M. & O., fare paid on train.....	1892	861
Iowa Leather & Saddlery Co., Des Moines, v. O. & St. L., inquiry.....	1897	110
Ives, C. J., in re B. C. R. & N., reduced rates to Y. M. C. A. secra-		
taries.....	1892	854
Kirby, Thomas, Emmetsburg, v. C. R. I. & P., et al., transfer charge at		
Goldfield.....	1904	305
Leeds Improvement Co., v. Ill. Cent., five cent fare to Leeds.....	1889	1086
Lindeman, M., Epworth, v. Ill. Cent., car companies to be compelled		
to issue compensation ticket.....	1897	80
McEvoy, E. F., Osgood, v. C. R. I. & P., et al., failure to observe con-		
tract.....	1901	482
Madison, E. P., Ottumwa, v. C. B. & Q., stop-over checks.....	1880	76
Parr, F. J., Ft. Dodge, v. B. C. R. & N., overcharge.....	1900	130
Poorman, D. A., Des Moines, v. C. B. & Q., extra fare paid on train.....	1891	835
Springer, A., Prairie City, v. C. R. I. & P., refusal to redeem tickets.....	1885	580
Stevenson, E. C., Rockwell City, v. D. M. N. & W., discrimination.....	1895	183
Stewart, A. D., Yale, v. C. M. & St. P., petition for refund of excess.....	1893	229
Tracy, I. D., Des Moines, letter concerning excess paid on train.....	1879	31
Weston, A. A., Victor, v. C. R. I. & P., overcharge.....	1898	68
White, D. F., Grinnell, v. C. R. I. & P., 10 cents extra paid on train.....	1895	231
Witham, J. W., Spirit Lake, v. B. C. R. & N., excessive.....	1886	573
PASSENGER TRAINS, information relative to movement of, to the public.....	1904	6
Accommodations on.....	1904, 7; 1905	6
PASSES to shippers of live stock.....	1883, 649; 1904	5, 236
Weitzell, S. E., Gowrie, v. C. R. & F., right of shippers to.....	1900	180
PATRONAGE FOR HOTELS, SOLICITATION OF—see Omnibus Privileges.		
PAVING, carriers must pave between and one foot outside of rail in streets.....	1884	77

	Year	Page
PENALTIES, for failure to apply commissioners' rates, agreement concerning.....	1889	35
PERCENTAGE OF IOWA TONNAGE—see Tonnage.		
PERCENTAGE to short lines.....	1878, 15; 1879, 65-69; 1883, 737; 1893	38
PERISHABLE PROPERTY, DELAY IN HANDLING—see Damages.		
PERKINS, C. E., president C. B. & Q., letter of, on long and short haul.....	1886	487
Letter of, adopting commissioners' rates.....	1889	29
PERSONAL INJURY—		
Frazier, James Jr., Paullina, v. C. & N.-W., thrown out of buggy.....	1884	521
Hill, Enoch, Mitchellville, v. C. R. I. & P., mail pouch thrown from		
train.....	1896	120
Martin, F. A., Washington, v. C. R. I. & P.....	1882	531
Reid, Chas., Wessington, v. B. C. R. & N., damages on account of.....	1883	579
Stephens, C. W., Woodward, v. C. M. & St. P., in caboose in collision.....	1888	715
Stringham, Alonzo, Kellerton, v. C. B. & Q., damages for.....	1895	232
PHYSICAL CONDITION OF ROADS, IMPROVED.....	1898	4
PLATFORMS, height of, at stations.....	1889	1071
PLATFORMS AT RAILROAD CROSSINGS—see Joint Stations.		
POLITICAL situation in Iowa discussed.....	1888	44, 45
POOLS AND POOLING—		
Discussion of.....	1878, 48; 1879, 69; 1883, 48; 1883, 42, 56; 1894	363
Discussion of, in national convention of commissioners.....	1894	363
Effect of, on trade and commerce.....	1886	55
Failure of, as a method of controlling rate.....	1886	57, 58
Forbidden by law.....	1883	648
Legality of.....	1887	39
Paper on, by Peter A. Dey.....	1894	363
Pooling contract, sanctions for.....	1887	42
"Popular and Legal Views Concerning" Judge Cooley.....	1886	34
Potter, T. J., letter on.....	1883	647
POSTING OF TARIFFS—see Tariffs.		
POULTRY, LIVE, PROVISIONS FOR SHIPMENTS OF—		
Gentner, W. H., Farmington, v. C. B. & K. C.....	1898	49
POWER OF COMMISSIONERS—see Authority; also Commissioners.		
PREPAID CHARGES—see Charges, Rates, Prepayment; also Freight Charges.		
PREPAYMENT OF CHARGES—		
Carpenter, C. O., Chicago, Ill., v. B. C. R. & N., on melons.....	1901	516
Carpenter, C. O., Conesville, v. B. C. R. & N., guarantee of charges		
on perishable freight.....	1896	40
Doyle, Chas. T., Panora, v. C. & N.-W., on household goods.....	1883	638
Felner Fish Co., Clinton, v. U. S. Express Co.....	1906	371
Prepayment, no discrimination allowable. (Diamond Jo case).....	1889	1074
PRESENT CASH VALUE—see Value.		
PRIVATE CLAIMS—see, also, Damage.		
Commissioners no authority to collect.....	1889	1082
PRIVATE SIDE TRACKS—see Side Tracks.		
PROCEDURE before railroad commissioners.....	1892, 31-39; 1890	154
PROPORTION OF EARNINGS to SHORT LINES—see Percentage to short Lines.		
PRO-RATING discussed in re Merrill v. K. & W.....	1888	739
In Iowa, discussed.....	1884	6
For "feeding" lines.....	1879	65
PROSPERITY of roads.....	1891	4
PROTECTION FROM CROSSING—see Crossing.		
PUBLIC WAREHOUSE—see Warehouses, Public.		
PUBLICITY of railroad matters desirable.....	1878	71
PURDY, W. G., vice president C. R. I. & P., earnings discussed by.....	1889	8
Letter of, on cash value of railroads.....	1888	42

QUOTATIONS OF RATES BY AGENTS BINDS CARRIERS—see Rates.

	Year	Page
RAILROAD QUESTION—		
Address by Thomas M. Cooley.....	1891	29
Anderson, Commissioner, paper on, by.....	1883	52
Discussion of.....	1884	4-29
In its relation to accounts and statistics of companies.....	1893	40g
Origin and problems of, Adams.....	1881	81
Smith, Spencer, Commissioner, on.....	1889	21
RAILROAD SITUATION IN THE WEST. Paper by Gen. G. M. Dodge.....	1888	39
RAILROADS—		
Abandonment of road and taking up track—see <i>Abandonment of Road</i> .		
Are public highway.....	1881, 77; 1886	54
Classification of "A," "B," "C,".....	1881	85
Crossing railroad, failure to stop at—see <i>Crossing Stop</i> .		
Elevation of—see <i>Topographical Discussion</i> .		
History of—see, also, <i>History</i>	1880	239
In hands of receivers—see <i>Receivers</i> .		
In the West, situation of by General Dodge.....	1888	39
Laws—see <i>Laws Relating to Railways</i> .		
Legislation concerning—see <i>Legislation</i> .		
Ownership or control by government—see <i>Government</i> .		
Present cash value of, letters concerning, etc.....	1887, 131-147; 1888	661
Progress of railroad building discussed.....	1881	77
Stockholders and public equally interested in prosperity of.....	1886	54
Their origin and problems, Adams.....	1881	81
Their relation to the territory they were built to serve.....	1886	50-53
When in private business can not discriminate in favor of themselves.....	1889	1046
RAILROAD COMMISSIONERS—		
Additional powers of, discussed—see, also, <i>Commissioners, authority of</i>	1885	56
Authority of, discussion concerning law granting additional power to.....	1884	42, 81
Conference of—see <i>Commissioners</i> .		
Convention of.....	1881	163
Discussion of, by Judge Cooley.....	1883	45
List of Iowa commissioners—see <i>Commissioners</i> .		
Law discussed.....	1885	56
Made elective.....	1889	26
National convention of, at Columbus—see, also, <i>Commissioners</i>	1878	73, 74
Report to the Cullom committee on interstate commerce.....	1885	33
RATES, FREIGHT— for passenger rates, see <i>Passenger Fares</i> .		
Adoption of commissioners' rates by railroads, February, 1889.....	1889	29, 30
Adoption of Iowa Classification No. 13.....	1905	240
Advance in, petition for.....	1894	36
Agreement of companies to adopt commissioners' schedule.....	1889	35
Amendments 1, 2 and 3 to Iowa Classification No. 13.....	1906, 284, 285, 286, 290, 291	
Application by Iowa trunk lines for advance in.....	1894	184
Application of Iowa rates to shipments beginning and ending in Iowa		
though passing outside in transit, denied.....	1903	323, 363
As between through lines and local lines, percentages.....	1893	33
Authority of commissioners to make under law of 1878.....	1889	25
Based solely on comparison with rates in other states.....	1894	193
Carload rates on mixed cars of linnseed and carbon oils.....	1892	844
Carriers no ground for complaint at reduction of by public authority to		
the average it voluntarily accepts. <i>Int. Com. Com'n's</i>	1891	10
Carriers using class A rates on interstate business cannot plead for		
class B locally, when such rates discriminate against Iowa. B, C,		
R. & N.....	1890	871
Cerro Gordo and Ida counties, citizens of, petition of, to reduce.....	1895	220
Change in, by amendment to classification No. 12.....	1902	217
Coal, ice, etc., for less than five miles.....	1890, 903, 922; 1891	729
Coal, petition for advance in for 200 miles and upwards.....	1892	791
Coal, protest of operators against advance in.....	1894	191
Coal, rates from Des Moines mines to M. & St. L. towns in northern Iowa.....	1903	290

RATES, FREIGHT—Continued.

	Year	Page
Coal rates, investigation of, ordered by Twenty-seventh General Assembly.....	1899	9
Coal, schedule in 1880.....	1880	28, 35, 37
Coal, schedule suggested by Governor Larabee in Glenwood case.....	1887	633
Commissioners', apply on shipments from point to point in Iowa		
though passing outside in transit.....	1892	88, 39
Commissioners', criticized by W. G. Purdy, vice-president C. R. I. & P. 1888		42
Commissioners', effect on purely local roads.....	1891	13, 14
Commissioners', effect on Iowa business.....	1891, 9, 16; 1894	216
Commissioners', intended to afford relief to business interests of state		
and give reasonable compensation for service.....	1888	35
Commissioners', original schedule, higher than voluntary by carriers.....	1888	33
Commissioners', promulgated under law of 1888.....	1888, 35; 1889	933
Commissioners', schedule and classification No. 12.....	1901	189
Commissioners', proven satisfactory.....	1892	25
Commissioners', reasonable maximum a check on rate wars.....	1891	4
Commissioners', schedule, applies to shipments beginning and ending in		
Iowa, though passing outside in transit.....	1895	216
Commissioners', schedules, effect of as applied to C. R. I. & P., local		
traffic.....	1888	764
Commissioners', schedule, in Dubuque shippers' case.....	1888	793
Commissioners', schedule, effect of as applied to C. B. & Q., traffic in		
Iowa.....	1888	816, 817
Commissioners', what was taken into consideration in fixing.....	1888	35
Commissions paid for business, evidence of, too high. <i>Int. Com. Com'n's</i>	1891	10
Commodity, to manufacturers in Iowa, impracticable to grant.....	1894	199
Comparison, the proper method of judging a tariff.....	1888, 764, 784, 815; 1884	191
Comparison of, in Wisconsin, Minnesota, Missouri, Illinois, Indiana, Ohio		
and Michigan, with Iowa distance tariff.....	1888, 757, 785, 801; 1894	193
Comparison of, between Chicago and Iowa points, and Davenport, Du-		
buque and Burlington and Iowa points for same distances.....	1888, 762, 780, 805-812	
Comparison of Iowa rates with Texas, Kansas and Missouri.....	1893	7
Comparative table of, for distances five miles to 439 miles.....	1879	10-12
Competition in, or equality of.....	1886	33
Complaints of, usually from non-competitive points.....	1882	50
Conspiracy concerning, charge of, not sustained.....	1888	766
Corn, from point to point in Iowa, unreasonable.....	1886	54
Corn, emergency rates on, from South Dakota to Iowa points.....	1904	286
Crosby, G. H., freight auditor C. R. I. & P., concerning effect of.....	1888	45
Cutting, effect of, on revenue—see, also, <i>Rate Wars</i>	1891	4
Cut rates or rebates, burden of, borne by public instead of carriers.....	1891	10
Davenport shippers' complaint.....	1888	752
Decrease of.....	1880	173
Differential.....	1882	32
Disastrous effect of lack of uniformity in.....	1882	48
Discussed in "Railroad Question"—see <i>Railroad Question</i> .		
Discussed.....	1879, 63, 65, 70; 1881	6
Discussion of, by President Perkins of C. B. & Q.....	1884	10
Discussed at national convention of commissioners.....	1891	30-35
Discrimination between stations and shippers.....	1883	61
Discrimination in, against localities.....	1885	44
Discrimination in, just and unjust.....	1880	179
Discrimination in, evil effects of.....	1883	55
Discrimination in, to Iowa jobbing centers.....	1882	63
Distances for over 400 miles.....	1889	1103
Earned, distribution of among expenses.....	1885	54
Earnings in Iowa under commissioners'.....	1891	13
Effects of adoption of class A on roads entitled to 30 per cent higher.....	1891	14
Elevators favored in.....	1883	62
Express, discussed.....	1897	5
Farm products, discussed.....	1884	30

RATES, FREIGHT—Continued.	Year	Page
Fixed by board, contested in the courts, discussion of.....	1883	35
Flexibility of, desirable.....	1886	59
Fluctuation of.....	1885	43
General discussion of, in reference to wholesalers and retailers.....	1884	71
Gradual reduction of, comparative tables of.....	1881	7, 16-51
Grain and other products in Iowa, rates on, discussed.....	1884	7-13
High.....	1883	92
How may just rates be determined? etc.....	1893	404-407
Increase of.....	1878	59
In Iowa on corn, oats and stock, compared by years.....	1884	31
Illinois, rates fixed by commissioners, not actually charged.....	1894	195
Illinois, rates based on mileage percentage of through rates or arbitraries.....	1894	196
Interstate on corn, voluntary reduction by Iowa lines.....	1884	12
Interstate, regulation of, by state authority not authorized.....	1882	28
Interstate, discrimination against Iowa points.....	1888	790
Iowa, railroads receive full amount of allowed by schedule.....	1894	196
Iowa rates, supreme court's opinion on, in <i>Barris</i> case, discussed.....	1897	3
outside the state in transit, opinion of United States Supreme Court in <i>Arkansas</i> case.....	1903	363
Jobbers and retailers, equal.....	1884	69
Jobbers, withdrawn by railroad companies.....	1884	70
Joint—see <i>Joint Rates</i> .		
Largest immediate returns not necessarily most profitable.....	1883	41
Law granting power to fix, §24, literal copy of Illinois law.....	1888, 31; 1894	202
Law cannot be construed away by commissioners.....	1894	190
Laws of surrounding states, provisions of regarding.....	1895	vii
Legislation recommended.....	1889	42
Litigation concerning.....	1889	30
Live stock in palace cars—see <i>Palace Stock Cars</i> .		
Live stock in less than car load, requirement of company for attendants, etc.....	1894	347
Live stock rates in Iowa, Iowa packing houses satisfied with.....	1904	287
Live stock rates, reduction of in Iowa.....	1907	10
Local, conference between commissioners and railroad officials.....	1879	9
Logs in Indiana and Illinois compared with log rates in Iowa.....	1891	786
Logs should be the same as elm wood, opinion by President C. J. Ives.....	1891	786
Logs compared with rates on manufactured lumber.....	1891	786
Losses by competitive made up at non-competitive.....	1882	48
Lower, than published tariff, accepted by carrier, conclusive evidence that published rates are unreasonably high. <i>Int. Com. Com'n's</i>	1891	10
Low rate in dull seasons, no criterion for establishment of new schedule.....	1889	1095
Manufacturers in Iowa should have low on raw material.....	1882	35, 45
Maximum in Iowa higher than in Illinois.....	1882	28
Maximum and minimum, discussion of.....	1885	53
May legitimately be reduced to average of what is received for railroad service, including that done free or at reduced rates— <i>Int. Com. Com'n's</i>	1891	10
Mileage on cars furnished by shippers, acts as rebate (<i>Schoonmaker</i>).....	1891	30
Misquoted by agents—see <i>Liability</i> .		
Nebraska, Justice Brewer's opinion of rates in.....	1894	198
Nebraska, not correct basis of comparison with Iowa.....	1894	198
On branch lines, not determined by cost of service thereon.....	1883	44-45
Overcharge accruing during injunction against commissioners' rates.....	1894	232
Per cent of increase of in tariff of May 10, 1888, over Illinois rate.....	1888 752-753	
Percentage of Iowa local to through on C, B. & Q.....	1888	817
Percentage of through rates effective in Illinois, but not in Iowa.....	1895	vii
Percentage of, allowed to short lines on through business.....	1879	66
Per ton per mile compared, 1868 to 1881, for 300 miles.....	1881	8
Per ton per mile, from Chicago to Iowa points compared with Iowa rates.....	1889	1090
Per ton per mile.....	1884	29
Petition of Cerro Gordo and Ida counties for reduction in.....	1895	x, 220
Posting of—see <i>Tariffs</i> .		

RATES, FREIGHT—Continued.	Year	Page
Population and earnings per mile in various states.....	1894	198
Power of legislature to delegate power to fix, discussed.....	1888	35-36
Procedure followed.....	1892	25
Producer forgotten in fixing.....	1882	49-60
Proposed increase of, on cream.....	1907	435
Proportion of through should not be higher than local.....	1884	615
Pro-rating per mile as a rate-making basis.....	1879	68
Pro-rate percentage.....	1894	196
Pro-rate percentage not permitted west of Mississippi River.....	1894, 197, 198	viii
Publicity of, tends to prevent abuses.....	1882	34, 51
Publicity of, good results from.....	1884	4
Reasonable, discussion of.....	1882, 44; 1886	29
Reasonableness and stability of, the first requirement.....	1882	49
Reasonable, discussed, paper by Commissioner Fleming, Kentucky.....	1894	218
Reasonable, discussed by Judge Brewer.....	1894	218
Reasonable, decision of Minnesota supreme court affecting.....	1897	302
Reasonableness of, experiment the only test— <i>Judge Brewer's Decision</i>	1889	32-34
Reasonable, defined by Interstate Commerce Commission.....	1891, 10; 1894	218
Reasonable, defined by Judge Brewer.....	1894	218, 219
Reasonable, defined by Iowa commissioners.....	1894	221
Reasonable, value of railroad property an element in determining.....	1894 221, 227	
Reasonable, discussed.....	1892	45
Reasonable, report of committee on, at national convention.....	1893	46a
Reduced on several carloads.....	1880	182
Reduction in, by railway companies.....	1890	24
Reduction of, on grain.....	1884	9-12
Reduction, 60 per cent in local, by Illinois railroad commission.....	1882	26
Reduction of, not always followed by reduction of gross or net revenue— <i>Judge Brewer's Decision</i>	1889	34
Relation of, to business depression and market price of article hauled.....	1884	6-8
Request by commission for temporary reduction of corn rates in Iowa on account of partial failure of corn crop.....	1886	619
Retail and wholesale—see <i>Carload Rates</i> .		
Review of rate hearing in 1894.....	1895	v
Revision of, Iowa schedules, petition for.....	1904	264
Revised on request of railroads for 300 miles.....	1888	35
Ripley, E. P., testimony of, concerning effect on C, B. & Q. revenue.....	1888	817
Sand case, <i>Barris</i> , v. C, B. & Q. maximum rates.....	1897	9
Schedule of, adopted in Davenport, Dubuque and Burlington rate cases.....	1888, 762, 773, 797	
Schedule of, proposed by Commissioner Dey in 1894 case.....	1894	232
Schedule of—see <i>Schedule of Rates</i> .		
Schedule of, on sugar beets in carloads.....	1907	271
Should share prosperity and adversity of locality.....	1878	49
Should sympathize with circumstances and conditions of the people.....	1886	54
Should they be "what traffic will bear?".....	1883	92
Special by contract to foster industry.....	1907	351
Special to favored shippers.....	1885	42
Stability of, desirable.....	1885	42
Statute concerning can not be construed away by commission.....	1894	199
Success of commissioners' rates due in part to absence of rate wars.....	1891	11
Switching in Des Moines street railway case—see also <i>Switching</i>	1892	790
Tariff not always evidence of actual rates charged— <i>Int. Com. Com'n's</i>	1891	10
Tariff of 1879 a result of conference.....	1879	9-13
Temporary injunction by Judge Brewer.....	1888	86
Territorial assignment in.....	1882	51
Their alleged effect requiring reduction in number of employees.....	1891	17
Through, too low; local, too high.....	1878	49
Through and local compared.....	1881	10
Through rates as related to local.....	1882	27

RATES, FREIGHT—Continued.		Year	Page
Uniformity in, desired.....	1878	49	
United States and Austria, Hungary compared.....	1881	10	
Via shortest route, shipper entitled to.....	1891	774	
Voluntarily charged by carriers fix the minimum that can be claimed from the public— <i>Int. Com. Com'n.</i>	1891	10	
When lowered, can be raised with difficulty.....	1886	54	
When quoted by agents, carriers are bound by.....	1886	609	
Which rendered largest volume of business at reasonable return for services rendered, most profitable to carriers and the public.....	1883	41	
Wholesale and retail.....	1880	182	
Wholesale and retail features of transportation problem.....	1884	71	
Wholesale and retail justified.....	1878	26	
With reference to improved condition of roads, discussed.....	1891	25	
Complaints Concerning—			
Armstrong, D. & Co. Farley, v. R'y. Co., discrimination in.....	1879	15	
Baker Wire Co., Des Moines, v. Various R'y's, petition for equalization of.....	1887	714	
Barber, Ed., Glidden, v. C. & N.-W., excessive, on buggy.....	1884	49, 69	
Barclay & Son, West Liberty, v. C. R. I. & P., excessive, interstate.....	1901	513	
Barrett, J. E. & Son, Mt. Vernon, v. C. & N.-W., discrimination in, on flour.....	1886	482	
Beeman, C. D., Waukon, v. C. M. & St. P., excess on hard coal, interstate.....	1899	109	
Bestley, L. C., Council Bluffs, v. C. B. & Q., for restoration of sand rates.....	1893	247	
Best, W. J., Villisca, v. C. B. & Q., excess, interstate.....	1899	72	
Block, W. G. Co., Muscatine, v. C. R. I. & P., application of local on interstate shipment.....	1907	437	
Boles, Horace, governor, v. B. C. R. & N., petition for reduced on round trip shipments of stock cattle.....	1893	246	
Brazil Coal Co., Chicago, v. C. M. & St. P., on coal refusal to apply Iowa rates as proportion of through rate.....	1895	185	
Broadwell Lumber Co., Hedrick, v. Iowa Cent., interstate on lumber.....	1906	345	
Buchanan, W., et al., Kansas City, v. C. R. I. & P., on lumber.....	1901	486	
Burlington, B. F. & Co., Red Oak, v. C. B. & Q., excessive on wheat.....	1879	30	
Burlington, shippers of, v. C. B. & Q., et al., extortionate of May 10, 1888.....	1888	797	
Butler, Wm., Clarinda, v. W. St. L. & P., against grain loaded from wagons.....	1883	711	
Cade, H., Lenox, attendant with live stock shipments, L. C. L.....	1894	347	
Cahill, P. M., Farmington, v. C. B. & Q., coal.....	1906	362	
Carpenter, E. E., v. C. M. & St. P., et al., joint.....	1900	5, 127	
Cerro Gordo and Ida counties, petition of citizens of, for lower freight rates.....	1895	x, 220	
Chamberlain & Co., Winthrop, v. Ill. Cent., on flour.....	1887	681	
Chace & Co., Red Oak, v. C. B. & Q., excessive on wheat.....	1879	31	
C. St. P. & K. C., ruling on reduced rates for seed grain.....	1892	838	
Coal Exchange, Boone, v. C. & N.-W., discrimination on coal.....	1884	559	
Coal rates in Iowa, investigation of.....	1899	19	
Coker, Henry, and board of trade, Council Bluffs, v. C. R. I. & P., extortionate on coal, and discrimination.....	1883	334	
Cole & Cole, Bellevue, v. C. M. & St. P., passenger.....	1906	858	
Cole, J. S. & Son, Greens, v. B. C. R. & N., proportion of through rates should not be higher than local.....	1884	524	
Conway, J. A., Chariton, v. C. B. & Q., on excess of ten head of live stock.....	1896	102	
Council Bluffs Board of Trade, v. C. & N.-W., O. & St. L., K. C., St. J. & C. B., unreasonable and discriminative, petition for adoption of commissioners' schedule.....	1889	1051	
Crystal Mill Co., Council Bluffs, v. K. C., St. J. & C. B., on flour.....	1883	715	
Culver, A. H., Pisgah, v. C. & N.-W., misquotation of.....	1904	274	

RATES, FREIGHT—Continued.

Complaints Concerning—Continued.	
Daugherty, J. F., Sup'r., Keokuk, v. St. L., K. & N.-W., excessive on coal.....	1895 217
Davenport, shippers of, v. Various Railways, extortionate of May 10, 1888.....	1888 752
Davenport shippers, petition of for revision of, on B. C. R. & N., on basis of interstate rates.....	1889 1022, 1087
Davenport, shippers of, v. B. C. R. & N., et al., petition for establishment of class A rates.....	1889 1022, 1087
Dennis, J. B., Truer, v. B. C. R. & N., excessive on merchandise.....	1884 515
D. M. N. & W., on hay, petition of, for an advance.....	1893 166
Des Moines Casket Co., v. Adams Express Co., inequality in express.....	1907 423
Dickey, Wm. G., Maxwell, v. C. M. & St. P., et al., on coal.....	1887 779
Dickey, Wm., Maxwell, v. C. M. & St. P., unreasonable on coal.....	1888 675
Donahue, Robert, Burlington, v. railway companies, on iron.....	1894 327
Doollittle, M. B., Cresco, v. C. M. & St. P., discrimination on hay.....	1888 711
Dorn, A. A., Neola, v. C. R. I. & P., excessive on hogs to Omaha.....	1888 670
Downs, J. C., Albia, v. C. B. & Q., discrimination in lumber rates.....	1879 34
Dubuque, citizens of, v. C. M. & St. P., extortionate.....	1881 144
Dubuque, shippers of, C. M. & St. P., et al., extortionate of May, 1888.....	1888 773
Ellyson, Zed, West Liberty, v. B. C. R. & N., on horse.....	1886 511
Express companies, law concerning rates.....	1896 4
Farmer's Elevator Co., Lanyon, et al., v. R'y. Co's., interstate on grain.....	1905 205
Farnett & Hanson, Stanton, v. C. B. & Q., on cattle.....	1879 85
Felner Fish Co., Clinton, v. American Ex. Co., special fish and oyster.....	1905 305
Felner Fish Co., Clinton, v. American Ex. Co.....	1906 329
Felner Fish Co., v. Adams Express Co. et al., advance in express.....	1907 376
Fleming, W. & J., McGregor, v. C. M. & St. P., excessive on lumber.....	1880 7
Fleming Bros., Armstrong, v. C. M. & St. P., proportional rates on grain.....	1904 289
Foster, Suel, Muscatine, v. B. C. R. & N., on small and large shipments, long and short hauls.....	1885 557
Fowler Company, Waterloo, v. Ill. Cent., discrimination in, on apples.....	1886 484
Gaspar Bros., Kingsley, v. C. & N.-W., extortionate local in Iowa.....	1888 692
Glover & Co., H. B., Dubuque, v. Western Pass'r Ass'n, excessive baggage.....	1905 245
Graham Paper Co., St. Louis, v. C. M. & St. P., interstate on paper.....	1907 417
Griffin, E. T., Lawler, v. U. S. Express Co., discrimination in.....	1906 376
Groneweg & Schoentgen, Council Bluffs, v. K. C., St. J. & C. B., excessive.....	1882 533
Groneweg & Schoentgen, Council Bluffs, v. K. C., St. J. & C. B., unreasonable.....	1883 604
Grouping of coal rates, opinion of attorney general on.....	1906 387
Harris, H. P., Des Moines, v. C. R. I. & P., excessive on wood.....	1884 606
Hay rates, Rodgers, et al., Britt, petition for reduction.....	1896 27
Haver & Co., Tingley, v. C. B. & Q., exorbitant on corn to Chicago.....	1888 741
Heaton Fuel Co., Council Bluffs, v. C. R. I. & P., excessive on coal.....	1888 708
Hemmingway, M., Hampton, attendant with L. C. L., live stock.....	1894 347
Hershey Lumber Co., Muscatine, v. B. C. R. & N., change without notice.....	1883 556
Hewitt, S. M., Hamburg, v. K. C., St. J. & C. B., et al., excessive rates.....	1882 583
Higley, E. B. Co., Mason City, v. Willmar & S. F., improper application of class "C" rates.....	1902 803
Hill, John N., Ft. Dodge, v. M. & St. L., discrimination in.....	1882 557
Hogaboom, S. R., Creston, v. C. B. & Q., higher for short than long hauls.....	1895 226
Humeston & Shenandoah R'd Co., application of "A" rates to.....	1899 103
Hummer, Geo., Mercantile Co., Iowa City, v. B. C. R. & N., excessive interstate.....	1899 67
Huntington, W. A., Calamus, v. C. & N.-W., extortionate on coal.....	1888 695
Huse, S. E., Coon Rapids, v. C. M. & St. P., excessive, short coal haul.....	1887 722

RATES, FREIGHT—Continued.	Year	Page
Complaints Concerning—Continued.		
Dissenting opinion by Commissioner Dey.....	1887	723
Iowa Central, application for increase on live stock.....	1894	347
Iowa State Jobbers and Manufacturers' Association v. Iowa trunk lines, petition for restoration of former.....	1885	535
Iowa State Jobbers and Manufacturers' Association v. Iowa trunk lines, petition for reduction in Iowa rates to correspond with reduction in interstate rates.....	1894	288
Iowa trunk lines, petition of, for advance in Iowa rates.....	1894	184
Ives, C. D., general freight agent B. C. R. & N., as special committee Western Freight Association, application for withdrawal of stock and cattle rates.....	1891	728
Judd, A. T., et al., v. various lines excessive, on breeding animals.....	1884	493
Kanan, Sprengle, Imogene, v. W. St. L. & P., on corn to Chicago.....	1883	704
Keefe, James, Ft. Dodge, v. M. & St. L., unreasonable on coal.....	1889	1094
Kennedy, G. W., Thornton, v. C. G. W., on milk.....	1904	277
King, H. G., v. C. B. & Q., interstate on lumber.....	1907	402
King, H. G., Mt. Union, v. C. B. & Q., on grain, interstate.....	1903	328
Kingsley, citizens of, v. C. & N.-W., excessive.....	1888	698
Lane Implement Co., Red Oak, v. C. B. & Q., higher charge for short than for long distance.....	1895	175
Larrabee, Governor, v. C. B. & Q., discrimination in, on coal.....	1887	624, 670
Lee & Jameson, Adel, inquiry of, concerning right of large and small shippers to.....	1888	837
Lehigh, citizens of, v. Crooked Creek Railway Company, unreasonable.....	1878	28
Lighthall, B., Alden, v. Ill. Cent., discrimination in.....	1882	564
Manatrey, J. P., Fairfield, v. C. B. & Q., on live stock, La C. L., pas- senger fare for attendant accompanying not authorized.....	1894	276
Mason City & Fort Dodge Railroad Company, application for increase in.....	1890	906
McClintock, William, West Union, v. B. C. R. & N., excessive.....	1879	17
Merrill, J. H., & Co., Ottumwa, v. K. & W., discrimination in.....	1888	739
Merrill & Keeney, Des Moines, v. C. & N.-W., et al., on furniture C. L.....	1883	678
Merrill & Keeney case, to jobbers and retailers.....	1884	69
Miller, E., et al., Mt. Pisgah, v. C. & N.-W., excessive.....	1900	164
Miller & Sons, Clermont, v. C. G. W., et al., joint on brick.....	1905	306
Minneapolis Lumber Co., Belmont, v. M. C. & Ft. D., coal.....	1892	842
Mitchell, C. W., Dubuque, v. all lines, implements returned for repairs.....	1892	833
Muffy, W. H., Osage, v. Ill. Cent., discrimination in, on wheat.....	1879	16
Nebraska Bridge Supply & Lbr. Co., v. C. M. & St. P., interstate.....	1907	370
Nye & Bourne, Grundy Center, v. B. C. R. & N., et al., on merchandise.....	1882	733
Oskaloosa Water Co., Oskaloosa, v. Cent. Iowa, excessive, switching.....	1886	590
Ottumwa Iron Works, v. C. R. I. & P., application for special.....	1882	482
Palm, W. J., Grundy Center, v. B. C. R. & N., interstate on coal.....	1895	231
Pella Brush Co., v. C. R. I. & P., interstate on rice root.....	1907	433
Percival, C. L. Co., Des Moines, v. M. & St. L., misapplication of.....	1905	272
Petty, J. Perry, v. M. & St. L., on ice.....	1905	271
Pierce, J. K., Lockridge, v. C. B. & Q., excessive on coal.....	1887	695
Raney Bros., Fairfield, v. Railway Companies, on paving brick.....	1897	111
Rand Lumber Co., Burlington, v. C. B. & Q., on lumber.....	1882	560
Red Oak township, trustees of, et al., v. C. B. & Q., rates, rebates, etc.....	1882	554
Reeves, Henry, Decorah, v. C. M. & St. P., excessive on hogs, inter- state.....	1899	108
Richie, W. S., Muscatine, v. C. M. & St. P., excessive on potatoes.....	1880	133
Risk, C. C., Fairfield, v. C. B. & Q., on corn.....	1887	686
Robison, C. W., Dubuque, v. B. C. R. & N., discrimination, excessive.....	1882	560
Rodefer, J. W., Council Bluffs, v. C. & N.-W., transfer charges.....	1879	28
Sac City Milling Co., Sac City, v. C. & N.-W., excessive rate interstate.....	1905	288
Saucer, W. H., Ackley, v. Ill. Cent., on marble.....	1883	689
Shaver & Dow, Cedar Rapids, v. Joint Western Classification, crackers.....	1883	659

RATES, FREIGHT—Continued.	Year	Page
Complaints Concerning—Continued.		
Shepherd & Carpenter, Iowa City, v. C. R. I. & P., et al., non-com- petitive.....	1883	637
Smith, H. D., Monticello, v. C. M. & St. P., excessive.....	1882	563
Smith Bros., Waterloo, v. B. C. R. & N., on hard coal.....	1882	676
Smyth, Robert, v. C. & N.-W., protest against increase in.....	1879	8
Spence, F. A., v. American Express Co., express on ice cream packers.....	1907	422
Spencer Bros., Randolph, v. C. B. & Q., excessive.....	1882	540
Squires & Son, et al., Milo, v. C. B. & Q., excessive.....	1886	511, 512
Dissenting opinion by Commissioner Coffin.....	1886	513
State of Iowa, by Governor Larrabee, v. C. B. & Q., discrimination in, on coal.....	1887	624, 670
Stewart, John J., Council Bluffs, v. C. & N.-W., et al., on live stock.....	1879	26
Stewart Lbr. Co., v. C. M. & St. P., application of local on interstate business.....	1907	372
Stocker, et al., v. railway companies, discrimination in, on various com- modities.....	1879	7
Stotts & Houston, Exira, v. C. R. I. & P., discrimination in, on stone.....	1879	20
Summers, William & Sons, Ft. Atkinson, v. C. M. & St. P., special.....	1894	180
Sweet, A. L., Chicago, v. C. & N.-W., through rates on coal.....	1895	178
Taylor, J. C., Des Moines, v. C. B. & Q., discrimination in.....	1882	531
Townsend, J. W., Kahoka, Mo., v. C. R. I. & P., excessive on oats.....	1886	574
Tripp Industrial Assn., v. C. G. W. et al., joint.....	1907	392
Van Valkenberg, A. B., Ames, v. C. & N.-W., excessive.....	1879	21
Van Allen, A. M., Mt. Pleasant, v. C. B. & Q., discrimination.....	1906	333
Waller Bros., Charles City, v.....	1905	295
Webb, Henry, Kew, v. C. B. & Q., exorbitant.....	1883	626
Whitebreast Fuel Co., et al., application of, for advance in coal rates.....	1892	791
White, W. Q., Ellston, v. C. B. & Q., application of, "A" rates to H. & S. Railway.....	1899	103
Whiting, T. H., Clermont, v. B. C. R. & N., excessive on tile.....	1887	753
Whitney, C. P., Keosauqua, v. C. R. I. & P., on grain to Chicago.....	1904	293
Wood, W. A., Harvester Co., St. Paul, commissioners' rates apply on shipments beginning and ending in Iowa, though passing outside in transit.....	1895	216
York, J., Zenorville, v. C. & N.-W., on coal.....	1888	826
RATE WARS—see also Rates.		
Discussion of, by Charles Francis Adams.....	1883	39
Discussion in relation to earnings.....	1891	16
In 1881.....	1882	32
REASONABLE RATES FOR SWITCHING CARS—see Switching.		
REASONABLE RATES—see Rates.		
REBATES.		
Allowed to Omaha and refused to Council Bluffs.....	1886	537
Carriers should not discriminate in between shippers.....	1883	708
General practice of carriers to grant.....	1888	765
Merrill & Keeney, Des Moines, v. C. & N.-W., et al., on furniture.....	1883	678
Should they be allowed?.....	1885	28, 42
Tasker, A. C. and T. G., Onslow, v. C. & N.-W., on hay.....	1888	684
Winkler, J. W., Woodward, v. C. M. & St. P., on grain and live stock.....	1883	705
RE-BILLING—see Through Billing.		
Block, W. G. Co., Muscatine, v. C. R. I. & P.....	1890	437
RECEIVERS—Roads in hand of.....	1890, 8; 1891	17
RECEIVING AND FORWARDING CARS—see Refusal to Receive and Forward Cars.		
REDEMPTION OF TICKET—Lape, Frank, Brighton, v. C. R. I. & P.....	1904	321
"RECIPROCITY."		
Hoffman, A. G., Plato, v. B. C. R. & N., in demurrage charges.....	1892	233
RECONSIGNMENT IN TRANSIT—Coshill Coal Co., Omaha, v. C. & N.-W.....	1906	390

	Year	Page
REDUCED PASSENGER FARE—see <i>Passenger Fare</i> .		
REDUCED RATES ON CORN, CATTLE, CARLOADS OF COMMODITIES, ETC.—see <i>Rates</i>		
ON ROUND SHIPMENTS OF STOCK CATTLE—see <i>Rates</i> .		
REFRIGERATOR CARS.		
Fowler, C. W., Rowan, v. B., C. R. & N., failure to use, veal damaged.....	1895	166
Hise Bros., Washington, v. C., R. I. & P., for dairy products.....	1886	568
Hughey & Son, Wirt, v. H. & S., refusal to furnish.....	1884	564
Marshall & Son, Charlton, v. C., B. & Q., failure to furnish.....	1884	597
Shaver Cheese Co., Cedar Rapids, v. B., C. R. & N., rights of shippers.....	1894	305
REFUND FOR TICKET.		
B. B. Lumber Co., Des Moines, v. Western Passenger Ass'n.....	1906	379
Lape, Frank, Brighton, v. C., R. I. & P.....	1904	321
REFUNDING OF OVERCHARGE—see <i>Overcharge</i> .		
Shank & Coats, West Mitchell, v. C., B. & Q., et al.....	1883	550
Sweezy & Borman, Newell, v. Ill. Cent.....	1883	539
REFUSAL TO CARRY PASSENGERS ON FREIGHT TRAINS—see <i>Train Service</i> .		
REFUSAL TO FURNISH REFRIGERATOR CARS—see <i>Refrigerator Cars</i> ; also <i>Failure to Furnish Cars</i> .		
REFUSAL TO FURNISH CARS—see <i>Failure to Furnish Cars</i> .		
REFUSAL TO SWITCH—see <i>Switching</i> .		
REFUSAL OF USE OF PRIVATE SWITCH FOR LOADING CARS—see <i>Side Track</i> .		
REFUSAL TO ALLOW LOADING OF CARS FROM WAGONS—see <i>Rights of Shippers</i> .		
REFUSAL TO BILL FREIGHT, Healy & Sons, v. C., M. & St. P.....	1907	427
REFUSAL TO RECEIVE AND FORWARD FREIGHT AND CARS.....	1878	16
Opinion of Attorney General Mullan with reference to duty of Ry. Co's.....	1903	265
Beed, William G., Hampton, v. Ill. Cent., to send cars off its own line.....	1888	671
Bernard Bros. et al., Malcom, v. C., R. I. & P.....	1895	189
Berry, A. A., Seed Co., v. C. & N.-W.....	1903	263
Boyd, H. E., Malcom, v. C., R. I. & P., failure to forward coal.....	1898	91
Brownell, H., Keokuk, v. C., R. I. & P., refusal to send cars off its own line.....	1900	181
Carleton, E. O., Grand Junction, v. C., R. I. & P., hog shipment.....	1892	846
Central Mfg. Co., Iowa City, v. C., R. I. & P.....	1906	347
Cedar Rapids Oil Co., Cedar Rapids, v. C., R. I. & P.....	1906	347
Chisholm & Evans Co., Keokuk, v. C., R. I. & P.....	1907	430
Converse, S. A., Cresco, v. C., M. & St. P., to haul Burton stock cars.....	1888	700
Crawford, R. W., Fort Dodge, v. D. M. & Ft. D., to carry alcohol.....	1884	582
Dodge, Daniel, What Cheer, v. C., R. I. & P., coal in carloads.....	1887	729
Dorr Cattle Co., Des Moines, v. D. M., N. & W., refusal to provide cars for slop feed.....	1898	84
Great Western Fuel Co., Gilmore, v. C. & N.-W.....	1885	570
Greene, J. A., et al., Stone City, v. C., M. & St. P., refusal to forward cars of stone unless shippers pay the expense of staking and planking the end.....	1892	870
Hambleton Milling Co., Keokuk, v. C., R. I. & P., grain shipments.....	1895	234
Hammond, H. E., Carroll, v. C., R. I. & P., for points on other lines.....	1888	674
Hastings, mayor and council of, v. C., B. & Q., coal shipments.....	1880	39
Hoag, J. M., Maquoketa, v. C., M. & St. P., ponies for State fair.....	1889	1063
Iowa & Illinois Ry. Co., Clinton, v. American Express Co.....	1906	357
Iowa Fuel Co., Des Moines, v. C., St. P. & K. C., coal shipments.....	1888	718
Iowa Central Railway, v. C., R. I. & P., flour.....	1895	187
Irwin, Phillips & Co., Keokuk, v. C., R. I. & P., refusal to make joint rates.....	1887	717
Jennings Bros., et al., Malcom, v. C., R. I. & P.....	1895	189
Jerome, F. H., v. C., B. & Q.....	1882	445
Keokuk & D. M. Ry. Co. v. D. M. & Ft. D.....	1878	5
Leverton, John, Abbott, v. Iowa Central Ry., refusal to allow cars to leave line.....	1898	86
Lilburn, Samuel & Co., Ottumwa, v. C., R. I. & P.....	1880	77
McCaull-Webster Grain Co., Minneapolis, v. Ill. Cent., car of grain destined east.....	1898	23

REFUSAL TO RECEIVE AND FORWARD FREIGHT AND CARS—Continued.

	Year	Page
McCaull-Webster Grain Co., Minneapolis, v. C., M. & St. P., et al., refusal to transfer at Council Bluffs.....	1901	529
McCaull-Webster Grain Co. v. C. & N.-W., refusal to transfer, etc.....	1901	520
Marshall Oil Co., Marshalltown, v. C., M. & St. P., except on two days per week.....	1906	358
Medbury & Darnell, et al., Council Bluffs, v. C., M. & St. P.....	1901	521
Mitchell, M. W., Warren, v. B. & S. W.....	1880	219
Muscatine melon shippers v. C., R. I. & P., melons.....	1895	213
Norris & Co., Prairie City, v. C., R. I. & P., refusal to send cars off its own line.....	1896	143
Perdval, C. L. Co., Des Moines, v. C. & N.-W., shipment of hides.....	1907	430
Perry, W. H., LeMars, v. D. M. & Ft. Dodge.....	1881	143
Phillips Fuel Co., Ottumwa, v. C., B. & Q., et al.....	1892	826
Ranks & Sterzbach, Rodman, v. B. C. R. & N. et al.....	1892	848
Richards & Black, Wapello, v. B., C. R. & N.....	1881	134
Risk, Alex, Winthrop, v. Illinois Central.....	1880	115
Smith, E. F., Wellman, v. B., C. R. & N.....	1892, 849; 1899	112
Spencer, R. H., Algona, v. C., R. I. & P.....	1903	256
Standard Lumber Co., Dubuque, v. B. & M. R.....	1884	586
Townsend, D. W., LeMars, v. Illinois Central.....	1883	615
VanHouten, E., Pella, v. C., R. I. & P.....	1881	128
Vincent, J. F., Union stock yards, Des Moines, v. C., R. I. & P., refusal to deliver cars.....	1896, 105; 1901	388
Ward, C. H. Co., Des Moines, v. C., R. I. & P., to handle Wabash cars.....	1884	554
Whitlock & Fields, Ladora, v. C., R. I. & P., refusal to allow cars to go off its lines.....	1898	82
When destined to certain markets.....	1890	982
Willard, Son & Co., Marshalltown, v. C. G. W., to forward hides.....	1896	44
Wisconsin, Iowa & Nebraska v. Iowa Northern, to switch.....	1886	559
Yakish, M. F., VanHorn, v. C., M. & St. P., plaster in sacks.....	1902	391
REGULATIONS OF CARRIERS, methods proposed.....	1886	34
RELATIONS OF RAILROADS TO SURROUNDING TERRITORY.....	1886	50-59
RELEASED SHIPMENTS, rights of shippers in—see <i>Owner's Risk</i> .		
RELOCATION OF HIGHWAYS, expenses of crossing borne by railway company.....	1889	1065
RELOCATION OF RAILWAY LINE, Golden Star Creamery et al., Arcadia, v. C. & N.-W.....	1903	266
Pleasant Plain, citizens of, v. C., R. I. & P.....	1903	267
REPORT OF PALACE STOCK CARS—see <i>Palace Stock Cars</i> .		
REPORT OF HEPBURN COMMITTEE—see <i>Hepburn Committee</i> .		
REPORT OF CARRIERS—		
Difficulty of obtaining information from.....	1892, 3, 33; 1896, iv; 1897	4
Governor's questions or railway companies discussed.....	1889	43
Incomplete and inaccurate.....	1878, 34; 1879, 40-42; 1880, 156; 1890, 9; 1892, 21; 1893, 35; 1894, 223, 227	
On Iowa business discussed.....	1891, 3; 1899	4
Of carriers, commissioner's difficulty in obtaining.....	1893	3
Suggestions in reference to amendment of law concerning.....	1879	4
RESPONSIBILITY OF CARRIERS—see <i>Liability</i> ; also, <i>Damages</i> .		
RETURNS OF RAILWAY COMPANIES—see <i>Reports of Carriers</i> .		
REVISION OF FREIGHT RATES AND CLASSIFICATION.....	1906	281, 291
RIGHT OF WAY, I. & I. Ry. Co. & D. R. I. & N.-W., sharp curve in.....	1906	359
RIGHT OF BUILDERS of side track to connect with main line.....	1889	981
RIGHTS of builders to control station ground, subject to rights of the public.....	1891	736
RIGHTS of carriers to retain its cars on its own line—see <i>Refusal to Receive and Forward Freight</i> ; <i>Failure to Furnish Cars</i> .		
RIGHTS of Companies to retain its cars on its own line—see <i>Refusal to Receive and Forward Freight</i> ; <i>Failure to Furnish Cars</i> .	1886	554
RIGHTS of the public at crossings blocked by trains.....		

	Year	Page
RIGHTS of the public contributing in aid of a railroad protected by the courts when road is in hands of a receiver.....	1889	1043
RIGHTS OF SHIPPERS—		
Chapin, Merritt & Co., Des Moines, v. C. M. & St. P., to select routes.....	1884	518
Clow, W. D., Traer, B. C. R. & N., to select route.....	1885	581
Dalhoff & Co., Burlington, v. C. B. & Q. et al., to select route.....	1882	561
Downey, D. B., Allison, v. C. G. W., right to choice of market.....	1899	123
Davis, C. A., Adel, v. C. M. & St. P., shipper's choice.....	1904	276
Entitled to same rates as shippers from elevators when cars are loaded from wagons in same time.....	1884	526
Hambleton Milling Co., Keokuk, v. C. R. I. & P., choice of market.....	1895	234
Haver & Co. et al., Tingley, v. K. & W., routing of live stock.....	1902	289
Jerome, F. H., v. C. B. & Q., to choose market.....	1882	445
Jewell, H. E., Coon Rapids, v. U. S. Ex. Co. et al., of hogs.....	1901	523
Leverton, John, Abbott, v. Iowa Cent., loading car from wagon.....	1899	92
McColl Bros., Woodward, v. C. M. & St. P., choice of market.....	1905	311
Muscantine melon shippers v. C. R. I. & P., choice of market.....	1895	213
Nye & Bourne, et al., Grundy Center, v. B. C. R. & N., to select routes.....	1883	733
Smith, J. M., v. C. B. & Q., pooling—large and small cars—pass to live stock shipper.....	1883	647
Stacy & Co., Osage, v. Ill. Cent., right to load from wagons.....	1899	121
Watson, E. B., Newton, v. Am. Ex. Co., live stock.....	1901	503
Wedgewood Bros., Storm Lake, inquiry as to right of choice of market.....	1896	82
Weston, William, Anita, v. C. R. I. & P., right to load from wagons.....	1899	118
White, Geo. C., Nevada, v. C. & N-W., right to load from wagons.....	1899	121
To select route for shipments.....	1886	491
To rates by shortest route.....	1887, 751; 1891	773
To choice of market.....	1890, 933; 1892	759, 858
Townsend, La Mars, v. Ill. Cent., to select market and routes.....	1883	616
RIGHT OF WAY DAMAGES—see <i>Damages</i> .		
RIPLEY, E. P., G. F. A., C. B. & Q., letter of, on reduction of corn rates in Iowa.....	1886	619
ROAD, ABANDONMENT—see <i>Abandonment of Road</i> .		
ROADBED AND TRACK, condition of, on Omaha, St. Louis Ry.....	1902	227
ROAD BUILT FROM EARNINGS IN EXCESS OF 6 PER CENT ON \$30,000 PER MILE—see <i>Mileage</i> .		
ROAD WORK BY CONTRACT—see <i>Contract</i> .		
ROUND TRIP RATES—see <i>Rates</i> .		
ROUND TRIP SHIPMENTS OF STOCK CATTLE—see <i>Rates</i> .		
ROUND TRIP TICKETS—see <i>Excursion Tickets</i> ; also <i>Tickets</i> .		
ROUTES, RIGHTS OF SHIPPERS TO SELECT—see <i>Rights of Shippers</i> .		
ROUTING OF FREIGHT, O. S. Preston, Indianola, v. U. S. Express Co.....	1906	865
RULE FOR EQUITABLE DISTRIBUTION OF CARS—see <i>Distribution of Cars</i>	1888	719
RUNNING RAILROAD CROSSINGS—see <i>Crossing Stops</i> .		
SAFETY APPLIANCES—see <i>Couplers and Brakes, Automatic</i>		
SAGE, W. M., G. F. A., C. R. I. & P., letter of, on reduction of corn rates.....	1886	621
ST. L., K. C. & N. W., information concerning ownership of.....	1892	824
SALARIES OF OFFICERS.....	1888	645, 650
SAMPLE CARS—see <i>Baggage</i> .		
SAND RATES—see <i>Rates</i> .		
SANITARY AND UNSANITARY CONDITIONS—		
Colfax, citizens of, v. C. R. I. & P., improvements of outbuildings.....	1889	1067
Everett, H., Council Bluffs, v. C. R. I. & P., of outbuildings.....	1881	135
Marengo, citizens of, v. C. R. I. & P.....	1894	274
Use of water for passenger coaches, sleeping cars on Illinois Central.....	1904	287
SCALES, TRACK—see <i>Track Scales</i>		
SCARCITY OF CARS—see <i>Failure to Furnish Cars</i> .		
SCARCITY OF COAL.....	1880	571

	Year	Page
SCHEDULE OF RATES—see, also, <i>Rates</i> .		
Adopted in Davenport, Dubuque and Burlington cases.....	1888	752, 773, 797
Commissioners' was in force pending injunction suits.....	1889	1062
Distance above 400 miles.....	1889	1103
Must be posted for public inspection.....	1889	1101
Reasonable maximum rates, adoption of, by C. & N-W.....	1889	1051
SECRECY in railroad matters to be avoided.....	1878	71
SECRETARY OF BOARD—		
Cameron, J. S.....	1878	3
Morgan, E. G.....	1880	3
Ainsworth, W. W.....	1887	3
Lewis, Dwight N.....	1899	15
SENATE COMMITTEE, United States, investigation of, on interstate commerce.....	1885	32
SENDING CARS OFF THEIR OWN LINE—see <i>Refusal to Receive and Forward Freight</i> .		
SHIPMENTS FROM POINT TO POINT IN IOWA—		
Though passing outside in transit state commerce.....	1892	38, 39
SHIPPERS AND CARRIERS—		
Shippers at stations must be afforded like facilities for doing business.....	1888	829
Their relation to each other discussed.....	1884	7
SHIPPERS ENTITLED TO RATES VIA SHORTEST ROUTES—see <i>Rights of Shippers</i>		
SHIPPING FACILITIES, MONOPOLY OF AGAINST PUBLIC POLICY—see <i>Monopoly</i> .		
SHIPPING FACILITIES, see <i>Station Facilities, Failure to Furnish Cars, Refrigerator Cars</i> .		
SHIPPING REGULATIONS—		
Budd, J. L., Ames, v. C. & N-W.....	1882	494
Carpenter, C. O., Ames, v. B. C. R. & N., prepayment charges on melons.....	1901	516
Crawford, W. H., Hampton, v. Cent. Iowa, release on flax seed.....	1881	138
Cressler, C. W., & Co., Scranton, v. C. & N-W., in shipment of butter.....	1890	877
Loading and unloading L. C. L. shipments.....	1892	838
Marshall Oil Co., Marshalltown, v. C. & N-W. et al., oil.....	1904	275
Shippers required to protect cars for stone shipments at private expense.....	1892	860
Stockler, J. W., et al., Logan, v. C. & N-W., in live stock.....	1880	68
SHORTAGE IN TRANSIT—see <i>Lost in Transit</i> .		
SHORTAGE OF CARS—see <i>Failure to Furnish Cars</i> .		
Shortage of freight cars, discussion of.....	1906	8, 9
SHORTEST ROUTE, SHIPPERS ENTITLED TO RATES BASED ON—see <i>Rights of shippers</i> .		
SHORT LINES—		
Percentage of through rates allowed to.....	1893	33
SHORT LINE RATES—see <i>Percentage to Short Lines</i> .		
"SHRINKER"—used on scales to defraud sellers of produce.....	1899	72
SIDE TRACKS—see, also, <i>Spur Track and Switch</i> .		
Authority of commissioners to order construction of, questioned.....	1890	857
Changing grade of, damages for.....	1890	923
Should private builders be allowed to connect with railroads.....	1895	xxxv
COMPLAINTS CONCERNING—		
Alta, citizens of, v. Ill. Cent., insufficient to mill.....	1885	577
Barbour & Younkla, New Sharon, v. Iowa Central, to elevator.....	1904	249
Biggins, J. P., Zwingle, v. C. M. & St. P., at Sylva.....	1901	480
Biggins, J. P., Zwingle, v. C. M. & St. P., at Sylva.....	1903	273
California Grain & Lumber Co., California Junction, v. C. & N-W.....	1903	247
Carney, Brande & Clarke, Grinnell, v. C. R. I. & P., use for unload- ing.....	1906	312
Davison, M., Plano, v. W., St. L. & P., violation of contract in matter of building.....	1882	549
Davis, J. E., Coin, v. C. B. & Q., use of for loading stock.....	1905	283
Dawson, S. R., Percy, v. W., St. L. & P., to coal and wood house.....	1887	684
Dennis, citizens of, v. A. & C., restoration of.....	1895	120
Dorcas, John, Shiloh, v. C. & N-W., failure to furnish as per contract.....	1888	673
Dysart Canning Co., Dysart, v. C. R. I. & P.,.....	1906	384

SIDE TRACKS—Continued.	Year	Page
Emerson, O. B., et al., Afton, v. C. B. & Q., condition of approach to.....	1902	301
Fraser, J., Holmes, v. B. C. R. & N., trespassing on land designed for.....	1888	683
Hill Bros., Clarion, v. M. C. & Ft. D., refusal of use of private.....	1887	755
Hornick Milling Co., Hornick, v. C. M. & St. P., to mill.....	1900	188
Howard, C. O., Waukon, v. C. M. & St. P., additional facilities.....	1902	280
Iowa Gas & Electric Co., Washington, v. C. R. I. & P., industry track.....	1906	355
Marcus Roller Mills, Marcus, v. Ill. Cent., petition for, to warehouse.....	1894	299
Nemmers, N. B., Lamotte, v. C. M. & St. P., to elevator.....	1899	71
Norman, citizens of, v. M. & St. L., building of, diverting business.....	1887	685
Pascoe Bros., What Cheer, v. C. & N.-W., enforcing contract to construct.....	1899	980
Plover, citizens of, v. C. R. I. & P., petition for additional.....	1890	935
Rights of builders to connect with other railroads.....	1889, 1891;	1891
Roberts, C. L., Grinnell, v. C. R. I. & P., discriminative privileges on.....	1889	1027
Showman, William Showman, et al., v. C. M. & St. P., petition to restore.....	1890	917
Sindt, W. V., Holstein, v. C. & N.-W., to warehouse.....	1894	276
Smith, W. C., et al., Lockridge, v. C. B. & Q., at Coalport.....	1898	27
Tait, Robt. M., Myette, v. C. M. & St. P., restoration of coal switch.....	1903	235
Tunnell, C. W., Exline, v. C. B. & Q., use of for loading.....	1905	273
Watts, F., Goose Lake, v. C. & N.-W., additional.....	1901	387
SIDINGS, PUBLIC HIGHWAYS, Dubuque Switching case.....	1889	1034
SIGNALS ELECTRIC, AT CROSSING.....	1892-906;	1893
SIoux CITY & DAKOTA RAILROAD, History of.....	1879	111
SITES FOR COAL HOUSES, ELEVATORS, WAREHOUSES, ETC.—		
Carriers must not discriminate in granting.....	1890	857
Decision of the supreme court reviewed in Sunny Hill alliance case.....	1892	29
Discussion of.....	1897, 4;	1896
Exclusive rights to shippers against public policy.....	1905, xxx-xxxiv	
Jurisdiction of board.....	1899	107
Complaints Concerning—Petition for—		
Adams, J. H., Havelock, v. C. & N.-W., for elevator, jurisdiction of board.....	1899	107
American Sons of Equity, Cumberland, v. C. B. & Q., for coal house.....	1905	311
Arnold's Park, citizens of, v. C. M. & St. P., for elevator.....	1903	262
Badger Grain & Live Stock Co., v. M. & St. L., for elevator.....	1902	276
Barbour & Younkin, New Sharon, v. Iowa Cent., side track to elevator.....	1904	249
Baxter, Rob., et al., Galva, v. C. & N.-W., for elevator.....	1904	252
Blow, M., Estherville, v. B. C. R. & N., for coal shed.....	1886	497
Boutiller, H. N., Britt, v. C. M. & St. P., removal of coal sheds, etc.....	1898	60
Britton, L. A., Roland, v. Iowa Cent., for lumber house.....	1900	220
Brockway, C. B., v. Ill. Cent., for elevator.....	1907	371
Campbell, Joel, Ayrshire, v. C. R. I. & P., for coal.....	1892	801
Carlson, S. G., Stratford, v. C. & N.-W., rental for scales.....	1893	212
Carpenter, W. B., Marion, v. C. M. & St. P., removal of elevator.....	1893	144
Cartwright, W. B., v. B. & W., conditions in lease.....	1903	243
Conger, Ira, v. Ill. Cent., for elevator at Aurelia.....	1907	375
Cook, R. W., Crawfordsville, v. B. & N.-W., for coal house.....	1895	207
Dewell Lumber Co., Collins, v. C. M. & St. P., for coal house.....	1903	319
Douglas, J. B., West Branch, v. B. C. R. & N., removal of coal sheds.....	1899	96
Duncan, J. E., Ames, v. C. & N.-W., requirements for lease for coal house site.....	1900	214
Eckert & Williams, Northwood, v. B. C. R. & N., at Kenset.....	1890	925
Edmonds, E. J., Marcus, v. C. St. P. M. & Omaha, for elevator.....	1892, 862;	1899
Elder, M., Klumme, v. C. R. I. & P., site for coal house.....	1905	253
Farmers' Alliance of Hartley, v. C. M. & St. P., for coal house.....	1890	911
Supreme court opinion reviewed.....	1892	29
Farmer's Cereal Co., v. C. & N.-W., for elevator.....	1905	308

SITES FOR COAL HOUSES, ELEVATORS, WAREHOUSES, ETC.—Continued.	Year	Page
Farmers' Coal & Grain Co. v. C. & N.-W., for elevator.....	1907	436
Farmers' Co-operative Ass'n, Swea City, v. B. C. R. & N., application for.....	1899	80
Farmers' Co-operative Co., Dougherty, v. C. & N.-W., for coal house.....	1903	243
Farmers' Co-operative Elevator Co., Woodstock, v. C. & N.-W., for elevator.....	1906	355
Farmers' Elevator Co., Melvin, v. C. R. I. & P., for elevator.....	1905	309
Farmers' Elevator Co., Ocheyedan, v. C. R. I. & P., elevator.....	1906	349
Farmers' Elevator Co., Rock Rapids, v. Great Northern, petition for elevator site.....	1905	298
Farmers' Elevator Co., Inwood, v. C. M. & St. P., application for.....	1905	294
Farmers' Elevator Co., Wightman, v. C. G. W., for elevator.....	1905	304
Farmers' Elevator Co., v. C. M. & St. P., for elevator.....	1907	426
Farmers' Elevator Co., Aurelia, v. Ill. Cent., for elevator.....	1907	408
Farmers' Elevator Co., Badger, v. M. & St. L., for coal sheds.....	1907	432
Farmers' Exchange, Lake Park, v. C. R. I. & P., elevator.....	1906	374
Farmers' Exchange Co., Charles City, v. Ill. Cent., for coal shed.....	1907	246
Farmers' Grain & Coal Co., Klerima, v. Ill. Cent., for elevator.....	1907	374
Farmers' Incorporated Co-operative Society, Goldfield, v. B. C. R. & N., for elevator.....	1902	259
Farmers' Inc. Co-op. Co., Palmeroy, v. C. R. I. & P., application for.....	1905	275
Farmers' Incorporated Co-operative Society, Joyce, v. C. & N.-W., elevator.....	1906	317
Farmers' Incorporated Co-operative Society, v. C. R. I. & P., for elevator.....	1907	372
Farmers' Mutual Elevator Co., Larchwood, v. C. R. I. & P., for elevator.....	1907	372
Farmers' Mutual Live Stock Ass'n, Kenset, inquiry.....	1899	87
Farmers' Ass'n. by A. F. Lough, Estherville, v. B. C. R. & N., for elevator.....	1900	119
Farmers' Union Elevator Co., v. C. & N.-W.....	1907	434
Foss, I. W., Salem, v. C. B. & Q., coal shed.....	1906	270
For elevators, discussion of.....	1906	708
Fraser & Ballou, Pringhar, v. D. & S. C. (Ill. Cent.), for warehouse.....	1890	940
Frech & King, Maxwell, v. C. M. & St. P., information concerning rights of lessees of elevators on station grounds or right of way.....	1893	240
Fritz, L. R., Adaza, v. C. M. & St. P., application for coal house.....	1899	295
Frum, S. B., Shelby, v. C. R. I. & P., for coal house.....	1897	67
Fry, U. S., Van Horns, inquiry relative to.....	1887	687
Gafford, Joseph, Burlington, v. citizens of Murray, obstructing street.....	1887	687
Geister, J. G., Sanborn, v. C. M. & St. P., expense of relocation.....	1906	348
Gier & Belts, Conrad Grove, v. C. & N.-W., for elevator.....	1901	475
Gray & Whyte, Blencoe, v. B. C. & P., for coal sheds.....	1903	254
Hall, G. B., Wesley, v. C. M. & St. P., for elevator.....	1890	888
Hardin county, citizens of, v. B. C. R. & N., for elevator.....	1906	375
Hass, J. B., Hartley, v. C. R. I. & P., elevator.....	1890	887
Hodges, N. W., Storm Lake, v. Ill. Cent., discrimination and refusal of.....	1890	828
Hollis, Thomas, Radcliffe, v. C. & N.-W., application for additional.....	1890	828
Jansen, Anton, Haverhill, v. C. M. & St. P., for elevator.....	1888	731
Janssen, J. G. L., Gilman, v. Iowa Central, elevator.....	1894	268
Kenyon & Hillyard, Mt. Vernon, v. B. & N.-W., for elevator.....	1894	172
Kline Bros., Rockwell, v. Iowa Central, for warehouse.....	1893	823
Lancaster, W., Bradgate, v. C. & N.-W., for elevator.....	1900	161
Leverton, John W., Abbot, v. Iowa Central, termination of lease.....	1890	211
Lewis, R. G., Des Moines, v. C. R. I. & P., for elevator.....	1906	343
Locker, C. J., George, v. Ill. Cent., for elevator.....	1903	287
Ludemann, Sander, et al., Kestler, v. C. & N.-W., for elevator.....	1885	574
McCallsburg, citizens of, v. Iowa Central, refusal to grant.....	1893	199
McCord & Co., et al., Storm Lake, v. Ill. Cent., for coal house.....	1894	294
McNamara, J. F., Vincent, v. M. C. & Ft. D., for coal house.....	1894	

SITES FOR COAL HOUSES, ELEVATORS, WAREHOUSES, ETC.—Continued.	Year	Page
Martin, Thos. J., v. C. M. & St. P.	1907	454
Miller, E. G., Melbourne, v. C. M. & St. P. elevator.	1906	371
Northwestern Iowa Grain Co., Britt, v. C. R. G. & N-W. R'y., for elevator at Woden.	1900	54
Parish, E. H., Cambridge, v. C. M. & St. P., for coal house.	1902	237
Parsons & Heath, Galt, v. B. C. R. & N., for grain warehouse.	1891	813
Pearshall, J. H., Center Point, v. C. R. I. & P., coal house and elevator	1906	299
Peters, B. F., Runnells, v. Wabash, enforced removal of mill.	1902	274
Pickering-Johnson Grain Co., Shenandoah, v. O. & St. L., at Summit	1893, 162; 1895	xxxix
Pioneer Hay Camp, shipping privileges at.	1899	29
Porter, James, Sutherland, v. Ill. Cent., removal at Larrabee.	1891	824
Price & Palmer, et al., Ellsworth, v. C. & N-W., elevator.	1892	828
Rasmussen, A. D., et al., v. B. C. R. & N., at Pioneer Hay Camp.	1899	29
Richards Elevator Co., v. Ill. Cent.	1906	357
Richardson & Kaufman, Belmond, v. M. C. & Ft. D., removal of elevator	1896	159
Riepe, H. H. Sperry, v. B. C. R. & N., removal of elevator.	1900	113
Robinson, J. C., et al., Marathon, v. C. & N-W., on coal house.	1892	859
Ross & Brady, Akron, v. C. M. & St. P., grain warehouse.	1892	781
Russell, J. M., Storm Lake, v. Ill. Cent., removal of elevator at crossing.	1892	154
Schroeder, E. J., Oyens, v. Illinois Central, for elevator.	1902	286
Seibert Bros. & Co., Forest City, v. B. C. R. & N., for elevator.	1900	196
Smith, E. R., Cherokee, v. Ill. Cent., for coal house.	1898	227
Smith, C. J., Ogden, v. M. & St. L., for warehouse.	1895	227
Smith, J. S., Jewell, v. C. & N-W., for elevator.	1891	794
Smith, M. L., Elwell, v. C. M. & St. P., for elevator.	1899	117
Spencer Grain Co., Minneapolis, v. B. C. R. & N., termination of lease for elevator for site at Crystal Lake.	1900	215
Steer, William M., West Branch, v. B. C. R. & N., warehouse.	1890	856
Sunny Hill Alliance, Hartley, v. C. M. & St. P., for coal house.	1890	911
Thomas, G. F., Swea City, v. B. C. R. & N., elevator at Armstrong.	1898	57
Townsend & Merrill, Cedar Falls, v. Ill. Cent., termination of lease.	1898	26
Townsend & Merrill, Cedar Falls, v. C. & N-W., site for elevator at Dike	1902	296
Townsend & Merrill, Dike, v. C. & N-W., for lumber and coal yard.	1900	214
Voss Lumber Co., Jewell, v. C. & N-W., notice to vacate.	1902	256
Webster Bros., Waucoma, v. C. St. P. & K. C., at Boyd.	1890	895
Webster Bros., Waucoma, v. C. M. & St. P., at Jackson Junction.	1894	271
Welles, W. W., Webster City, v. W. C. & S. W., failure to furnish.	1889	1045
Wellsburg, citizens of, v. B. C. R. & N., for elevator.	1891	820
Wertz, C. C., Greene, v. B. C. R. & N., for coal house.	1897	21
Whyte, Joseph, et al., Blencoe, v. C. & N-W., for elevator.	1902	266
Wiemer, H. A., Harris, v. C. R. I. & P., for elevator.	1903	246
Wilbur, D. W., Hawkeye, v. C. M. & St. P., grain warehouse.	1895	155
Williams Bros., et al., Primghar, v. Ill. Cent., for elevator.	1896	134
Winnebago Farmers Alliance, v. M. & St. L., coal house.	1891	732
Wright N. A., Herring, v. C. & N-W., for coal sheds.	1903	285
York, Joseph, Zenorville, v. C. & N-W., for coal sheds.	1888	836
SLEEPING CARS—		
Dowell, A. B., Vinton, v. C. & N-W., holders of second class ticket not entitled to.	1883	652
Privileges, discrimination in, at Council Bluffs.	1888	702
SMALL AND LARGE SHIPPERS—see Car Load Rates.		
SMITH, SPENCER, COMMISSIONER, paper on the "Railroad Question".	1889	21
SNOW FENCE, APPROPRIATING LAND FOR—see Appropriation of Land.		

Year	Page
SNOW BLOCKADE—	
Belmond, citizens of, v. Central Iowa, failure to keep road open.	1884 517
Cass, S. F., Sumner, v. Dub. & Dak., failure to run trains on account of	1886 505
Goshen, citizens of, v. H. & S., petition to raise.	1886 507
Jackson, E. P., et al., Gilmore, v. D. M. & Ft. D., asking removal of.	1883 573
Tripoli, citizens of, v. C. G. W., failure to remove, and delay of trains.	1893 225
SOFT COAL RATES—see Rates.	
SOLICITATION OF HOTEL PATRONAGE AT STATIONS—see Omnibus Privileges.	
SPECIAL TRAIN to carry live stock, extra charges for.	1887 782
SPECIAL RATES on building material for churches, permissible.	1888 837
SPECIAL EMERGENCY RATES on COM—see Rates.	1888 837
SPECIAL RATES TO LARGE SHIPPERS—see Car Load Rates; also Rates.	
SPEED OF FREIGHT TRAINS.	1878 65
SPEED OF TRAINS IN CITIES—	
Board of Commissioners, v. C. G. W., in Waverly.	1906 352
Hill, E., Mitchellville, v. C. R. I. & P., through town.	1896 120
Malvern, city of, v. C. B. & Q., danger from fast trains.	1899 1040
Watland, O. T., Huxley, v. C. M. & St. P., through town.	1903 312
SPUR TRACKS—see, also, Side Tracks.	
Dodley, George, Newton, v. Iowa Central, protest against removal of.	1891 737
Excelsior Coal Co., v. Central Iowa, compulsory operation of.	1878 24
Robertson, S. A., Des Moines, taxation of quarry track.	1881 133
CONNECTION WITH MAIN LINE—see Side Tracks.	
STANWOOD & TIPTON RAILWAY, history of.	1879 112
STATE AND INTERSTATE COMMERCE—see, also, Interstate Commerce and Rates.	
Diamond Jo Line, v. C. B. & Q.	1899, 1077, 1077
Opinion of supreme court.	1892 901
STATE COMMERCE, shipments beginning and ending in Iowa but passing outside the state in transit not governed by Iowa rates—opinion of United States supreme court in Arkansas case.	
	1903 263
What Constitutes—	
Carpenter, D. J., Beloit, v. C. M. & St. P., shipments from points to point within the state, though passing outside in transit, are state commerce.	1890 849
Freight shipped from point to point within the state of Iowa, though passing outside in transit, held to be state commerce.	1890, 1077; 1890 849
Hamilton & Co., Algona, v. B. C. R. & N., what constitutes.	1897 118
Heath, H. R. & Sons, Ft. Dodge, v. Ill. Cent., shipments from points in the state to points outside, though rebilled in transit, interstate commerce.	1894 164
McGill, L. E., Larchwood, v. B. C. R. & N., traffic from point to point in Iowa, though passing outside in transit, is state commerce.	1892 862
Skeen & Zook, Albia, v. C. B. & Q., from point to point in Iowa is state commerce.	1898 74
STATE CONTROL OF, C. R. I. & P. R'y.	1880 179
STATION, RELOCATION OF, LeGrand, citizens of, v. C. & N-W.	1901 160
STATION—FACILITIES AND SERVICE—See, also, Joint Stations.	
Abandonment of—see Abandonment of Station.	
Changing name of, legislation recommended.	1889, 39; 1891 44
Cleanliness and removal of disorderly persons recommended.	1884 42
Control of grounds, omnibus privileges—see Omnibus Privileges.	
Exclusive use must not be granted to one person.	1890 893, 894
Establishing of new, legislation recommended.	1889 39
Facilities for doing business at.	1895 xxix
Finances of company can not be considered by board in ordering.	1884 509
Grade of highway crossing over station grounds.	1893 16, 156
Grade of highway connections—see Joint Stations; also Wyse.	
Joint and Y connections—see Joint Stations; also Wyse.	1891 43
New legislation recommended.	1884 496
Profits to carriers not sole element in establishment of.	

STATIONS—FACILITIES AND SERVICE—Continued.

Complaints Concerning—

	Year	Page
Abbott, Leiser et al. of, v. B., C. R. & N. and Cent. Iowa, depot.....	1882	428
Albia, condition of depot used by Wabash and Iowa Central.....	1902	297
Adams, citizens of, v. D. M., N. & W., petition for depot.....	1896, 173; 1898	35
Afton Jct., additional at, F. Wisdom, Creston, v. C., B. & Q.....	1900	166
Afton Jct., Henry Palme, Decorah, v. C., B. & Q. et al., condition of.....	1907	380
Albia, A. Brandvig of, v. Wabash, et al., sanitary condition.....	1906	376
Algona, citizens of, v. C., M. & St. P., for relocation of.....	1889	1056
Alden, M. F. Bigelow of, v. Ill. Cent., insufficient night service.....	1884	505
Ames, C. & N-W. R'y. Co., bad condition of toilet room.....	1905	309
Aplington, citizens of, v. Ill. Cent., to keep open at night.....	1882	455
Ascot, J. Jones, et al., of, v. Ill. Cent.....	1906	320
Ashawa, removal of, Jno. Leyner, et al., Dallas Co., v. C., R. I. & P.....	1892	807
Ashawa, v. C., R. I. & P., petition for removal of.....	1891	789
Atlantic, P. Calloway of, v. C., R. I. & P., privileges of stockyards.....	1895	233
Aurora, Zera Knapp of, v. C., R. I. & P., condition of depot platform.....	1900	140
Austin, citizens of, v. C., M. & St. P., petition for removal of.....	1892	163
Avary, citizens of, v. C., B. & Q., petition for.....	1892	482
Avon, Levi Krysher, v. C., B. & Q., and C., R. I. & P., for removal.....	1886	742
Barnum, C. F. Bryant, recorder, v. Ill. Cent., dangerous location of depot.....	1895	219
Basset, citizens of, v. C., M. & St. P., for flag station.....	1896	121
Beloit, E. E. Carpenter of, v. C., M. & St. P., depot service.....	1906	375
Beloit, citizens of, v. C., M. & St. P., telegraph facilities.....	1903	207
Benson, inaccessibility of side track at, on Ill. Cent., complaint of, L. Canfield.....	1901	489
Benson, Citizens Lumber Co., v. Ill. Cent.....	1905	265
Bevington, near, notice to C., R. I. & P. and D. M. & K. C., to construct.....	1892	754
Billings, J. L., Olivet, v. C., R. I. & P.....	1907	426
Birchard, R. G., v. C., R. I. & P., bad condition of depot platform.....	1907	407
Blamark station case.....	1889, 36, 992; 1895	XL
Blakesburg, citizens of, v. C., M. & St. P.....	1907	388
Blencoe, Wm. McFarlane et al. of, v. S. C. & P., petition for.....	1884	508
Blencoe, J. J. Reynolds et al. of, v. S. C. & P., petition for stockyards.....	1888	711
Bonsair, Fleming Brothers, v. C., M. & St. P.....	1903	209
Bonsair, T. S. Johnson et al. of, v. C., M. & St. P., petition for.....	1892	709
Bouton, citizens of, v. C., M. & St. P., depot, etc.....	1890	943
Bouton, D. B. Bryan of, v. C., M. & St. P., depot.....	1888	688
Boyd, citizens of, v. C., G. W. R'y., petition for depot.....	1899	84
Brooklyn, W. K. Karr of, v. C., R. I. & P.....	1906	321
Browns, Hale & Riggs, citizens of, v. C., M. & St. P., reopening.....	1891	746
Bunch, citizens of, v. C., R. I. & P., depot at Bunch postoffice and Paris siding.....	1891	793
California Junction, citizens of, v. F. E. & M. V. et al., depot.....	1887	623
Calliope, Johnson Bros. of, v. C., M. & St. P., abandonment of.....	1903	248
Capron Station, Capron, G. F., v. C., M. & St. P., facilities as per contract.....	1889	1058
Carbon Junction, better depot at, on M. C. & Ft. D.....	1900	175
Castalia, W. K. Riggs of, v. B. C. R. & N., petition to reopen.....	1890	875
Cedar Falls, Geo. B. Van Saun, v. C. G. W., opening of station.....	1894	285
Cedar Valley, citizens of, v. B. C. R. & N., petition for stockyards.....	1900	129
Chandler, Wm. et al., v. Iowa & Illinois, location of Wapsie station.....	1907	421
Cleghorn and Cherokee county, citizens of, v. Dub. & S. C., depot.....	1889	1019
Dissenting opinion by Commissioner Campbell.....	1889	1020
Coalport, restoration of sidetrack.....	1898	27
Colfax, citizens of, v. C., R. I. & P., improved sanitary conditions.....	1889	1067
Commissioners v. Wabash, et al., sanitary condition of at Albia.....	1907	381
Cone, citizens of, v. B., C. R. & N., flag station.....	1887	778

STATIONS—FACILITIES AND SERVICE—Continued.

Complaints Concerning—Continued.

	Year	Page
Connable, E. B., Sergeant, et al., v. C., R. I. & P.....	1903	296
Cornelia, Johnson Bros. of, v. M. C. & Ft. D., petition for depot.....	1900	173
Corning, citizens of, v. C., B. & Q., relocation of depot.....	1887	760
Council Bluffs, citizens of, v. U. P., insufficient facilities.....	1886, 530, 570	809
Council Bluffs, city of, v. All Entering Railways, additional facilities.....	1892	270
Crippen, Crippen Creamery Co., v. C., M. & St. P., platform.....	1894	201
Croton, W. H., Butler of, v. C., R. I. & P., for telegraph.....	1901	487
Cummings, citizens of, v. C. G. W., relocation of depot.....	1903	263
Cylinder, citizens of, v. C., M. & St. P., depot.....	1891	815
Dallas Center, Benton Brothers of, v. C., R. I. & P., keeping depot open.....	1896	83
Dallas Center, city of, v. C., R. I. & P., keeping depot open, etc.....	1904	265
Danville, citizens of, v. C., B. & Q., petition for.....	1905	250
David, D. McLaughlin of, v. W. & S. W., petition for.....	1893	267
David, Sholes & Forte of, v. W. & W., service.....	1898	55
Davis City, citizens of, v. C., B. & Q., keeping depot open.....	1904	268
Dawson, citizens of, v. C., M. & St. P., petition for.....	1890	937
Delphi, Thomson, F. E., of, v. C., M. & St. P., telegraph facilities.....	1904	311
Dennis, citizens of, v. A. & C., restoration of switch.....	1895	120
Des Moines, D. A. Poorman of, v. C., B. & Q., lack of in East Des Moines.....	1891	836
Des Moines, unsafe condition of union depot.....	1898	11
Diagonal, citizens of, v. C. G. W., freight station.....	1894	156
Diagonal, C. J. and J. T. Todd of, v. C., St. P. & K. C., facilities.....	1892	528
Dickinson, J. L. et al., v. C. & N-W. et al., application for joint.....	1907	235
Donley, citizens of, v. C., B. & Q., petition for depot.....	1903	370
Donnan, citizens of, v. C., M. & St. P., telegraph facilities.....	1903	315
Doon, citizens of, v. C., St. P., M. & O., petition for depot at Lunt's Siding.....	1896	38
Dow City, depot service, W. H. Shove, Milwaukee, Wis., v. Ill. Cent. and C. & N-W.....	1906	317
Dows, citizens of, v. C. G. W., petition for station.....	1905	244
Drake, S. D., et al., v. C. & N-W., application for joint.....	1907	233
Duncan, Vrubla Nemets Co. of, v. C., M. & St. P., operator.....	1905	243
Durham, citizens of, v. C., B. & Q., abandonment of.....	1903	305
Dumont, depot platform at.....	1901	485
Eldora, citizens of, v. Iowa Central, closed depot.....	1892	736
Elmira, Wm. Cochran, et al., v. B. C. R. & N., facilities.....	1892	737
Supplemental decision.....	1897	127
Elm Springs, H. L. Lennon, et al., v. C., M. & St. P., agent.....	1897	72
Elm Springs, H. Lennon, et al., v. C., M. & St. P., freight facilities.....	1898	73
Elrick, citizens of, v. Iowa Central, for re-establishment of.....	1897	72
Elwell, citizens of, v. C., M. & St. P., depot open for night trains.....	1903	282
Estherville, L. R. Bingham & Son, v. B. C. R. & N., facilities for storing and handling perishable freight.....	1896	104
Evanston, depot at, W. D. Drake, et al., v. M. C. & Ft. D.....	1898	36
Everly, citizens of, v. C., M. & St. P., petition for.....	1887	742
Exline, citizens of, v. Iowa Central, abandonment of.....	1903	303
Exline, citizens of, v. C., B. & Q., inadequate freight facilities.....	1905	251
Fairfax, Richardson & Beard of, v. C. & N-W., conditions of.....	1889	1079
Ft. Field, citizens of, v. Wabash, petition for.....	1894	287
Florence, C. W. Thorup of, v. M. C. & Ft. D., petition for depot.....	1901	382
Flodonia, citizens of, v. C., R. I. & P., station facilities.....	1905	245
Glendale, citizens of, v. C., B. & Q., petition for.....	1904	295
Goldfield, J. Q. Hanna of, v. C. & N-W., location of.....	1901	387
Goose Lake, additional sidetracks at, on C. & N-W., shipping facilities.....	1890	947
Goose Lake, P. Watts of, v. C. & N-W., shipping facilities.....	1892	784
Graham, John W. Shell, et al., of, v. B. C. R. & N., shipping facilities.....	1905	262
Grundy Center, citizens of, v. C., R. I. & P., night operator.....	1905	262

STATIONS—FACILITIES AND SERVICE—Continued.

Complaints Concerning—Continued.	Year	Page
Harvey, M. Butt, et al., v. Wabash, platform.....	1892	210
Hawarden, citizens of, v. C. M. & St. P., for building.....	1882	696
Hay Siding case, W. W. Claypool, et al., Spencer, v. C. M. & St. P., 1892	204	
Hayfield, citizens of, C. R. I. & P., request for telegraph operator.....	1906	244
Herndon, Shipley Bros. of, v. C. M. & St. P., insufficient approaches.....	1885	552
Herndon, J. G. Boyd of, v. C. M. & St. P., night service.....	1885	576
Herndon, J. G. Boyd of, v. C. M. & St. P., condition of road to depot.....	1902	298
Herndon, night service at, L. E. Gray, Perry, v. C. M. & St. P., 1887	623	
Herndon, R. R. Robbins of, v. C. M. & St. P., et al., for freight house.....	1892	215
Herndon, citizens of, v. C. M. & St. P. and W., St. L. & P., approaches to.....	1886	552
Hiattsville, citizens of, v. Wabash, petition for depot.....	1905	243
Hickory Grove Township, Jasper county, citizens of, v. Iowa Central, facilities.....	1890	900
Rehearing declined.....	1890	901
Hill's Siding, petition for depot at, on B. C. R. & N., 1895	67	
Hill's Siding, J. S. Wilson of, v. B. C. R. & N., petition for.....	1892	183
Hodges, C. H., et al., Sexton, v. C. M. & St. P., petition for.....	1892	800
Holmes, E. S. Cleveland of, v. B. C. R. & N., better accommodations.....	1888	706
Holmes, E. S. Cleveland of, v. B. C. R. & N., facilities.....	1890	883
Howell station, petition for depot at, on Wabash, by Bosquet et al., Pella.....	1902	262
Hull station case, Davidson Bros., v. C. M. & St. P., 1887	693	
Dissenting opinion of Commissioner Coffin.....	1887	693
Hutchins, citizens of, v. C. M. & St. P., petition for.....	1892	147
Ida Grove, J. D. Miller et al., of, v. C. & N.-W., petition for.....	1884, 495; 1885	551
Independence, citizens of, v. Ill. Cent., to stop at platforms.....	1882	785
Independence, care of station, Mrs. J. C. McKinney, Decorah, v. Ill. Cent.....	1883	557
Iowa Falls, J. T. Miller of, v. B. C. R. & N. et al., junction accommodations.....	1881	143
Ira, station service.....	1895	150
Kelley, George, W. P. of, v. C. & N.-W., inaccessibility of team track.....	1900	186
Kenwood Park, citizens of, v. C. M. & St. P., petition for.....	1892	244
Kingston, abandonment of complaint, E. H. Sharp et al., Leon, v. K. & W., 1902	238	
Kirkwood, Kerchner, E. A. of, establishment of.....	1900	140
Kiron, A. Novellins of, v. C. & N.-W., location of station.....	1899	100
Klemme, citizens of, v. B. C. R. & N., petition for.....	1890	884
Knierim, A. Doster of, v. Ill. Cent., depot open for passengers.....	1906	378
Kniffin, citizens of, v. C. R. I. & P., petition for facilities.....	1891, 751; 1895	176
Lainsville, baggage facilities at, on C. M. & St. P., 1903	321	
Lamotte, citizens of, v. C. M. & St. P., abandonment of telegraph station.....	1904	281
Latty, citizens of, v. B. C. R. & N., for additional room at.....	1886	522
Latty, Jackson of, v. C. R. I. & P., rebuilding of depot.....	1905	290
Ledyard, depot at, citizens of, v. B. C. R. & N. and C. & N.-W., 1898	313	
LeGrand, citizens of, v. C. & N.-W., relocation of.....	1894	889
Le Marx, citizens of, v. Ill. Cent., et al., for more commodious.....	1896	229
Lenox, J. B. Dunn of, v. C. B. & Q., 1894	313	
Lida, citizens of, v. C. St. P. & K. C., petition for.....	1889	1010
Lime Springs, J. G. Reed et al. of, v. C. M. & St. P., night service.....	1892	213
Linthrop, citizens of, v. C. R. I. & P., maintenance of.....	1907	410
Little Wall Lake, citizens of, v. M. C. & Ft. D., petition for dag.....	1891	830
Luna, depot platform at, P. Bredow, Maxwell, v. C. M. & St. P., 1898	35	
Luna, W. F. Warner of, v. C. M. & St. P., insufficient depot grounds.....	1897	53
Lucas, Wm. Fleener of, v. C. B. & Q., depot open at night.....	1901	50
Lunt's Siding, petition for depot, by citizens of Doon.....	1896	38
Lux Grove, Peter Lux et al., Hopkinton v. C. M. & St. P., 1893	141	

STATIONS—FACILITIES AND SERVICE—Continued.

Complaints, Concerning—Continued.	Year	Page
Luverne, citizens of, v. M. & St. L., 1906	313	
Lyttton, J. H. Low of, v. C. M. & St. P., 1906	314	
Marengo, citizens of, v. C. R. I. & P., unsanitary condition of.....	1894	274
Mederville, A. S. Albrecht et al., v. C. M. & St. P., petition to rebuild station.....	1896	101
Malbourne, citizens of, v. C. G. W., opening of depot.....	1906	306
Malbourne, citizens of, v. C. St. P. & K. C., petition for.....	1888	733
Malbourne, J. H. Bagley et al., v. C. G. W., joint station at crossing.....	1896	16
Meriden, citizens of, v. Ill. Cent., for rebuilding of burned.....	1886	514
Miller, M. P., v. Iowa & Illinois, maintenance of.....	1907	411
Morning Sun, citizens of, v. Central Iowa and B., C. R. & N., 1884, 588; 1885	544	
Mt. Pleasant, A. M. Van Allen, v. C. B. & Q., condition of depot.....	1906	333
Nashville, J. R. Halley of, v. C. & N.-W., station service.....	1896	94
Nashville, Miles Sinkey of, v. C. & N.-W., removal of agent.....	1900	135
New Hartford, citizens of, v. D. & S. C., for reopening, night.....	1891	741
New Hartford, J. Paulger et al., v. Ill. Cent., for night service.....	1885	553
New Virginia, J. B. Felton of, v. D. M. & K. C., bad condition of.....	1892	759
New Virginia, G. O. Stansell of, v. C. B. & Q., condition of grounds.....	1906	330
N. Y. Siding, petition for station at, Wm. H. Plummer, Logan v. Ill. Cent.....	1899	112
Nira, citizens of, v. C. R. I. & P., petition to have agent reinstated.....	1905	256
Norway, J. T. Springer of, v. C. & N.-W., lighting of depot and platform.....	1898, 90; 1900	159
Norway township, trustees of, v. M. & St. L., abandonment of.....	1907	354
Oakley, citizens of, v. C. B. & Q., petition to reopen.....	1886	501
Oakville, citizens of, v. Iowa Cent., petition for additional.....	1891, 797; 1894	244
Oelwein, on C. G. W., transfer of passengers.....	1904	281
Orden, citizens of, v. M. & St. L. et al., petition for joint station.....	1905	244
Okoboji, O. I. Wilson of, v. C. M. & St. P., 1901	497	
Okoboji, citizens of, v. C. M. & St. P., opening of.....	1905	189
Orilla, citizens of, v. C. G. W., reopening.....	1894	228
Orilla, J. A. Garret of, v. C. G. W., day agent.....	1899	60
Osborne, citizens of, v. C. M. & St. P., petition for.....	1891	740
Osborne, facilities at, F. D. Bayless, Elkader v. C. M. & St. P., 1892	820	
Osborne, facilities at, F. D. Bayless, Elkader v. C. M. & St. P., 1886	520	
Oskaloosa, W. A. Seever et al. of, v. Central Iowa, accommodations.....	1892	730
Otho, citizens of, v. M. & St. L., petition for.....	1895	170
Pettion for reopening.....	1892	731
Petranto, citizens of, v. C. M. & St. P., for larger building.....	1905	246
Oxford Mills, citizens of, v. C. M. & St. P., petition to reopen station.....	1905	49
Page Center, citizens of, v. C. B. & Q., for agent.....	1892, 780; 1899	380
Palme, Henry, v. C. B. & Q., condition of at Afton Jet.....	1907	380
Palo Alto County, citizens of, v. B. C. R. & N. and C. M. & St. P., petition for.....	1886	479
Percy, S. R. Dawson of, v. W. St. L. & P., for wood and coal.....	1887	684
Petersville, M. J. Spain of, v. C. & N.-W., telegraph service.....	1905	246
Pleasant, citizens of, v. C. R. I. & P., telegraph facilities.....	1904	292
Plover, citizens of, v. C. R. I. & P., petition for.....	1890	925
Plymouth, citizens of, v. C. M. & St. P., petition to open depot.....	1905	275
Postville, D. E. Harrington of, v. C. M. & St. P., insufficient service.....	1890	860
Rands, citizens of, v. D. M. N. & W., petition for.....	1893	221
Rands, citizens of, v. C. M. & St. P., 1903	303	
Rands, citizens of, v. C. M. & St. P., relocation of freight house.....	1889	991
Red Oak, citizens of, v. C. B. & Q., relocation of name of.....	1907	375
Reiman, A. Patterson, v. C. B. & Q., rebuilding of burned.....	1888	751
Ridgeway, citizens of, v. C. M. & St. P., telegraph operator.....	1899	33
River Junction, citizens of, v. C. R. I. & P., maintenance of.....	1904	259
River Junction, citizens of, v. C. R. I. & P., telegraph facilities.....	1904	312
Rock Falls, Calvert, Charles F. of, v. C. R. I. & P., depot.....	1898	61
Root's Siding, citizens of, v. B. C. R. & N., depot.....	1886	506
Russell, citizens of, v. C. B. & Q., for night service.....	1886	506

STATIONS—FACILITIES AND SERVICE—Continued.

	Year	Page
Complaints Concerning—Continued.		
Ruthven, citizens of, v. C. M. & St. P., for removal of.	1886	561
Sandusky, citizens of, v. St. L., K. C. & N.-W., for rebuilding.	1890	899
Santiago, J. D. Malone et al. of, v. C. St. P. & K. C., petition for.	1893	214
Shawyer, citizens of, v. C. B. & Q.	1906	313
Sheldahl, A. M. Jenks of, v. C. & N.-W. et al., platform.	1887	689
Sheldon, citizens of, v. C. M. & St. P., inadequate.	1887	697
Sheldon, Commercial Club of, v. C. M. & St. P., condition of.	1906	353
Showman, William Showman et al., v. C. M. & St. P., for restoration of.	1890	917
Sidney, James Young & Co. of, v. C. B. & Q., negligence of agent.	1894	307
Slater, citizens of, v. C. & N.-W., petition for building.	1888	689
Slater, Helland, M. S., v. C. & N.-W., condition of station grounds.	1903	232
Silfer, Julander Bros. v. C. R. I. & P., petition for depot.	1904	280
Solomon, citizens of, v. O. & St. L., petition for.	1892	757
Spaudling, Snyder, A. B., et al., v. C. B. & Q., for reopening.	1891	747
Spragueville, Daniel Paup et al., v. C. M. & St. P., establishment of.	1905	220
Stark, M. W. Crozier of, v. B. & N.-W., petition for.	1890	857
Stacyville, station at, C. H. Springer, Springer, v. Ill. Cent.	1898	69
Sumner, depot facilities furnished by C. G. W. R'y Co.	1899, 115; 1900	158
Sylvia, petition for privilege of loading cars at, on C. M. & St. P.	1903	273
Thomas, J. P., Washington, v. C. R. I. & P., removal of.	1907	441
Thornton, citizens of, v. M. C. & F. D., petition for depot.	1889	981
Todd, C. J. & J. T., Diagonal, v. St. P. & K. C., facilities.	1892	928
Traer, D. J., J. B. of, v. C. & N.-W., depot opened for night trains.	1900	217
Tyrons, citizens of, v. C. B. & Q., petition for.	1905	267
Udell station at, citizens of Appanoose County v. C. R. I. & P.	1892	864
Udell, citizens of, v. C. R. I. & P., establishment of.	1894	162
Ulster, citizens of, v. C. M. & St. P., petition of.	1890	855
Valeria, O'Brien Bros. of, v. C. St. P. & K. C., freight house.	1892	833
Valeria, F. Roybar of, v. C. St. P. & K. C., for platform.	1889	1071
Van Wert, E. E. Gaston of, v. Wabash West, condition of, conduct in.	1888	692
Ventura, station at, G. W. Richardson, Clear Lake, v. C. M. & St. P.	1890	923
Verdi, J. P., Thomas, v. C. R. I. & P., removal of at.	1907	441
Wadena, citizens of, v. C. M. & St. P., telegraph facilities.	1903	312
Wagner, Geo. E., v. Iowa Central, abandonment of.	1907	424
Walker, C. P., v. M. & St. L.	1907	376
Walters, Geo. W. et al., Buchanan, v. C. R. I. & P., petition for re-establishment of telegraph facilities.	1907	358
Warren, N. Pritchard of, v. C. M. & St. P., facilities.	1885	568
Warren, petition for on C. B. & Q.	1904	309
Waterloo, condition of depot platform on B. C. R. & N. R'y.	1900	216
Waterloo, citizens of, v. C. G. W., maintenance of in West Waterloo.	1907	445
Waterman Siding, Austin, S. L., Sutherland, v. C. & N.-W., at.	1903	227
Wayland, M. O. B. Morris of, v. B. & W., replacing.	1903	239
Waverly, condition of Ill. Central depot.	1902	223
Waverly, depot conditions, P. Hutchinson, Hampton, v. C. G. W.	1903	223
Waverly, suggestions of Board that proper station house should be built by C. G. W.	1905	250
Webb, W. M. Palmer of, v. C. R. I. & P., depot facilities.	1905	244
Wesley, J. S. Gallagher et al. of, v. C. M. & St. P., night operator.	1893	226
Westfield, citizens of, v. C. M. & St. P., petition for.	1890	919
Westfield, citizens of, v. C. M. & St. P., amended decision.	1891	802
Westfield, E. C. F. Mohr of, v. C. M. & St. P., insufficient depot room.	1902	281
Whiting, A. G. Wright et al. of, v. S. C. & P., night service.	1886	512
Williams, citizens of, v. Ill. Cent., for night and mail service.	1888	722
Willard citizens of, v. C. M. & St. P., flag station.	1901	612
Wilson Jct., Rall, W. A. Perry, v. C. G. W., insufficient accommodations at.	1900	160
Woolstock, citizens of, v. C. & N.-W., night agent.	1901	518
Statistics, difficulty in obtaining.	1897, 4; 1899	5

Year Page

STATUTES RELATING TO RAILWAYS—see *Laws*.

STEALING LIVE STOCK IN TRANSIT—see <i>Substitution of Live Stock, Etc.</i>		
STEEL RAILS, introduction of, duty on, etc.	1850	182
STOCK CAPITAL—see <i>Capital Stock</i> .		
STOCK CATTLE, PETITION FOR WITHDRAWAL OF RATES ON—see <i>Rates</i> .		
STOCK CATTLE, REDUCED RATES FOR ROUND TRIP SHIPMENTS OF—see <i>Rates</i> .		
STOCK AND DIRT per mile.	1880	157
STOCKHOLDERS, LIST OF.	1888	646, 657
STOCK KILLED AND INJURED—see, also, <i>Damage</i> .		
Bailey, J. S., Searsboro, v. Cent. Iowa, at crossing, failure to whistle.	1888	669
Bates, L. Weldon, v. K. & W., on crossing.	1892	844
Bates, L. P., Russell, v. W. St. L. & P. et al., failure to fence.	1886	603
Barkley, E. A., Odebolt, v. C. & N.-W., by train.	1895	165
Beyers, Mrs. J. W., Hull, v. C. M. & St. P., on private crossing.	1893	69
Blanchard, John, Blencoe, v. S. C. & P., on crossing.	1887	739
Boatwright, D. J., Hastie, v. W. St. L. & P., hogs on account of defective fence.	1892	855
Boswell, Joseph, Davis City, v. C. B. & Q., calf.	1901	526
Bruntsing, A. E., Hull, v. C. M. & St. P., on open farm crossing.	1898	52
Butin, D. F., Des Moines, v. C. M. & St. P., calf.	1898	68
Campbell, F. R., Bismarck, v. C. M. & St. P.	1898	69
Condit, A. B., Paton, v. C. R. I. & P., at cattle guard.	1888	828
Cowry, Patrick, Paton, v. C. R. I. & P., near station.	1888	746
Doeber, J. L., East Peru, v. C. St. P. & K. C., by train.	1890	866
Dickman, John, Westgate, v. C. St. P. & K. C., at crossing.	1889	1047
Doffler, W. L., Vail, v. C. & N.-W., defective fence.	1898	65
Dundon, Mary, Whiting, v. C. & N.-W., cow.	1902	268
Earle, W. C., Waukon, v. C. M. & St. P., hogs in transit.	1888	681, 735
Emery, H. A., Thayer, v. C. B. & Q.	1895	240
Ferguson, J. A., Paton, v. C. R. I. & P., cow.	1889	1045
Fowler, F. H., Cedar Rapids, v. B. C. R. & N., failure to whistle and ring.	1892	851
Fraser, W. W., Bevington, v. C. R. I. & P., on depot grounds.	1888	743, 744
Frazer, J., Paulina, v. C. & N.-W.	1895	170
Frazier, George, Panora, v. D. M. N. & W., defective cattle guards.	1897	110
Gould, N., VanWert, v. H. & S., struck by engine.	1890	845
Gruwell, E. T., West Branch, v. B. C. R. & N., claim for.	1889	1083
Helmer, M. F., Mechanicville, v. C. & N.-W., on right of way.	1884	522
Harris, H. W., Perry, v. D. M. & Ft. D., on highway crossing.	1883	694
Harris, John, Osawall, v. Iowa Northern, claim for, on crossing.	1892	826
Hibbard, A. A., Paulina, v. C. & N.-W., calf.	1886, 586; 1894	237
Hibbard, A. A., Paulina, v. C. & N.-W., hogs.	1889, 1060; 1895	169
Holst, H., Clutier, v. C. & N.-W., colt.	1901	483
Ives, Julius, Dickens, v. C. M. & St. P., damage for.	1889	1025
Leeper, J. W., Truro, v. D. M. & K. C., injured in cattle guard.	1892	826
Logan, Mrs. R. E., Rhodes, v. C. M. & St. P., on account of defective fence.	1892	843
Mackinnon, J. C., Gen. Mgr. C. F. M. & D. M., inquiry as to liability.	1893	249
Marsh, C. H., Grinnell, v. Central Iowa, at crossing, failure to whistle.	1888	680
Mayhew, N. P., Villisca, v. C. B. & Q., in transit.	1885	547
McCahill, M., et al., Conger, v. C. St. P. & K. C., claim for.	1891	818
McCracken, Mrs. E., Thornburg, v. B. C. R. & N., failure to fence.	1892	866
McCracken, Mrs. E., Thornburg, v. B. C. R. & N., claim for.	1893	218
McCracken, Mrs. E., Thornburg, v. B. C. & N.-W., claim for.	1890	914
McWilliams, H., Denison, v. C. & N.-W., killing a hog.	1902	249
Neff, G. W., Wayland, v. B. & W., claim for.	1892	830
Peters, John, Paulina, v. C. & N.-W., claim for.	1891	778
Raybourne, A., Woodward, v. D. M. & N., claim for.	1891	87
Remington Bros., Murray, v. C. B. & Q., on crossing.	1898	831
Richards, W., Davis City, v. C. B. & Q., claim for.	1892	831
Roberts, Anthony, Van Wert, v. K. & W., hog on depot grounds.	1888	714

	Year	Page
STOCK KILLED AND INJURED—Continued		
Rohmer, J., Paullina, v. C. & N.-W., claim for.....	1887	680
Rudlabaugh, C. S., Davis City, v. C., B. & Q., claim for.....	1892	823
Shay, John, Maloy, v. C., St. P. & K. C., claim for.....	1893	230
Smith, J. J., West Branch, v. B., C. R. & N., a cow.....	1898	68
Stacey, J. E., Algona, v. C. & N.-W.....	1903	283
Stout, J. C., Thayer, v. C., B. & Q., horse.....	1895	208
Tallman, J. A., Paton, v. C., R. I. & P., on station grounds.....	1889	1068
Tasker Bros., Onslow, v. C., & N.-W.....	1885	546
Waggoner, Henry, Odebolt, v. C. & N.-W.....	1894	306
Week, C. F., Clermont, v. B., C. R. & N., damages for.....	1886	510
White, S. J., Plymouth, v. C., M. & St. P., account of defective fence.....	1892	848
Wilson, E. C., Van Wert, v. H. & S., injured on bridge.....	1888	682
STOCK IN TRANSIT, DAMAGE TO—see Damages.		
STOCK WATERING. Hepburn Committee Report.....	1880	178
STOCK WATERING—see Watering Stock.		
STOCK YARDS—		
Abbott, John Leverton, v. Ill. Cent., removal of.....	1899	99
Ablon, Cement Grain & Lumber Co. of, v. Iowa Cent., condition of.....	1906	365
Atlantic, Dr. P. Calloway of, v. C., R. I. & P., discrimination in privileges.....	1895	233
Blencoe, J. J., Reynolds et al. of, v. S. C. & P., petition for.....	1888	711
Brighton, J. W., Swisher of, v. Iowa Cent., conditions of.....	1903	311
Casey, R. H. and H. L. Marshall of, v. C., K. I. & P., location of.....	1901, 498; 1902	294
Cedar Valley, citizens of, v. B., C. R. & N., petition for.....	1900	129
Clayton, P. F., Meehan and Wm. Drew of, v. C., B. & Q., petition for.....	1894	291
Conover, citizens of, v. C., M. & St. P., lack of water at.....	1895	133
Coon Rapids, citizens of, v. C., M. & St. P., condition of.....	1898	53
Davis, John E., v. C., B. & Q., public use of private.....	1907	421
Decatur City, A. E. Allen of, v. C., B. & Q., condition of.....	1904	251
Decorah, H. C. Hjerleld of, v. C., M. & St. P., discrimination in use of.....	1905	271
Gilmore City, A. N. Bull et al. of, v. C., R. I. & P., bad condition of.....	1902	296
Glidden, E. Tobes et al. of, v. C. & N.-W., location of.....	1903	268
Glidden, Henry Armstrong of, v. C. & N.-W., location of.....	1902	245
Hallett, Geo. S., v. C. & N.-W., condition of.....	1907	389
Lohrville, J. C. Onan of, v. C., M. & St. P., discrimination in use of.....	1900	175
Lucas, Ashby & McGee of, v. C., B. & Q., bad condition of.....	1905	308
Lutz, T. B., v. C., M. & St. P., discrimination in use of.....	1907	401
Lynch, Thomas, v. C., M. & St. P., condition of.....	1907	394
Marcus, city of, v. Illinois Central, removal of.....	1897	125
Marne, McCullough & Fudge of, v. C., R. I. & P., lack of water in.....	1897	132
Oran, citizens of, v. C. G. W., condition of.....	1907	398
Ridgeway, citizens of, v. C., M. & St. P., lack of water, etc.....	1898	75
Shannon City, Ewing, J. K. et al. of, v. C. G. W., condition of stock yards.....	1896, 51; 1901	381
Smith, C. C., v. C., R. I. & P., condition of.....	1903	311
Washington, Sol Rich & Co. et al. of, v. C., M. & St. P., location of.....	1904	251
Waverly, G. M. Foster of, v. Ill. Cent., complaint as to construction.....	1905	307
Woodward, B. F. Conger of, v. C., M. & St. P., discrimination in privileges.....	1894	345
Vincent, J. F., proprietor Union Stock Yards, Des Moines, v. C., R. I. & P., refusal to deliver cars.....	1896	105
STONE SHIPMENTS—regulations concerning.....	1892	860
STOPPING FAST TRAINS AT SMALL STATIONS—see, also, Train Service.		
Stopping through train at small stations, authority of state to require, opinion of United States Supreme Court in Illinois case.....	1903	359
Stopping the running of trains, power of the commissioners in, when road is declared unsafe.....	1892	766
STOP-OVER CHECKS AND PRIVILEGES—see, also, Passenger Fare.....	1892	861

	Year	Page
STOPPING TRAINS AT PLATFORMS.....		
Beck, W. J. R., Ft. Madison, v. St. L., K. & N.-W., stopping caboose at platform.....	1899	988
Hillyard, J. W., Dows, v. B., C. R. & N.....	1897	89
McGuire, E. H., Marengo, v. C., R. I. & P., refusal to.....	1902	280
Murphy, A. J., Herndon, v. C., M. & St. P.....	1890	907
Selma, citizens of, v. C., R. I. & P., caboose, liability of carriers.....	1902	272
STOPPING TRAINS AT RAILROAD CROSSINGS—see Crossing Stops.	1891	776
STORAGE, USE OF CARS FOR WAREHOUSE PURPOSES—see Demurrage.		
STORAGE, CHARGES FOR—see Baggage, also Demurrage.		
STREET CROSSINGS, BLOCKADING OF WITH TRAINS—see Obstruction of Streets.		
STREET CROSSINGS, ESTABLISHMENT OF—see Crossings, Highway.		
STRIKES—		
Employment of incompetent engineers on C., B. & Q.....	1887	787
Discussion and effect of.....	1888, 44; 1889	33
Delay of freight on account of—see Delay in Transit.		
SUBSTITUTIONS—		
Wilson, A. R., Traer, v. C. & N.-W., of light for heavy steer.....	1888	723
SUNDAY TRAINS—		
Discussed, recommendations concerning, etc.....	1882, 81; 1884, 42; 1885, 96; 1886	59
SUPREME COURT OPINION—		
Algona Y case, defining discretion of commissioners in ordering "Y".....	1892	896
Carpenter, D. J., Beloit, v. C., M. & St. P., what constitutes state commerce.....	1892	901
Cutler, G. L., Charlton, under farm crossing.....	1892	889
Fort Dodge v. C., R. I. & P. et al., rebuilding of Tara track.....	1892	879
McDonald, Thomas, Bayard, under farm crossing case.....	1892	893
Sunny Hill Alliance, Hartley, asking for site for coal house.....	1892	903
SUPREME COURT, decision of in reference to orders of railroad commissioners discussed.....	1892	21-39
Decision of, in Granger case.....	1878	55
SUPREME COURT OF UNITED STATES, opinion of, applicable to train service and application of state rates.....		
1903	359	
SWITCH, removal of, citizens of Henry County, v. C., B. & Q.....	1906	350
SWITCH TRACK—see Spur Track.		
SWITCH, refusal to allow use of, Lock, C., Keokuk v. K. & N.-W., for loading of ice.....	1902	267
SWITCH, definition of, what constitutes. 1890, 901, 923; 1891, 792; 1892, 768; 1894	310	
1907	236	
SWITCHES INTERLOCKING—see Interlocking Switches.		
SWITCHING—		
Charges for.....	1895,	217
Legislation recommended.....	1889, 38; 1891	43
Less rate for greater numbers of cars switched.....	1888	667
Regulations of commissioners concerning.....	1891	862
Schedule for, in Dubuque case established.....	1887, 749; 1889 1034, 1036	
COMPLAINTS CONCERNING—		
Advance Thresher Co. v. C. & N.-W., refusal.....	1891	768
Agar Packing Co., Des Moines, v. C. & N.-W., refusal to switch car of hogs.....	1902	278
Aultman, C. & Co., Cedar Rapids, v. C. & N.-W., refusal and discrimination.....	1893	206
Bannister Bros., Clinton, v. C., M. & St. P., refusal, car of wheat.....	1891	778
Bigelow Bros., New Hampton, v. C. G. W., refusal.....	1894	280
Boone Brick Tile & Paving Co. v. N. & N.-W.....	1907	236
Campbell, James et al., Lehigh, v. C. G. W., charges on soft coal.....	1905	266
Carney, Brande & Clarke, v. C., R. I. & P.....	1906	312
Cathart & Woodruff, Correctionville, v. Illinois Central et al.....	1894, 350; 1898	81

SWITCHING—Continued.

Complaints Concerning—Continued.

	Year	Page
Cedar Rapids & Iowa City Ry. & Light Co. v. C. R. I. & P. et al., application for order to compel performances of	1907	247
C. Ft. M. & D. M. v. St. L., K. & N.-W., exorbitant	1894	356
Collins Oil Tank Line, Cedar Rapids, v. C. M. & St. P., refusal	1900	120
Conant, Homer, Sheldon, v. Illinois Central, et al., refusal	1894	339
Corey Coal Co., Lehigh, v. Crooked Creek	1898	16
Rehearing	1900	13
Council Bluffs Water Works Co. v. C. & N.-W., excessive	1888	667
Cunningham, T. A., Clare, v. C. R. I. & P. et al., excessive	1890	880
Cunningham, T. A., Clare, v. C. B. & Q. and C. R. I. & P., rehearing	1891	800
Day & Sons, Minneapolis, v. Illinois Central, unreasonable charges for	1886	490
Deaf and Dumb Institute, Council Bluffs, v. C. R. I. & P., excessive	1891	792
Des Moines Linseed Oil Co. v. C. M. & St. P., refusal to	1897	152
Des Moines Northern & Western v. C. & N.-W., refusal to	1895	229
Des Moines Oil Tank Co. v. C. & N.-W., refusal, tank cars	1888	827
Des Moines Street R. R. Co. v. C. & N.-W., exorbitant charges, rate fixed	1892	790
Dubuque Board of Trade v. Illinois Central, et al., refusal to	1887	743
Dissenting opinion by Commissioner Dey	1887	749
Dubuque, fuel oil switch case	1889	1032
Farmington Coal & Mining Co. v. C. R. I. & P., charges	1894	308
Fehlisen-Rosacker Lumber Co., Boone, v. C. & N.-W.	1906	341
Firmenich Mfg. Co., Marshalltown, v. Iowa Central and C. & N.-W., refusal	1890	868
Fort Madison Stone Co. v. C. B. & Q.	1907	361
Galvin Brick & Tile Co. v. C. & N.-W., alleged excessive charges	1907	244
Gould, E. B., Goldfield, v. B. C. R. & N., failure	1882	559
Hambleton Milling Co., Keokuk, v. C. R. I. & P., discrimination	1894	353
Hamilton Bros. v. C. R. I. & P.	1907	374
Hampton Milling Co., Hampton, v. Iowa Central, refusal	1890	857
Hartinger, C. L., Garden City, v. C. & G. W., delay in switching cars	1906	375
Heath, H. R. & Sons, Ft. Dodge, v. Illinois Central, discrimination	1894	164
Heath, H. R. & Sons, Ft. Dodge, v. M. & St. L. et al., at Sheldon	1887	60
Heaton Fuel Co., Council Bluffs, v. C. & N.-W., excessive charges	1888	667
Iowa Paint Manufacturing Co., Ft. Dodge, v. M. & St. L., excessive	1903	273
Jones county, supervisors of, v. C. & N.-W.	1888	675
Kelley Canning Co. v. Ill. Cent., refusal to perform to industry	1907	419
Keokuk & W. v. St. L., K. & N.-W. et al., exorbitant charges	1889	994
K. & W. v. C. R. I. & P., refusal at Bevington	1899	76
Lane, H. D. & Co., Tama, v. C. M. & St. P., exorbitant rate	1892	854
Leeds Brick Works, Sloux City, v. Ill. Cent. et al., application of distance tariff rate for	1905	302
Little, E. J., Lima, Ohio, v. C. M. & St. P., refusal of oil at Dubuque	1889, 1932	1035
Lutter, Frank, v. C. M. & St. P., refusal to perform	1907	386
Lyons Paper Mill Co., v. C. & N.-W., excessive rates on coal	1892	865
Malden, T. E., Manson, v. Ill. Cent., exorbitant charges	1881	131
Miller, A. H., Melbourne, v. C. M. & St. P., refusal to	1893	216
Miller, H. J. P., Coon Rapids, v. C. M. & St. P., refusal to place car	1906	324
Moore & Wootenberg, Arion, v. C. M. & St. P., to private property	1895	82
Niver Iron Works, Muscatine, v. B. C. R. & N.	1889	1037
Norwegian Plow Co., Dubuque, v. Ill. Cent., refusal to	1886	590
Oskaloosa Water Co., Oskaloosa, v. Central Iowa, excessive rates for	1891	757
Ottumwa Iron Works, v. C. R. I. & P., excessive charges on coal	1891	473
Preston, W. A., Grinnell, v. C. R. I. & P., refusal	1901	473
Randall & Dickey, Des Moines, v. C. & N.-W., refusal cars of implements	1892	837
Saylor Coal Co. v. N. & N.-W. at Ames	1907	428
Scott, B. P., Goldfield, v. B. C. R. & N., refusal	1898	244

SWITCHING—Continued.

Complaints Concerning—Continued.

	Year	Page
South Muscatine Lbr. Co. v. M. N. & S., alleged excessive charges	1907	413
Southside Ice Co., Centerville, inquiry concerning	1898	51
Spencer Brick & Tile Co. v. C. M. & St. P.	1907	377
Swezey & Borman, Newell, v. Ill. Cent., excessive rates	1883	539
Talbott, D. H., Sloux City, v. C. M. & St. P. et al., excessive charges	1890	884
Thompson, Watson, Clinton, v. C. & N.-W., refusal to	1888	668
Townsend, E., Cedar Falls, v. Ill. Cent., overcharge	1881	142
Townsend, J. W., Keokuk, v. C. R. I. & P., discrimination in	1894	353
Vincent, J. F., Des Moines, v. C. R. I. & P., cars to Union stockyards	1896, 1905	388
Western White Bronze Co., Des Moines, v. C. R. I. & P., refusal	1895	192
Wisconsin, Iowa & Nebraska, v. C. & N.-W., refusal to	1884	530
Wisconsin, Iowa & Nebraska, v. Iowa Northern, refusal to, and forward	1886	559
Witmer Bros. v. C. & N.-W., refusal to perform	1907	381
Wolff, P. A., Cedar Rapids, v. C. & N.-W., refusal to	1893	254
Wylie, J. S., Davenport, v. C. M. & St. P., excessive charges	1890	901, 920

TAKING UP TRACK—see Abandonment of Road.

TARIFFS—

Posting of, legislation recommended	1889	42
Ruling of board, concerning posting of	1889	1099

TARIFF, GRANGER—see Granger Tariff.

TAXES, TAXATION AND TAX AB.

Discussion of law concerning	1884	82
In aid of railroads, discussed	1884	82
In aid of railroads to secure stations—see Stations.		
Rich, Geo. L., Fort Dodge v. Ft. Dodge & Ft. Ridgley, and M. & St. L.	1882	590
Returns to be made railroad commissioners	1878	32
Taxation of railroad property	1878	69
Taxation of railroads, discussed	1886	14

TELEGRAPH FACILITIES—see Station Facilities.

Beloit, citizens of, v. C. M. & St. P.	1903	307
Donnan, citizens of, C. M. & St. P.	1903	315
Wadena, on C. M. & St. P.	1903	312

TELEPHONES:

Loveland, Oscar Kelsey of, v. Ill. Cent., across railroad right of way	1905	285
Telephone lines crossing railway line, inquiry concerning rights and duties	1904	309
Telephone and Telegraph wires over railroad tracks, new law for	1907	15

TERMINAL CHARGES—

Huse, S. E., Coon Rapids, v. C. M. & St. P., excessive on short haul of coal	1887	722
Dissenting opinion by Commissioner Dey	1887	723
Petition for establishment of at one cent per hundred	1889	1024

TERRITORY, DIVISION OF, BETWEEN ROADS—see Miscellaneous; also Rates.

THROUGH BILLING—

Davenport, shippers of, v. B. C. R. & N. et al., West Liberty	1899, 1922, 1987	
THROUGH RATES, PERCENTAGE OF, allowed to local lines	1893	33

THROUGH TRAIN SERVICE—see Train Service.

TICKETS—see, also, Passenger Fares.

Bogart, George, Shenandoah, v. C. R. I. & P., in honoring round trip tickets	1890	939
Burns, Thomas, Breda, v. C. & N.-W., refund paid for but not issued	1893	216
Byram, M. W., Fremont, v. Iowa Cent., discrimination in sale of round trip	1891	727
Discrimination in sale of—see Discrimination.		
Grisell, A. H., Menlo, v. C. R. I. & P., regulations concerning limited	1890	936

TILE RATES—see Rates.

TIME FOR LOADING AND UNLOADING CARS—see Demurrage.

TOLL, BRIDGE, ABSORPTION OF—see Bridge Toll.

TONNAGE—

Earnings on state and interstate, decrease in for 1894, compared with 1893	1894	215
East and west compared	1878	64
From point to point in Iowa as compared with total Iowa tonnage	1892 15,19,20	
Failure of companies to report commodity	1878	61
Failure to separate for different states	1878	62
In carloads and less than carloads, comparative amount in car	1893	33
In Iowa, increase of	1890, 26; 1891	4
In Iowa, has reached its maximum	1883	32
Local freight, percentage of in Iowa	1884	31
Percentage of	1885	23

TOOL CHESTS, MECHANICS, TRANSPORTATION OF AS BAGGAGE—see Baggage.

TOPOGRAPHICAL—Discussion of elevation of railroads	1879	59-63
TRACK, CONDITION OF, Bureker, H. T., Brighton, v. C. R. I. & P.	1906	314
TRACK, CONNECTION, list of, in Iowa	1906	233
TRACKS, SPURS, COMPULSORY OPERATION OF—see Spur Tracks.		

TRACK SCALES—

Calloway, Dr. P., Atlantic, v. C. R. I. & P.	1895	233
Durette, J. H., Randolph, T. & N., imperfect condition of	1900	210
For weighing grain and live stock	1895	xxxvii
Ottumwa Fuel Co., Ottumwa, v. C. R. I. & P., petition for	1905	267
Sanders, W. B., Rolfe, v. C. & N.-W., conditions necessary for securing	1892	851

TRAFFIC POOLING—see Pooling.

TRAINS BLOCKING STREETS—see Obstructing Streets.

TRAIN BULLETIN IN PASSENGER DEPOT, law in reference to	1903	242
--	------	-----

TRAIN CONNECTION—see Train Service.

TRAINS CARRYING PASSENGERS TO BE STOPPED AT PLATFORM—see Stopping Trains at Platform	1889, 988,1087	
--	----------------	--

TRAINS, SPEED OF—see Speed of Trains.

TRAIN SERVICE—see Stopping Trains at Platform.

Authority of state to interfere with operation of through interstate passenger trains, opinion of United States supreme court	1903	359
Carriers required to furnish adequately and reasonable facilities	1891	810
Obligation to furnish first-class service in consideration of aid received	1889	1007
Restoration of on branch lines	1889	10
Should be so arranged as to carry passengers to principal towns in forenoons and return in the afternoon	1891 766,810	
Decision of United States supreme court with reference to right of state to interfere with the running of through trains	1900	389
Discussion of through passenger and freight service	1898	6
Discussion of stopping fast trains at small stations	1891	6
Operation of trains	1905	5

Complaints Concerning—

Adel, Mrs. L. P., Orton, v. C. M. & St. P., passenger	1906	370
Afton, citizens of, v. C. G. W., insufficient mail service at Talmage	1896	36
Afton Junction, additional at, Joseph S. Raynard, et al., Creston, v. C. St. P. & K. C. and C. B. & Q.	1892, 779; 1893	136
Albia, citizens of, v. Central Iowa, insufficient number of trains	1883	586
Alden, P. E. Furrey, v. Ill. Cent., stopping fast train	1896	94
Allerton, citizens of, v. C. R. I. & P., insufficient	1904 255,265	
Allison, B. P., Harding, v. C. G. W., additional	1901	528
Alton, crossing, C. & N.-W. and C. St. P. M. & O.	1903	250
Aplington, citizens of, v. Illinois Central, re-establishment of night service, etc	1893, 219; 1896, 88; 1899	38
Arcadia, E. J., McDougal, et al. of, v. C. & N.-W., insufficient	1884	517
Atalissa, citizens of, v. C. R. I. & P., stopping through trains	1897	76

TRAIN SERVICE—Continued.

Complaints Concerning—Continued.

Aurora, citizens of, by H. J. Griswold, Winthrop, v. C. G. W., better mail	1894	269
Aurora, citizens of, v. C. G. W.	1900	112
Bassett, citizens of, v. C. M. & St. P., flag stop	1904	304
Berwick, D. C. Wehde of, v. C. G. W., stopping trains	1896	130
Benson, Canfield, Lee, v. Ill. Cent.	1902	275
Brill, C. L., v. C. B. & Q., application for betterment	1907	426
Calmar, connection at, E. W. Hillweg, Des Moines, v. C. M. & St. P.	1903	300
Cascade, citizens of, v. C. M. & St. P., inadequate freight train service	1896	85
Cascade, Kean & Turbin of, v. C. M. & St. P., petition for better	1905	274
Cedar Falls, L. O. Robinson of, v. C. G. W.	1904	267
Centerdale, citizens of, v. C. R. I. & P.	1907	358
Center Point, H. C. Printy of, v. B. C. R. & N., additional	1892	742
Centerville and Van Wert Branch of C. B. & Q., towns along	1906	308
Clinton, H. W. Seamans of, v. B. C. R. & N., insufficient	1890	945
Charles City, train connection at C. M. & St. P., et al.	1901	481
C. M. & St. P., between Marion and Council Bluffs	1903	235
Chillicothe, citizens of, v. C. B. & Q., stopping through train	1889, 1038; 1900,	168
Coln, W. E. Adair of, v. O. & St. L., stopping fast train	1898	73
Commissioners v. C. G. W., condition of tracks	1906	378
Cone, citizens of, v. B. C. R. & N., stopping additional trains	1889	1014
Corning, citizens of, v. C. B. & Q., stopping trains	1891, 788; 1893	200
Cummings, citizens of, v. C. G. W., additional train service	1896,124; 1901	493
Danville, A. J. Lewis of, v. C. B. & Q., stock train	1906	370
Decorah, citizens of, v. C. R. I. & P., snow blockades	1905	280
Dedham, citizens of, v. C. M. & St. P., stopping trains on signal	1907	425
Defiance, citizens of, et al., v. C. M. & St. P., additional train	1892	783
DeKlotz, Frank, v. C. G. W.	1907	429
Delaware, W. C. Kirkchick of, v. Ill. Cent., stopping on flag	1906	377
Denison, citizens of, v. C. & N.-W., petition to stop fast train	1892	733
DeSoto, Earlham, Dexter, citizens of, v. C. R. I. & P., additional	1897	91
Dubuque, J. T. Hancock & Sons of, v. C. G. W., passenger	1895	171
Dubuque, Ham & Carver of, v. B. C. R. & N., mail service	1882	721
Durant, D. H. Snook et al. of, v. C. R. I. & P., insufficient	1896	146
Earlham, citizens of, v. C. R. I. & P., petition to stop additional trains	1886	519
East Peru, Green Bros., et al., of, v. C. G. W., insufficient freight	1895	119
Eldora, citizens of, v. Iowa Cent.	1906	348
Elkader, citizens of, v. C. M. & St. P., on branch line	1897	97
Elkader, citizens of, v. C. M. & St. P., restoration of, on branch line	1903	381
Elkader, F. D. Bayless of, v. C. M. & St. P., insufficient	1889	1012
Elkader, D. D. Murphy of, v. C. M. & St. P., improved	1892	864
Elliott, L. H. Griffith of, v. C. B. & Q., petition for better freight service	1905	310
Fort Madison Branch of C. B. & Q., petition for better service	1905	245
Fort Madison, W. J. B. Beck of, v. St. L., K. & N. W., insufficient	1899, 791; 1900	151
Fort Madison, W. J. B. Beck of, v. St. L. & S. P.	1901, 472; 1902	271
Foster, citizens of, v. C. M. & St. P., stopping through trains	1904	264
Galt, citizens of, v. B. C. R. & N., stopping through trains	1902	245
Gladbrook, train connections at	1904	295
Greenfield, Orient, Bridgewater, Pontanella and Massena, citizens of v. C. B. & Q., additional train service on branch line	1891	763
Green Mountain, O. N. Hoyt of, v. C. G. W., stopping train on signal	1897	116
Green, W. R. et al., v. C. & N.-W.	1907	441
Hardy, Becker & Cheever of, v. B. C. R. & N.	1900	111
Harlan, W. J. Davis of, v. C. R. I. & P., withdrawal of, on branch line	1889	1008
Haverhill, citizens of, v. C. M. & St. P.	1907	440
Hickory, citizens of, v. Iowa Central, flag station	1904	271

TRAIN SERVICE—Continued.

Complaints Concerning—Continued.

Hillsboro, citizens of, v. C. B. & Q., Fort Madison Branch.....	1905	245
Hillsboro, J. W. Blackford of, v. C. B. & Q.....	1906	322
Hillsboro, et al, citizens of, v. C. B. & Q., Ft. Madison branch.....	1907	366
Hosper, citizens of, C., St. P., M. & O., petition for night train service.....	1896	45
Indianola, M. A. Dashiell et al., of, v. C., R. I. & P.....	1892	859
Independence, Jones, C. D. of, v. C., R. I. & P., and Ill. Cent., insufficient.....	1894	301
Iowa Central, track connection on.....	1901	502
Iowa City, F. L. Kenyon et al. of, v. B., C. R. & N.....	1883	675
Iowa City, Geo. Hummer Mercantile Co. of, v. C., R. I. & P., insufficient.....	1894	316
James, W. F. Knowles of, v. C., St. P., M. & O., petition for local.....	1893	138
Kalo Junction, D. J. Johnson, et al., of, v. M. & St. L., resumption of.....	1902	256
Keosauqua, citizens of, v. C., R. I. & P., petition for.....	1890	875
Keosauqua, et al., citizens, v. C., R. I. & P., petition for additional trains.....	1905	296
Keota, Stewart Bros. and Stamp of, v. C., R. I. & P., trains for stock shipments.....	1905	252
Kniffin, flag stop at, J. W. Kincade, Sewal, v. C., R. I. & P.....	1905	310
LaPorte, citizens of, v. C., R. I. & P.....	1906	326
Latty, citizens of, v. B., C. R. & N., passenger train.....	1887	688
Latty, E. T. Jackson of, v. C., R. I. & P., flag stop.....	1904	291
Lehigh, citizens of, v. M. C. & Ft. D., restoration of.....	1902	229
LeMars and Sioux City, W. F. Knowles, James, v. Ill. Cent. et al.....	1885	572
Letts, citizens of, v. C., R. I. & P., asking that through trains stop on signal.....	1903	293
Lisbon, citizens of, v. C. & N.-W., flag stop.....	1904	313
Lisbon, W. S. Furnas of, v. C. & N.-W., stopping through trains.....	1903	268
Low Moor, Geo. F. White v. C. & N.-W., additional.....	1889	1087
McCready, R. T. et al., v. Ill. Cent.....	1907	433
McGregor, service from, Wm. E. Wiehe, Lansing v. C., M. & St. P.....	1885	508
Macedonia, citizens of, v. C., B. & Q., on account of mail.....	1902	258
Maloy, J. J. Condon of, v. C. G. W., petition to stop.....	1905	263
Marcus, M. Y. Ames of, v. Ill. Cent., time of stock into Chicago.....	1905	277
Marengo, C. M. Beem, of, v. C., R. I. & P.....	1906	385
Marble Rock, F. E. Gates, mayor of, v. B., C. R. & N., stopping train at small station.....	1898	96
Masonville, J. W. Turley of, v. Ill. Cent., stopping through train.....	1898	45
McCallsburg, John P. Sunde et al. of, v. Iowa Cent., branch line train service.....	1896	49
Mechanicsville, H. F. Colver of, v. C. & N.-W.....	1902	281
Mediapolis, J. H. Scott of, v. B. & N.-W., passenger train.....	1892	849
Meitzen, Albert C., et al., v. C., R. I. & P.....	1907	420
Metcalf, J. A., v. C. & N.-W.....	1907	400
Miller, M. T., v. C., B. & Q., Des Moines to Osceola.....	1907	403
Milo, Lacona, Ackworth, Chariton v. C., B. & Q.....	1896	164
Moscow, Frank Leimkuehler of, v. C., R. I. & P., additional trains.....	1893	217
Moscow, F. Leimkuehler, v. C., R. I. & P., stopping train on flag signal.....	1901	251
Mt. Ayr and citizens of Ringgold County v. C., B. & Q., inadequate.....	1889	1004
Dissenting opinion of Commissioner Dey.....	1889	1008
Mt. Ayr, citizens of, v. C., B. & Q., letter from attorney-general concern ing.....	1893	242
Neola, T. W. Kelley of, v. C., M. & St. P., stock trains.....	1905	267
Numa & Centerville, citizens of, v. C., R. I. & P., additional.....	1891	761
Oak Grove, citizens of, v. Iowa Cent., refusal to stop trains.....	1900	182
Osage, Frank Forbes of, v. C., M. & St. P. et al., train connections.....	1888	684
Osceola, Frank Whitmore of, v. C., B. & Q., insufficient passenger.....	1887	708

TRAIN SERVICE—Continued.

Complaints Concerning—Continued.

Ottosen, C. et al., v. C., R. I. & P.....	1907	399
Ottumwa, E. M. Jenison of, v. Wabash et al., between Ottumwa and Des Moines.....	1895	180
Oxford, E. A. Doty et al. of, v. C., R. I. & P.....	1906	325
Panama & Persia et al., citizens of, v. C., M. & St. P., additional.....	1892	783
Persia, citizens of et al., v. C., M. & St. P., additional.....	1892, 783; 1905	270
Pleasanton, citizens of, v. D. M. & K. C., additional.....	1893	139
Pocahontas, citizens of, et al., v. C., R. I. & P., on Gowrie-Sibley branch.....	1903	309
Preston, insufficient at, Jas. Conger, Des Moines v. C., M. & St. P.....	1899	118
Raleston, citizens of, v. C. & N.-W., stopping through trains.....	1903	328
Rhodes, citizens of, v. C., M. & St. P., flag stop.....	1905	287
Richards, A. C. McGonegle of, v. Ill. Central, stopping on signal.....	1904	279
Rinard, citizens of, v. C. G. W.....	1906	391
Ringgold, citizens of, v. C., B. & Q., inadequate.....	1889	1004
Rockwell, N. Densmore of, v. Cent. Iowa, failure to stop at stations, etc.....	1882	529
Rudd, citizens of, v. C., M. & St. P., stopping fast trains, 1894, 177; re-hearing.....	1895	115
Sabula, citizens of, v. C., M. & St. P., flag stop.....	1904	303
Sandusky, citizens of, v. St. L., K. & N.-W., stopping fast train.....	1894	266
Santiago and Berwick, citizens of, v. C., St. P. & K. C., additional.....	1892	787
Seymour, citizens of, v. C., R. I. & P., stopping night trains.....	1903	243
Seymour, A. L. Haines of, v. C., R. I. & P.....	1902	255
Shannon City, J. K. Ewing et al. of, v. C. G. W., stopping fast train.....	1896	50
Sheldahl, connection at, B. F. W. Crozier, Indianola, v. C. & N.-W. Shellsburg, citizens of, v. C., R. I. & P., stopping train on signal.....	1905	250
et al.....	1887	727
Sidney, citizens of, v. C., B. & Q., for stock shipment.....	1903	287
Sidney, F. Brandon of, v. C., B. & Q.....	1906	318
Sioux City and Pacific railroad, train service.....	1901	462
Sloan, citizens of, v. S. C. & P., additional.....	1889	1072
Sperry, on C., M. & St. P., flag stop.....	1904	291
Stanley, citizens of, v. C. G. W., additional.....	1901	526
Starrett, Chas. et al., v. C., R. I. & P., at Amboy.....	1907	413
Strahan, citizens of, v. O. & St. L., stopping fast train at.....	1899	78
Sully, citizens of, v. Iowa Central, insufficient.....	1903	286
Swan, O. E. Shack of, v. C., B. & Q.....	1906	320
Talmage, citizens of, v. C. G. W., insufficient mail service.....	1896	36
Templeton, citizens of, v. C., M. & St. P., stopping train on signal.....	1903	329
Templeton, F. M. Wilson of, v. C., M. & St. P.....	1906	813
Templeton, F. M. Wilson of, v. C., M. & St. P.....	1893, 243 1894	179
Thayer, Wm. Olinger of, v. C., B. & Q., additional.....	1894	265
Thayer, A. T. Burrows, Afton, v. C., B. & Q.....	1906	321
Tiffin and sixteen other cities and towns on, C. R. I. & P., additional.....	1891	803
Titonia, citizens of, v. C., R. I. & P., petition for maintenance of scheduled time.....	1905	261
Trout, C. L., v. C., R. I. & P., at Amboy.....	1907	413
Turkey River Branch, C., M. & St. P.....	1898	20
Udell, C. A. Hornaday of, v. C., R. I. & P., stopping through trains.....	1903	289
Ventura, W. H. Bromley of, v. C., M. & St. P., petition to stop fast train.....	1905	260
Vinton, J. F. Allen of, v. C., M. & St. P., petition for additional.....	1889	1081
Vinton, Geo. Falkenhamer of, v. B., C. R. & N.....	1898	66
Vinton, Cunningham, T. C. et al. of, v. B., C. R. & N., request for through freight service.....	1900	211
Volga Branch, C., M. & St. P.....	1898, 20; 1900	106
Waterloo, train connections at.....	1890	75

	Year	Page
TRAIN SERVICE—Continued.		
Complaints Concerning—Continued.		
Watrico, connections at between C. G. W. & C. R. I. & P.	1905	299
Wall Lake and Mondamin Branch, C. & N.-W., complaint of Will		
Whiting	1903	326
Waukon, citizens of, v. C. M. & St. P., additional.	1892	732
Waukon, citizens of, v. C. M. & St. P., branch line service.	1903	279
Westfield, C. F. Mohr et al. of, v. C. M. & St. P., freight carried by		
station	1905	256
Westgate, R. R. Robinson of, v. C. G. W. stopping fast train.	1896	22
West Branch, C. H. Wickersham of, v. C. R. I. & P.	1904	267
West Union, citizens of et al., v. C. M. & St. P., on Volga Branch.	1900	106
Whiting, city of, v. S. C. & P., stopping fast train.	1896	43
Whiting, W. C. Whiting of, v. S. C. & P., stopping trains.	1896	80
Winterset, A. B. Shriver et al. of, v. C. R. I. & P., petition for better		
service	1905	255
Wlotka, M. R. DeBusk of, mail service.	1899	94
Woodburn, citizens of, v. C. B. & Q., discrimination in.	1902	228
Wyoming, J. W. Kirkpatrick of, v. C. & N.-W., carrying passengers in		
freight trains	1897	151
Yorkshire, citizens of et al., v. C. M. & St. P., additional.	1892	753
Yorkshire, citizens of, v. C. M. & St. P.	1907	336
TRANSITS	1878	45
TRANSFER POINTS, list of in Iowa.	1906	219, 233
TRANSFER TRACKS AND TRANSFER FACILITIES, CHARGES, ETC.—see, also, Y.		
Baggage, passenger or freight, discussion of law concerning.	1884	78-79
Beard, J. R. Otto, v. C. M. & St. P. et al., failure to transfer at Y.	1903	209
Fogg, J. Leland, Cedar Rapids, v. C. M. & St. P., et al., charges.	1892	846
Fayette county, citizens of, v. C. M. & St. P., at Donnan Junction.	1887	705
Harris & Cole Bros., Cedar Falls, v. C. & N.-W., Ill. Cent., C. B. & Q.,		
C. St. P. & K. C. and H. & S., petition for transfer for less than carload		
of freight in O'Brien county, near Afton, and in Ringgold county.	1889	998
Kendig, A. J., Shannon City, v. W. F. & Co., refusal to transfer express		
at Afton Junction	1900	165
Lieser, I. M., Abbott, v. B. C. R. & N., failure to furnish.	1880	136
Linby, Dudgeon & Gambell of, v. C. B. & Q.	1904	272
Louden Machinery Company, Fairfield, v. C. B. & Q. and C. G. W., at		
Afton	1893	167
Miller, Jay D., Ida Grove, v. C. M. & St. P. et al., petition for crossing.	1887	755
Nelson, Olney, et al., v. C. & N.-W. and C. M. & St. P., at Sheldahl.	1883	686
Preston, O. S., Indianola, v. U. S. Express.	1906	365
Reynard, J. S., Creston, v. C. B. & Q. and C. G. W., at Afton Junction.	1893	136
Rodifer, J. W., Council Bluffs, v. C. & N.-W., protest against requiring		
transfer of coal at Junction.	1879	38
Temple, W. R. Co. v. C. & N.-W., application for.	1907	243
Waldo & Thornley, Woodward, v. C. R. I. & P. et al., at Junction.	1897	122
TRANSPORTATION FACILITIES FOR COAL—see, also, Failure to Furnish Cars.		
TRANSPORTING FREIGHT—see Refusal to Receive and Forward Freight.		
TRANSPORTATION FREE FOR COMMISSIONERS AND SECRETARY—see, also, Laws.	1878	33
TRAVELING MEN'S SAMPLE CASES—see Baggage.		
TRANSPASSING ON TRACKS, DANGER OF.	1891	841
TRANSPASS—		
Gillis, Jas. R., Mt. Pleasant, v. St. L., K. & N.-W., location of ditch.	1901	471
TUCKER, HORACE, G. F. A., Ill. Cent., on reduction of Iowa corn rates.	1886	621

	Year	Page
UNDERCROSSING—see crossing.		
UNIFORMITY OF RAILROAD ACCOUNTS—see Accounts.		
UNIFORM CLASSIFICATION, discussed.	1887	49
UNION DEPOSITS—see, also, Stations and Joint Stations.		
At junction points, discussed and recommended.	1884	42 78, 82
Discussion of, by L. S. Coffin.	1883	89
Liabilities of companies using same.	1884	82
Legislation recommended.	1889, 40; 1891	44
Complaints Concerning—		
Adams county, citizens of, v. C. St. P. & K. C. et al., petition near		
Afton	1883	747
Carnforth, on C. & N.-W. and C. R. I. & P.	1903	278
Council Bluffs, city of, v. all entering railways, petition for.	1892	809
Council Bluffs, citizens of, various lines, petition for.	1886	570
Des Moines, unsafe condition of.	1898	11
Harrison Twp., Mahaska county, citizens of, v. B. & W. and C. & N.-W.		
petition	1887	764
Keokuk, city of, v. C. R. I. & P. et al., petition for.	1886	612
Dissenting opinion by Commissioner Coffin.	1886	617
Ledyard, v. B. C. R. & N. and C. & N.-W.	1898	38
Malvern, crossing of, C. B. & Q. and O. & St. L.	1900	134
Morning Sun, citizens of, v. B. C. R. & N. et al., petition for.	1888	726
Ottumwa case	1887	699
Wheatland case	1887	754
UNION STOCK YARDS, receipts of cattle and hogs at, in 1904.	1904	237
UNIT OF RATES, the car load—see, also, Car Loads Rates.	1880	182
UNJUST DISCRIMINATION—see Discrimination.		
UNSAFE CONDITION OF BRIDGE—see Bridges, Unsafe Condition of.		
UNSAFE CONDITION OF ROAD—		
Barnes, A. R., Albia, v. Albia & Cent.	1892	739
Bristow, citizens of, v. C. G. W., of Sumner & Hampton branch.	1892	764
Cochran, M., Oasis, v. B. C. R. & N., bridge.	1881	134
Edwards, N. W., Moulton, v. St. L., K. C. & N.	1880	64
Employees, committee of, v. O. & St. L.	1892	753
Hotchkiss, A. C., Adel, v. D. M. N. & W.	1892	848
Kasson, L. J., Des Moines, v. Iowa Cent.	1886	553
Sumner & Hampton, branch on C. G. W.	1892	834
VALUE—		
Actual present cash, of road and equipment, letters concerning.	1887	131-147
Letters of W. G. Purdy, vice president C. R. I. & P., and discussion.	1888	41-44, 45
Present cash, of railroad property.	1888	661
Of railroads as compared with other property.	1878	66
VIADUCTS—		
City council, by laws of Iowa, given full control and jurisdiction over		
the streets, alleys and public grounds of the city.	1893	152
Sioux City, city of, v. C. M. & St. P. et al.	1905	232
Commissioners have no authority to order where no street exists.	1892	777
Condition of, in various cities.	1894	150
Expense not a factor in protecting life at crossing.	1886	566
Inquiry by Binford & Binford, Marshalltown.	1897	104
Jurisdiction of commissioners over, appellate or supervisory in its na-		
ture	1893	152
Objections of abutting property owners relatively unimportant as bear-		
ing upon the public safety and convenience.	1893	152
Plans for construction must provide for closing street over railroad.	1894	168
Rights of public to viaduct, expense not to be considered.	1886	566

VIADUCTS—Continued.

Complaints Concerning—

Cedar Rapids, city of, v. B., C. R. & N. et al., petition for, across Avenue A	1888	742
Cedar Rapids, city of, v. various railways, petition for.....	1891, 800; 1901	159
Davenport, Charles Francis, engineer, v. C. M. & St. P., petition for.....	1894	304
Davenport, city of, v. C. M. & St. P.	1899	71
DeLay, Thos. S., Creston, v. C. B. & Q., application for withdrawn.....	1907	888
Des Moines, Iowa, in matter of, on Ninth street.....	1888, 735; 1893, 149; 1894	143
Des Moines, in matter of, on Seventh street.....	1888	736
Des Moines, plans for, on Seventh street, approved.....	1889	1079
Des Moines, on Eighteenth street.....	1902	209
Des Moines, on West Seventh street, decision of Board.....	1906	245
Dubuque, city of, v. C. G. W., reconstruction of.....	1905	307
Fort Dodge, city of, v. C. R. I. & P. and M. & St. L., petition for.....	1892, 802; 1900	67
Fort Dodge, H. M. Griffin et al., v. M. C. & Ft. D.	1904	222
Ft. Dodge, city of, v. Ill. Cent. et al., application for.....	1907	245
McGregor, city of, v. C. M. & St. P., over-crossing on highway.....	1889	1009
Marshalltown, city of, v. C. & N.-W.	1907	356
Mason City, city of, v. Iowa Central, condition of.....	1903	271
Neola, citizens of, v. C. R. I. P. and C. M. & St. P., petition for.....	1892	805
Oelwein, city of, v. C. G. W., condition of.....	1899, 81; 1903, 271; 1906	348
Oskaloosa, city of, v. C. R. I. & P., petition for.....	1892	768
Oskaloosa, city of, v. Iowa Central, petition for.....	1890	138
Signourney, Gambell, W. C., v. C. R. I. & P., condition of.....	1903	319
Sioux City, city v. C. M. & St. P. et al.	1905	232
Sioux City, city of, v. Ry. Co's application for on Wall street.....	1907	367
Walnut, citizens of, v. C. R. I. & P., petition for over-head crossing.....	1889	979

VIOLATION OF CONTRACT—see *Contract*.WAREHOUSE SITES—see *Sites*.

WAREHOUSES, PUBLIC should be established.....1895 xxxvi

WAREHOUSE, USE OF CARS FOR—see *Demurrage*.

WARMING CARS—Discussion of.....1887, 56; 1890, 6; 1898 4

WAR RATES—see *Rate Wars*.WATER, OVERFLOW, DRAINAGE, BACK WATER, ETC.—see *Overflow Drainage*.

WATER FOR LIVE STOCK: Wickersham, T. G., Capron, v. C. G. W., de-

priving use of.....1901 518

WATER ROUTES for east bound freights, effects on rates.....1879 70

WATERED STOCK—see, also, *Capitalization and Stock Watering*.

Discussion of.....1881, 83; 1883, 29; 1886, 55; 1887 51-56, 57

Earnings of, 1874 to 1888.....1891 36, 37

Increase of, by C. R. I. & P.....1880 178

Increase of, by C. B. & Q.....1880 178

Legislative control in issuance of.....1880 179

WATERWAY, OBSTRUCTION OF—see *Drainage*.

WATT, JAMES, letter of, on maintenance of carload rates.....1885 47

WEIGHING ASSOCIATION, WESTERN, rules to govern shipments.....1895 218

WEIGHING FACILITIES: Critchlow & Parker, Stillwell, v. Iowa Cent., at

Monroe.....1906 344

WEIGHING OF COAL, Nagle & Son, Red Oak, v. C. B. & Q.....1904 266

WEIGHTS, ESTIMATED—see *Minimum Weights*.

WESTERN TRUNK LINES RULES CIRCULAR, application to Iowa shipments.....1907 267

WHISTLING AT HIGHWAY CROSSING—see *Stock Killed, Crossing, Highway*.WHOLESALE AND RETAIL RATES—see, also, *Carload Rates*.....1880 182WHOLESALE HOUSES, NUMBER IN IOWA—see *Jobbers*.

WICKER, H. C., traffic manager C. & N.-W., on reduction of Iowa corn rates.....1886 621

WIRES CROSSING RAILROADS: Reuka, H. H., Rippey, inquiry concerning.....1906 360

Law regulating stringing of.....1907 15, 20

New law concerning.....1907 6

WRECKS, discussion of.....1906 7

Y TRACKS—

Discussion and legislation recommended.....	1889	40
Laws concerning, imperative and compulsory.....	1882, 429; 1887	754
Legislation recommended.....	1891	44
Will not be ordered unless required for commercial reasons.....	1893	171

Complaints Concerning—

Adams county, citizens of, v. C. B. & Q., petition for, near Afton.....	1888	747
Algona, citizens of, v. C. M. & St. P., petition for.....	1889, 1056; 1058	
Algona, citizens of, v. C. & N.-W. et al., petition for.....	1890, 843; 1900	156
Atwood, What Cheer Stove Co., v. C. R. I. & P. et al., petition for.....	1897	139
Bevington, D. M. & K. C. v. C. R. I. & P.....	1897	26
Billings, E. Ogden, v. M. & St. L. and C. & N.-W., at Ogden.....	1882	556
Boone Brick, Tile & Paving Co., Boone, v. C. & N.-W. et al., transfer track	1906	373
Boone Cereal Co., Boone, v. C. & N.-W. and others, application for.....	1905	294
Brown, M. C., et al., Waterloo, v. C. G. W. et al.....	1897	30
Budd, H. J., Knoxville, v. C. & N.-W. and C. B. & Q., transfer track.....	1884	580
Burt, C. J., Dubuque, v. C. M. & St. P. and C. & N.-W., at Clinton.....	1882	539
Carnforth, What Cheer Stove Co., v. C. R. I. & P. et al.....	1897	139
Central Iowa Coal Co., Des Moines, v. D. M. & Ft. D. et al., petition for.....	1884	514
Cox & Kiker, Deep River, v. C. R. I. & P. and C. & N.-W., at crossing.....	1884	591
Diagonal, citizens of, v. C. St. P. & K. C. and H. & S., petition for.....	1889	1083
Payette county, citizens of, v. C. M. & St. P. et al., at Donnan Junction.....	1887	705
Geddings, C. S., Kelley, v. C. & N.-W., refusal to transfer cars at Sheldahl	1886	530
Hanna, J. Q., Goldfield, v. C. & N.-W.....	1882	422
Henry, W. G. et al., Emmetsburg, v. B., C. R. & N. and C. M. & St. P.....	1882	528
Laurence, C. S., Manning, v. C. & N.-W. and C. M. & St. P.....	1885	566
Lehigh, Samuel McClure, v. M. C. & Ft. D. et al.....	1897	36
Lieser, I. M., Abbott, v. B., C. R. & N., petition for.....	1880	136
Lieser et al., Abbott, v. B., C. R. & N. and Central Iowa, for establishing of	1882	438
Lohrville, Patten, M. T. of, v. C. & N.-W., application for.....	1896, 25; 1897	19
McCoy, H. C., Algona, v. C. M. & St. P. and C. & N.-W., at crossing.....	1885	548
Miller, J. D., Ida Grove, v. C. M. & St. P. et al., petition for.....	1887	755
Osslan, citizens of, v. B., C. R. & N. and C. M. & St. P., petition for.....	1892	758
Richardson, G. H., Belmont, v. Central Iowa and B., C. R. & N., at crossing	1884	579
Robinson, C. W., Dubuque, v. C. & N.-W. and Ill. Cent., at Webster City	1882	539
Rock Rapids, citizens of, v. Ill. Cent. et al., for transfer track.....	1892, 783; 1904	306
Seymour, citizens of, v. C. M. & St. P. et al., for transfer track.....	1892	728
Shannon City, citizens of, v. C. G. W. et al.....	1896	23
Smith, R. H., Holstein, v. C. & N.-W. et al., at Correctionville.....	1888	683
Sutherland & Paullina, citizens of, v. C. & N.-W., et al.....	1887, 754; 1888	745
Talmage, citizens of, v. C. B. & Q. and C. G. W., petition for transfer		
Temple, W. R. Co., Denison, v. C. & N.-W., application for.....	1907	243
track	1905	249
Waterloo, The Fowler Co., of, et al., v. C. G. W. et al., petition for		
1900, 80; 1901	174	
YARDS, RAILROAD: Fetti Bros., Salem, v. C. B. & Q., condition of.....	1906	345
YOUNG MEN'S CHRISTIAN ASSOCIATION SECRETARIES, reduced rates for.....	1892	854
Z ONE rates on coal	1906	307

VOLUME INDEX

	Page
A BANDONMENT:	
Wagner, Geo. E., v. Iowa Central, of Faulkner station.....	424
ACCIDENTS and wrecks, new law concerning.....	6
ACCIDENTS and wrecks, forms for reporting same.....	7-10
ACCIDENTS to persons in Iowa, 1878 to 1907.....	14
ACCIDENTS to persons in Iowa, steam roads, 1907, table of.....	134-135
ACCIDENTS to persons in Iowa, electric roads, 1897, table of.....	153
APTON JUNCTION, Henry Paine, Decorah, v. C. B. & Q., et al., depot service.....	380
ARLSTRAND, A. N., Gowrie, v. C. & N.-W., private drainage through right of way.....	389
ARLSON, Farmers' Elevator Co., v. C. M. & St. P., elevator site.....	426
ARLSON & CENTERVILLE RY. Co., mileage officers and directors of.....	201
ARLSON, S. C., Laurens, v. C. M. & St. P., failure to furnish cars.....	409
ARLSON, F. M. Slagle & Co., v. C. & N.-W., discrimination in rates.....	358
ARLSON, H. D., Fort Dodge, v. M. & St. L., farm crossing.....	437
ARLSON, Chas. Starrett, et al., v. C. R. I. & P., train service.....	413
AMENDMENTS to Iowa Classification No. 13, statement concerning.....	10
AMENDMENT No. 4 to Iowa Classification No. 13.....	255
AMENDMENT No. 5 to Iowa Classification No. 13.....	262
AMENDMENT No. 6 to Iowa Classification No. 13.....	262
AMENDMENT No. 7 to Iowa Classification No. 13.....	263
AMENDMENT No. 8 to Iowa Classification No. 13.....	263
AMENDMENT No. 9 to Iowa Classification No. 13.....	263-271
AMES & COLLEGE RY. Co., officers, mileage and directors of.....	159
AMES, M. Y., Marcus, v. Ill. Cent., condition of cabooses.....	439
AMES, Saylor Coal Co., Des Moines, v. N. & N.-W., switching charges.....	428
AMES, F. A. Spence, v. American Express Co., express rates.....	422
ANAMOSA, F. H. Pickworth, v. C. & N.-W., overcharge—interstate.....	418
ANDERSON & MOEN, Betherville, v. C. R. I. & P., failure to furnish cars.....	403
ANKENTY, interlocker at.....	429
ANKENTY, W. N. Yoders, v. C. G. W., overhead highway crossing.....	414
APLINGTON, H. Dreyer, Jr., v. Ill. Cent., failure to furnish cars.....	392
ARLSON MILL Co., Arlon, v. C. M. & St. P., petition for industry track.....	415
ARLSON, R. A. Talcott, v. C. M. & St. P., shortage of cars.....	426
ARMSTRONG, Farmers' Co-Operative Co., v. C. R. I. & P., failure to furnish cars.....	409
ARMSTRONG, B. F. Robinson, v. C. R. I. & P., failure to furnish cars.....	390
ARNOLD, J. W., Cummings, v. C. G. W., right of way fence.....	444
ASSETS and Liabilities.....	82-85
ASSETS, comparative general balance sheet of, electric lines.....	153-154
ATCHISON, TOPEKA & SANTA FE RY. Co., mileage, officers and directors of.....	160-163
AUDUBON, W. R. Green, et al., v. C. & N.-W., train service.....	441
AULTMAN ENGINE & THRESHER Co., Cedar Rapids, Classification on engines returned.....	415
AURELIA, Farmers Elevator Co., v. Ill. Cent., elevator site.....	408
AUTOMATIC Couplers and train brakes, number of cars equipped with.....	13
AVERY, Citizens of, v. C. B. & Q., overcharge.....	447
AVOCA, Albert C. Meitzen, et al., v. C. R. I. & P., train service.....	420

	Page
BADGER, Farmers Elevator Co., v. M. & St. L., failure to furnish cars.	441
BADGER, Farmers Elevator Co., v. M. & St. L., failure to furnish cars.	419
BADGER, Farmers Elevator Co., v. M. & St. L., site for coal sheds.	432
BALLES & Son, Stockton, v. C. B. & Q., overcharge and loss in transit.	420
BALGEMAN, F. J., West Bend, v. M. & St. L., failure to furnish cars.	378
BATTLE CREEK, Brueck, C. F., v. C. St. P. M. & O., loss in transit.	418
BATTLE CREEK, Campbell, E. H., v. C. & N. W., overcharge.	420
BATTLE CREEK, Wheeler, J. G., v. C. & N. W., overcharge.	417
BAXTER, Hager Bros., v. C. G. W., farm crossing.	377
BEATRICE CREAMERY Co., Des Moines, v. C. B. & Q., delay in transit.	429
BECK GRAIN Co., Fremont, v. C. B. & Q., failure to furnish cars.	384
BECKMAN, G. Hull, v. C. M. & St. P., failure to furnish cars.	399
BEGGS, Thos. H., et al., Kanawha, v. Iowa Cent., failure to furnish cars.	394
BELMONT, S. N. Hinman, v. C. G. W., dangerous crossing.	356
BELLING, J. L. Olivet, v. C. R. I. & P., maintenance of station.	436
BURNARD, R. C., Kellogg, v. C. R. I. & P., condition of depot platform.	407
BLAKEBURG, Citizens of, v. C. M. & St. P., telephone service.	388
BLAKELEY, W. A. Grant Center, v. C. M. & St. P., failure to furnish cars.	395
BLOCK, W. G. Co., Muscatine, v. C. R. I. & P., application of local rate on through shipment.	437
BOARD OF CONTROL OF STATE INSTITUTIONS, v. Ill. Cent., failure to furnish cars.	443
BOARD OF RAILROAD COMMISSIONERS v. C. & N. W., failure to furnish cars.	384
BOARD OF RAILROAD COMMISSIONERS v. Wabash, et al., depot service, sanitation, etc.	381
BOLAN, Ed. Schaub, v. C. G. W., location of scales.	380
BOONE, BRICK, TILE & PAVING Co., v. N. & N. W., et al., switching charge.	236
BOONE, L. & H. Goepfinger, v. C. & N. W., delay in transit.	411
BOONE, Interlocker at.	252
BOONE SUBURBAN RAILWAY Co., officers and directors.	217
BORISCH, Martin, Marshalltown, v. Iowa Cent., right of way fence.	438
BOYLAN, Thos. H., appointed clerk Board of Railroad Commissioners.	14
BRIDGES, Iowa, number of.	98-99
BRIGHTON, Citizens of, v. C. R. I. & P., highway crossing.	374
BRELL, C. L., Emerson, v. C. B. & Q., train service.	426
BROCKWAY, C. B., Matlock, v. Ill. Cent., elevator site.	371
BROWN BROS., Crawfordsville, v. C. B. & Q., industry track.	374
BROWN, W. S., Manson, v. Ill. Cent., loss in transit.	363
BRUECK, C. F., Battle Creek, v. C. St. P. M. & O., loss in transit.	418
BUCHANAN, G. W., Walters, v. C. R. I. & P., telegraph facilities.	358
BUCK, A. E., Harris, v. C. R. I. & P., failure to furnish cars.	446
BUCK, C. C., Ware, v. C. R. I. & P., failure to furnish cars.	381
BUEKENS MFG. Co., Pella, v. Wabash, failure to furnish cars.	412
BUFFALO CENTER, F. S. Livermore, v. C. R. I. & P., failure to furnish cars.	397
BURT FARMERS EXCHANGE Co., Burt, v. C. & N. W., failure to furnish cars.	405
CABOOSES, sanitary condition of, M. Y. Ames, Marcus, v. Ill. Cent.	439
CALDWELL, C. A., Onawa, v. C. & N. W., failure to furnish cars.	387
CAMBRIDGE, Frank Lutter, v. C. M. & St. P., refusal to switch.	386
CAMBRIDGE, C. A. Richardson, v. N. & N. W., farm crossing.	387
CAMPBELL, E. H., Battle Creek, v. C. & N. W., overcharge.	420
CAMPBELL, Frank T., Railroad Commissioner, statement in memoriam.	3
CAMPBELL, Guy R., Emmetsburg, v. C. M. & St. P., overcharge.	430
CAMPBELL LUMBER Co., Waterloo, v. C. G. W., sidetrack facilities at Dunkerton.	440
CANTON, Liman B. Parshall, v. C. M. & St. P., overcharge on ticket.	388
CANTON, Mrs. O. P. Shermerhorn, v. C. B. & Q., loss in transit.	380
CAPITAL Stock, table of.	23-25
CAPITAL Stock and Funded Debt, Electric Lines.	147-148
CARLISLE, R. L. McCaughan, v. C. B. & Q., kicking cars at street crossing.	446
CARNFORTH, Interlocker at.	249

	Page
CARS, Number of, 1878 to 1907.	13
CARS, distribution of:	
Mendota Coal Co., Mendota, v. C. B. & Q.	383
Thistle Coal Co., v. C. B. & Q.	382
Western Elevator Co., Winona.	392
CARS, equipped with power or train brakes, 1878 to 1907.	13
CARS, equipped with automatic couplers 1878 to 1907.	13
CARS, Shortage of—see Failure to Furnish Cars:	
CARSON, E. W. Roe, v. C. B. & Q., overcharge on passenger fare.	441
CASES closed by correspondence.	381
CATTLE-GUARDS, Iowa.	98
CATTLE-PASS,—see Crossings, Farm:	
CEDAR RAPIDS, Aultman, Engine & Thresher Co., classification on engines	
TERMINED	415
CEDAR RAPIDS, W. L. DeClow, v. Iowa Central, failure to furnish cars.	411
CEDAR RAPIDS, Hamilton Bros., v. C. R. I. & P., switching charges.	374
CEDAR RAPIDS, Hog Saver Co., classification on poultry roasts, etc.	406
CEDAR RAPIDS & IOWA CITY RY. & LIGHT Co., v. C. R. I. & P., et al., switching	247
CEDAR RAPIDS & IOWA CITY RY. & LIGHT Co., officers and directors of.	218
CEDAR RAPIDS & MARION CITY RY. Co., officers and directors of.	219
CEDAR RAPIDS, Witmer Bros., v. C. & N. W., refusal to switch cars.	381
CENTERDALE, Citizens of, v. C. R. I. & P., train service.	358
CENTRAL LUMBER & COAL Co., Dubuque, v. M. & St. L., failure to furnish cars.	416
CENTERVILLE, Interlocker at.	254
CHANDLER, Wm., et al., Princeton, v. Iowa & Ill., location of Yapsle station.	421
CHARLTON, T. M. Hooper Produce Co., v. C. B. & Q., discrimination.	442
CHARLTON, R. L. Veirs, v. Adams Express Co., overcharge.	379
CHARLES CITY, P. P. Cole, v. Ill. Cent., cattle pass.	423
CHARLES CITY, Farmers Exchange Co., v. Ill. Cent., site for coal sheds.	246
CHARLTON, J. H. Roife, v. M. & St. L., failure to furnish cars.	395
CHASE, W. J., Guthrie Center, v. C. R. I. & P., failure to furnish cars.	386
CHATEWORTH, Geo. A. Wells, v. C. M. & St. P., failure to furnish cars.	410
CHEROKEE, Ira Conger, v. Ill. Cent., elevator site at Aurella.	375
CHEROKEE, R. T. McCready, v. Ill. Cent., train service.	433
CHICAGO & NORTHWESTERN RY. Co., inspection of by the Board.	456
CHICAGO & NORTHWESTERN RY. Co., mileage, officers and directors.	179-184
CHICAGO, ANAMOSA & NORTHERN RY. Co., mileage, officers and directors.	164
CHICAGO, BURLINGTON & QUINCY RY. Co., mileage, officers and directors.	165-168
CHICAGO GREAT WESTERN RY. Co., mileage, officers and directors.	169-170
CHICAGO, MILWAUKEE & ST. PAUL RY. Co., v. G. M. Lamb, et al., condemnation.	381
CHICAGO, MILWAUKEE & ST. PAUL RY. Co., inspection of by Board.	453
CHICAGO, MILWAUKEE & ST. PAUL RY. Co., mileage, officers and directors.	174-178
CHICAGO, ROCK ISLAND & PACIFIC Co., mileage, officers and directors.	187-192
CHICAGO, ROCK ISLAND & PACIFIC RY. Co., inspection of by Board.	455
CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA, mileage, officers and directors.	185-186
CHISHOLM & EVANS Co., Keokuk, v. C. R. I. & P., refusal to receive cars.	430
CINCINNATI, THISTLE COAL Co., v. C. B. & Q., distribution of cars.	382
CLASSIFICATION, amendments to, statement of Board concerning.	10

CLASSIFICATION OF FREIGHT:	Page
Amendment No. 4 to Iowa Classification No. 13.....	255
Amendment No. 5 to Iowa Classification No. 13.....	257
Amendment No. 6 to Iowa Classification No. 13.....	262
Amendment No. 7 to Iowa Classification No. 13.....	263
Amendment No. 8 to Iowa Classification No. 13.....	263
Amendment No. 9 to Iowa Classification No. 13.....	263
Aultman Engine & Thresher Co., Cedar Rapids, on engines returned..	416
Hog Saver Co., Cedar Rapids, on poultry roosts and mite traps.....	406
CLARINDA, John E. Davis, v. C., B. & Q., public use of private stock yards..	421
CLARION, Interlocker at	252
CLARK, Robert, New Sharon, v. Iowa Central, claim for overcharge.....	405
CLINTON COUNTY, condemnations proceedings, by C. & N.-W.....	228
CLINTON, Fener Fish Co., v. Adams Express Co., et al., advance in express rates	376
COAD, N. G. O., Hull, v. C. M. & St. P., delay in transit.....	437
COLE, P. P., Charles City, v. Ill. Cent., cattle pass.....	423
COLFAX NORTHERN RY. Co., mileage, officers and directors.....	193
COMMISSIONERS, v. C. & N.-W., failure to furnish cars.....	384
COMMISSIONERS v. Wabash, et al., sanitary condition at Albia station.....	381
COMPARATIVE statistics	11
COMPENSATION of employes, entire line.....	97
COMPENSATION of employes, Iowa.....	90
COMPENSATION of employes, Iowa, 1878-1907.....	12
CONDEMNATION:	
Bremer county, by M. C. & Ft. D. Ry. Co.....	248
Clinton county, by C. & N.-W.....	228
Emmet county, by C. R. I. & P.....	429
Harrison county, by D. & S. C., (Ill. Cent.).....	230
Linn county, by C. R. I. & P.....	232
Polk county, by Des Moines Terminal Co.....	229
Tama county, by C. M. & St. P.....	281
Webster county, by C. M. & St. P.....	229
CONROY, Ira, Cherokee, v. Ill. Cent., elevator site at Aurelia.....	375
CONROY, Frank, Conroy, v. C. M. & St. P., failure to furnish cars.....	404
CONSTRUCTION and Equipment, electric lines.....	145
CONSTRUCTION and equipment, steam roads, cost of.....	36
CONSUMPTION of fuel by locomotives, Iowa.....	131
CORN BELT MEAT PRODUCERS ASSN., v. Railway Companies, application for reduced rates on live stock.....	338
COST of Road and Equipment, entire lines and Iowa.....	36
COUNCIL BLUFFS, N. P. Dodge & Co., v. Wabash, obstruction to waterways.....	231
CRAWFORDSVILLE, Brown Bros., v. C. B. & Q., industry tracks.....	374
CREAM, proposed increase of rate on.....	435
CRESTON, Thos. S. DeLay, v. C. B. & Q., viaduct.....	388
CROOKED CREEK RY. COAL Co., mileage, officers and directors.....	194
CROSSINGS, Faith, number of, Iowa.....	98
CROSSINGS—FARM:	
Alvord, H. D., Fort Dodge, v. M. & St. L.....	437
Cole, P. P., Charles City, v. Ill. Cent., inquiry concerning cattle pass.....	423
Dana, Wm., Dana, v. M. & St. L.....	413
Douthart, G. W., Hillsboro, v. C. B. & Q., undergrade.....	431
Englehardt, G. R., St. Olaf, v. C. M. & St. P., undergrade cattle pass.....	413
Fulton, C. E., Moravia, v. C. M. & St. P.....	364
Gorrell, J. R., Newton, v. C. R. I. & P.....	365
Hager Bros., Baxter, v. C. G. W.....	377
Hardin, B. A., Knoxville, v. C. B. & Q., opened desired.....	418
Hauschen, H. E., Emmetsburg, v. C. M. & St. P.....	442
Hensel, B. F., Wall Lake, v. C. & N. W.....	422

CROSSINGS, FARM—Continued.	Page
Horning, J. L., Hubbard, v. C. & N.-W.....	449
Kisor, C. T., Oskaloosa, v. Iowa Central.....	427
Manley, J. C., Grinnell, v. C. R. I. & P., overhead.....	379
Martens, F. W., Indianola, v. C. G. W.....	359
Palne, W. A., Eagle Grove, v. C. & N.-W.....	365
Parker, C., Fredericksburg, v. C. G. W.....	402
Richardson, C. A., Cambridge, v. N. & N. W.....	387
Rickey, Jos. H., Mount Pleasant, v. C. B. & Q., undergrade.....	373
Witmer, B. F., Polk City, v. N. & N. W., undergrade.....	373
CROSSINGS—Highway, number of, in Iowa.....	98
CROSSINGS—STREET AND HIGHWAY:	
Brighton, Citizens of, v. C. R. I. & P., bad condition of.....	374
Emmet County, Board of Supervisors, C. R. I. & P., v. dangerous.....	449
Estherville, City of, v. M. & St. L.....	357
Gilmore, F. C., North McGregor, v. C. M. & St. P., flagman at streets.....	428
Grand Junction, Citizens of, v. C. & N.-W., gates at.....	416
Hinman, S. N., Belmond, v. C. G. W., dangerous.....	356
Ira, Town of, v. C. G. W.....	356
Jones, Orel, Loveland, v. Ill. Cent., dangerous.....	424
Kisor, C. T., Oskaloosa, v. Iowa Cent., for private use.....	427
Poweshiek County, Supervisors of, et al., v. C. R. I. & P., dangerous.....	357
Ransom, W. H., Van Wert, v. C. B. & Q., at alley.....	430
Yoders, W. N., Ankeny, v. C. G. W., failure to rebuild overhead.....	414
CULVER Station, interlocker at	250
CUMMINGS, J. W., Arnold, v. C. G. W., right of way fence.....	444
DAMAGE in transit—see Loss in Transit.	
DAMAGES:	
Haddock, S. G., Hornick, v. C. M. & St. P., account broken tombstone.....	393
Lane, V. R., West Liberty, v. C. R. I. & P. et al., to automobile in transit	419
DANA, Wm., Dana, v. M. & St. L., farm crossing.....	413
DAVENPORT, M. P. Miller, v. C. B. & Q., train service.....	403
DAVENPORT, M. P. Miller, v. Ill. & Iowa, maintenance of station.....	411
DAVIS, John E., Clarinda, v. C. B. & Q., public use of private stock yards.....	421
DAVIS, C. O., Keota, v. C. R. I. & P., failure to furnish cars.....	406
DAWSON, E. A., succeeded by W. L. Eaton as Railroad Commissioner.....	14
DEBT and Stock per mile of road, Iowa and entire line.....	31
DEBT, Capital Stock and Funded, electric lines.....	147
DEBT, tables of, steam roads.....	26
DECISIONS of Commission	227
DECLOW, W. L., Cedar Rapids, v. Iowa Central, failure to furnish cars.....	411
DECOAH, Henry Palne, v. C. B. & Q., et al., depot service.....	380
DEHAM, Citizens of, v. C. M. & St. P., train service.....	425
DEKLOTZ, Frank, Kirkman, v. C. G. W., train service.....	429
DELAY IN SHIPMENTS—see Delay in Transit.	
DELAY IN TRANSIT:	
Beatrice Creamery Co., Des Moines, v. C. B. & Q., of cream shipments.....	429
Coad, N. G. O., Hull, v. C. M. & St. P., of car of gasoline.....	437
Goeppinger, L. & H., Boone, v. C. & N.-W.....	411
Hemenway, V. C., Spirit Lake, v. C. R. I. & P.....	400
Knyper, A. N., Pella, v. C. B. & Q., of car of cement.....	443
Kreutzer & Wasem, Marshalltown, v. Iowa Central.....	421
Loonan Lumber Co., Sioux Falls, S. D., v. Great Northern, of shipment of shingles	418
Martens, E. H., Webster City, v. M. & St. L.....	448
O'Brien, M. P., Kinross, v. C. R. I. & P.....	378
Spurgin, W. C., Janalca, v. C. M. & St. P., failure to deliver.....	439
DELAY, Thos. S., Creston, v. C. B. & Q., viaduct.....	388

	Page
DEMURRAGE:	
Economy Farm Record Co., Newton, v. Ill. Cent., excessive.....	409
Seefeldt & Hobson, Red Oak, v. Wabash, storage charges.....	414
DENISON, Stewart Lumber Co., v. C. M. & St. P., application local rates on interstate shipments.....	372
DEPOT FACILITIES—see Station Service.	
DES MOINES, Beatrice Creamery Co., v. C. B. & Q., delay in transit.....	429
DES MOINES, Board of Control of State Institutions v. Ill. Cent., failure to furnish cars.....	443
DES MOINES, Casket Co., Des Moines, v. Adams Express Co., express rates.....	423
DES MOINES, James Fenlon, v. C. R. I. & P., overcharge, interstate.....	407
DES MOINES, James Fenlon, v. C. R. I. & P., overcharge, interstate.....	429
DES MOINES, IOWA FALLS & NORTHERN, officers, mileage and directors.....	195
DES MOINES, R. L. McCaughan, Carlisle, v. C. B. & Q., kicking cars at street crossing.....	446
DES MOINES, C. L. Percival Co., v. C. & N.-W., refusal to receive shipment of hides.....	434
DES MOINES, Saylor Coal Co., v. N. & N. W., switching charges.....	428
DES MOINES UNION RAILWAY CO., mileage, officers and directors.....	196
DES MOINES, Geo. A. Wells, v. C. M. & St. P., failure to furnish cars.....	410
DES MOINES WESTERN RAILWAY CO., mileage, officers and directors.....	197
DENISON, W. R. Temple of, v. C. & N.-W., application for transfer track.....	243
DICKINSON, J. L. et al., v. C. & N.-W., application for joint station.....	235
DIRECTORS, officers and mileage of electric railway companies.....	217
DIRECTORS, officers and mileage of steam railway companies.....	159
DISCRIMINATION:	
Hooper, T. M., Produce Co., Chariton, v. C. B. & Q., in application of W. T. L. Rules No. 6.....	442
Lutz, T. B., Mapleton, v. C. M. & St. P., in use of stock yards.....	401
Slagle, F. M., & Co., Alton, v. C. & N.-W., in joint rates.....	358
Western Elevator Co., Winona, Minn., in distribution of cars.....	392
DIVIDENDS on stock declared.....	23
DODGE, N. P. & Co., Council Bluffs, v. Wabash Railroad Co., obstruction of watercourse.....	231
DOUGHAN, J. E. et al., ex rel. Hardin county, v. C. & N.-W., application for drainage ditch.....	241
DOWNEY, G. W., Hillsboro, v. C. B. & Q., undergrade farm crossing.....	431
DOWNNEY, C. D. Gibson, West Liberty, v. C. R. I. & P., failure to furnish cars.....	444
DOWS, Farmers' Grain & Lumber Co., v. C. R. I. & P., failure to furnish cars.....	438
DRAINAGE:	
Ahlstrand, A. N., Gowrie, v. C. & N.-W., private.....	239
Dodge, N. P. & Co., et al., v. Wabash, obstruction of water course.....	231
Hardin County, ex rel., v. C. & N.-W., proposed ditch.....	241
Johnson, R. N., county atty., Fort Madison, v. C. B. & Q., obstruction to.....	257
Lehigh, Town of, v. C. G. W., maintenance of sewer.....	392
Steber, F. W., Rinard, v. C. G. W.....	361
Tretter, Jos., Marshalltown, v. Iowa Central et al.....	432
DRAKE, S. D., et al., v. C. & N.-W. et al., application for joint station at Swea City.....	234
DRAKE, S. D., et al., v. C. & N.-W., application for joint station at LuVerne.....	233
DREYER, Jr., H., Applington, v. Ill. Cent., failure to furnish cars.....	392
DUBUQUE & SIOUX CITY RAILROAD COMPANY, mileage, officers and directors of 198 cars.....	
DUBUQUE, Central Lumber & Coal Co., v. M. & St. L., failure to furnish cars.....	416
DUBUQUE, Geo. W. Healy & Son, v. C. M. & St. P., refusal to bill freight.....	427
DUBUQUE, Geo. Wilde, v. Ill. Cent., loss in transit.....	416
DUNKERTON, Canfield Lumber Co., v. C. G. W., side track facilities.....	440
DYBART CANNING Co., Dysart, v. C. R. I. & P., failure to furnish cars.....	440

	Page
EAGLE GROVE, W. A. Paine, v. C. & N.-W., farm crossing.....	365
EARNINGS and operating expenses Iowa steam roads, 1878-1907.....	11
EARNINGS, electric lines.....	139
EARNINGS, steam roads, entire lines.....	51
EARNINGS, steam roads, Iowa.....	46
EARNINGS, steam roads, Iowa, net, 1878 to 1907.....	11
EARNINGS per mile of road, steam roads, Iowa, 1878 to 1907.....	11
EATON, W. L., succeeds E. A. Dawson as Railroad Commissioner.....	14
ECONOMY Farm Record Co., Newton, v. Ill. Cent., storage charges.....	409
ELECTRIC Interurban Railways, mileage in Iowa.....	5
ELMORE, Minn., S. C. Moore, v. C. R. I. & P., failure to furnish cars.....	399
EMERSON, C. L. Brill, v. C. B. & Q., train service.....	426
EMMETT County, Board of Supervisors, C. R. I. & P. v. dangerous highway crossing.....	449
EMMETT County, C. R. I. & P., v. A. A. Gordon, condemnation.....	429
EMMETTSBURG, Guy R. Campbell, v. C. M. & St. P., overcharge.....	430
EMMETTSBURG, M. T. McElvoy, v. M. & St. L., loss in transit.....	425
EMMETTSBURG, H. E. Hauschen, v. C. M. & St. P., farm crossing.....	442
EMMETTSBURG, Northwestern Tile & Clay Products Co., v. C. M. & St. P., failure to furnish cars.....	443
EMPLOYEES and Salaries, steam roads, entire line.....	97
EMPLOYEES, and salaries, steam roads, Iowa.....	90
EMPLOYEES in Iowa, steam roads, number and compensation of 1878 to 1907.....	13
EMPLOYEES injured coupling cars, steam roads, Iowa, 1878 to 1907.....	13
EMPLOYEES injured falling from train, steam roads, Iowa, 1878 to 1907.....	13
EMPLOYEES injured coupling cars, steam roads, Iowa, 1878 to 1907.....	13
EMPLOYEES killed falling from trains, steam roads, Iowa, 1878 to 1907.....	13
ENGELHARDT, G. R., St. Olaf, v. C. M. & St. P., cattle pass.....	412
EQUIPMENT and Road, electric lines, description of.....	149
EQUIPMENT, steam roads, cost of.....	86
EQUIPMENT, steam roads, description of, entire lines.....	102
EQUIPMENT, electric lines, cost of.....	145
ESTHERVILLE, Anderson & Moen, v. C. R. I. & P., failure to furnish cars.....	403
ESTHERVILLE, city of, v. M. & St. L., street crossing.....	257
EVERHEIN, C. E., Palmer, v. C. R. I. & P., failure to furnish cars.....	401
EWART, Thomas Nelson, v. Iowa Central, right of way fence.....	438
EXPENSES, operating, electric lines.....	140
EXPENSES, operating, steam roads, entire lines.....	68
EXPENSES, operating, steam roads, Iowa, 1878 to 1907.....	11
EXPENSES, operating, steam roads, Iowa.....	56
EXPENSES RATES:	
Des Moines Casket Co., Des Moines, v. Adams Express Co., inequality in.....	423
Felner Fish Co., Clinton, v. Adams Express Co., et al., advance in.....	376
Spence, F. A., Ames, v. American Express Co.....	422
FAILURE TO FURNISH CARS:	
Allen, C. S., Laurens, v. C. M. & St. P.....	409
Anderson & Moen, Esterville, v. C. R. I. & P.....	403
Balgeman, F. J., West Bend, v. M. & St. L.....	378
Bockman, G., Hull, v. C. M. & St. P.....	399
Bock Grain Co., Fremont, v. C. B. & Q.....	384
Beggs, Thos. H., et al., v. Iowa Central.....	394
Bleakley, W. A., Grant Center, v. C. M. & St. P.....	395
Board of Control of State Institutions, v. Ill. Cent.....	443
Buck, A. E., Harris, v. C. R. I. & P.....	446
Buck, C. C., Ware, v. C. R. I. & P.....	381
Buerkens Mfg. Co., v. Wabash.....	412
Burt, Farmers' Exchange Co., v. C. & N.-W.....	405
Caldwell, C. A., Onawa, v. C. & N.-W.....	387
Central Lumber & Coal Co., v. M. & St. L.....	416

FAILURE TO FURNISH CARS—Continued.

	Page
Charlton, J. H., Rolfe, v. M. & St. L.	395
Chase, W. J., Guthrie Center, v. C. R. I. & P.	386
Commissioners, v. C. & N-W.	384
Conroy, Frank, Conroy, v. C. M. & St. P.	404
Davis, C. O., Keota, v. C. R. I. & P.	406
DeClaw, W. L., Cedar Rapids, v. Iowa Central.	411
Dryer, Jr., H., Aplington, v. Ill. Cent.	392
Dysart Canning Co., Dysart, v. C. R. I. & P.	440
Everwein, C. E., v. C. R. I. & P.	401
Farmers' Co-Operative Co., Armstrong, v. C. R. I. & P.	409
Farmers' Elevator Co., Badger, v. M. & St. L.	419
Farmers' Elevator Co., Badger, v. M. & St. L.	441
Farmers' Elevator Co., Holland, v. C. R. I. & P.	403
Farmers' Elevator Co., Kingsley, v. C. & N-W.	394
Farmers' Elevator Co., Mount Union, v. C. B. & Q.	437
Farmers' Elevator Co., Norway, v. C. & N-W.	439
Farmers' Elevator Co., Wightman, v. C. G. W.	425
Farmers' Grain and Lumber Co., Dows, v. C. R. I. & P.	438
Farmers' Incorporated Co-Operative Society, Palmer, v. C. R. I. & P.	412
Fenn, G. A. & Co., Salem, v. C. B. & Q.	432
Filla Bros., Solon, v. C. R. I. & P.	403
Foster, D. J., Ringstead, v. C. & N-W.	407
Galbraith, Edward, Webb, v. C. M. & St. P.	398
Gibson, C. D., West Liberty, v. C. M. & St. P.	444
Gray, J. A., Onawa, v. C. & N-W.	395
Gress, Chas., et al., Fenton, v. C. & N-W.	413
Hahn, Henry, Mallard, v. M. & St. L.	397
Hanson, J., et al., Monroe, v. C. R. I. & P.	406
Hoffman, Oliver J., Sigourney, v. C. R. I. & P.	399
Johnson, I. M., Maquoketa, v. C. & N-W.	384
Johnson, I. M., Maquoketa, v. C. M. & St. P., et al.	415
Kunz Bros., Wesley, v. C. M. & St. P.	387
Lau & Sons Klemme, v. C. R. I. & P.	397
Livermore, F. S., Buffalo Center, v. C. R. I. & P.	397
Loftus, Geo. S., St. Paul, Minn., v. C. R. I. & P.	396
McAndrew, J. K., Hartley, v. C. M. & St. P.	442
Mallott, A. B., Minburn, v. C. & N-W.	404
Medberry & Darnell, Hornick, v. C. M. & St. P.	387
Messerole, C. G., Gowrie, v. C. & N-W.	385
Miller, L. E., Sinclair, v. Ill. Cent.	398
Mitchell Implement Co., Fort Dodge, v. C. M. & St. P.	408
Moore, S. C., Elmore, Minn., v. C. R. I. & P.	399
Northwestern Tile & Clay Products Co., Emmetsburg, v. C. M. & St. P.	443
Porter & Son, Fairmount, v. C. R. I. & P.	395
Richards Elevator Co., Richards, v. Ill. Cent.	393
Robinson, B. F., Armstrong, v. C. R. I. & P.	390
Seaf, Wm., Latimer, v. Iowa Central.	396
Severson, Halvor, Inwood, v. C. M. & St. P.	440
Sloan Cereal Co., Sloan, v. C. & N-W.	445
Sloan Elevator Co., Sloan, v. C. & N-W.	396
Smith, E. F., Wellman, v. C. R. I. & P.	380
Snake Creek Coal Co., Rippey, v. M. & St. L.	432
State of Iowa Board of Control of State Institutions, v. Ill. Cent.	443
Surber, L. A., Prairie City, v. C. R. I. & P.	405
Talcott, R. A., v. C. M. & St. P.	426
Tuttle, F. M., Spencer, v. M. & St. L.	390
Wells, Geo. A., Des Moines, v. C. R. I. & P.	391
Wells, Geo. A., v. C. M. St. P., at Chatsworth.	410
Wheeler, J. N., Germania, v. C. R. I. & P.	392
Williams, Chris., Stratford, v. C. & N-W.	386
Zundel, L., Monroe, v. C. R. I. & P.	404

	Page
FAIRMOUNT, Porter & Son, v. C. R. I. & P., failure to furnish cars.	395
FARM CROSSINGS, steam roads, Iowa, number of.	98
FARMERS' COAL & GRAIN Co., Havelock, v. C. & N-W., elevator site.	436
FARMERS' CO-OPERATIVE Co., Armstrong, v. C. R. I. & P., failure to furnish cars.	409
FARMERS' ELEVATOR Co., Akron, v. C. M. & St. P., elevator site.	426
FARMERS' ELEVATOR Co., Aurelia, v. Ill. Cent., elevator site.	408
FARMERS' ELEVATOR Co., Badger, v. M. & St. L., failure to furnish cars.	419
FARMERS' ELEVATOR Co., Badger, v. M. & St. L., failure to furnish cars.	441
FARMERS' ELEVATOR Co., Badger, v. M. & St. L., sites for coal sheds.	432
FARMERS' ELEVATOR Co., Holland, v. C. R. I. & P., failure to furnish cars.	403
FARMERS' ELEVATOR Co., Mount Union, v. C. B. & Q., failure to furnish cars.	437
FARMERS' ELEVATOR Co., Norway, v. C. & N-W., failure to furnish cars.	439
FARMERS' ELEVATOR Co., Ralston, v. C. & N-W., removal of side track.	447
FARMERS' ELEVATOR Co., Wightman, v. C. G. W., failure to furnish cars.	425
FARMERS' EXCHANGE Co., Charles City, v. Ill. Cent., site for coal shed.	246
FARMERS' GRAIN & COAL Co., Knierim, v. Ill. Cent., elevators site.	374
FARMERS' GRAIN & LUMBER Co., Dows, v. C. R. I. & P., failure to furnish cars.	438
FARMERS' INCORPORATED CO-OPERATIVE SOCIETY, Greene, v. C. R. I. & P., elevator site.	372
FARMERS' INCORPORATED CO-OPERATIVE SOCIETY, Palmer, v. C. R. I. & P., failure to furnish cars.	439
FARMERS' MUTUAL ELEVATOR Co., Larchwood, v. C. R. I. & P., elevator site.	372
FARMERS' UNION ELEVATOR Co., Galva, v. C. & N-W., elevator site.	434
FAULKNER, Geo. E. Wagner, v. Iowa Cent., abandonment of station.	424
FEINER Fish Co., Clinton, v. Adams Express Co. et al., advance in express rates.	376
FENCES:	
Arnold, J. W., Cummings, v. C. G. W., right of way.	444
Borisch, Martin, Marshalltown, v. Iowa Central.	438
Hayne, H. H., Marshalltown, v. C. G. W., right of way.	421
Helprey, L. S., Newton, v. C. R. I. & P., right of way.	421
Murphy, citizens of, et al., v. Iowa Central, right of way.	363
Nelson, Thos., Ewart, v. Iowa Central, right of way.	438
Wortman, Sarah A., Grinnell, v. Iowa Central, right of way.	396
FENLON, James, Des Moines, v. C. R. I. & P., overcharge, interstate.	407
FENLON, James, Des Moines, v. C. R. I. & P., overcharge, interstate.	429
FENN, G. A. & Co., Salem, v. C. B. & Q., failure to furnish cars.	412
FENTON, Chas. Gress et al., v. C. & N-W., failure to furnish cars.	413
FILLA BROS., Solon, v. C. R. I. & P., failure to furnish cars.	403
FLAGMAN—see Crossings, Streets and Highways.	
FLYING SWITCH, R. L. McCaughan, Carlisle, v. C. B. & Q.	446
FOREIGN CARS, Vltmer Bros., Cedar Rapids, v. C. & N-W., refusal to switch.	381
FORT DODGE, H. D. Alvord, v. M. & St. L., farm crossing.	437
FORT DODGE, City of, v. Ill. Cent. et al., petition for viaduct.	245
FORT DODGE, C. J. Ives, v. C. R. I. & P., overcharge.	423
FORT DODGE, Mitchell Implement Co., v. C. M. & St. P., failure to furnish cars.	408
FORT DODGE, Mitchell Implement Co., v. C. R. I. & P., overcharge.	387
FORT MADISON AND APPANOSE STONE Co., Fort Madison, v. C. B. & Q., switching charges.	361
FORT MADISON, R. N. Johnson, county atty., v. C. B. & Q., obstruction to water course.	357
FOSTER, D. J., Ringstead, v. C. & N-W., failure to furnish cars.	407
FREDERICKSBURG, C. Parker, v. C. G. W., farm crossing.	402
FREMONT, Beck Grain Co., v. C. B. & Q., failure to furnish cars.	384
FUEL, consumption of by locomotives, Iowa.	131
FULFON, C. E., Moravia, v. C. M. & St. P., farm crossing.	364

	Page
GALBRAITH, EDWARD, Webb, v. C. M. & St. P., failure to furnish cars.	396
GALVA, Farmers' Union Elevator Co., v. C. & N-W., elevator site.	434
GAIVIN BRICK & TILE Co., Iowa Falls, v. C. & N-W., excessive switching charges.	244
GATES—see Crossings, Street and Highway.	
GERZED, J. L. Dickinson, et al., v. C. & N-W., et al., application for joint station.	235
GERMANIA, S. C. Moore, Elmore, Minn., v. C., R. I. & P., failure to furnish cars.	399
GERMANIA, J. N. Wheeler, v. C., R. I. & P., failure to furnish cars.	392
GIBSON, C. D., West Liberty, v. C., R. I. & P., failure to furnish cars.	444
GIFFORD, Geo. S. Hallock, v. C. & N-W., condition of stock yards.	389
GILMORE CITY, Gilmore Grain & Elevator Co., v. M. & St. L., failure to furnish cars.	444
GILMORE, F. C., Mayor, North McGregor, v. C., M. & St. P., flagman at crossing.	428
GORFINGER, L. & H. Boone, v. C. & N-W., delay in transit.	411
GORDON, A. A., Emmet County, v. C., R. I. & P., condemnation.	429
GORELL, J. R., Newton, v. C., R. I. & P., farm crossing.	365
GOWRIE, A. N. Ahlstrand, v. C. & N-W., private drainage.	389
GOWRIE, C. G. Messerole, v. C. & N-W., failure to furnish cars.	385
GRAHAM PAPER Co., St. Louis, v. C., M. & St. P., overcharge.	417
GRAND JUNCTION, Citizens of, v. C. & N-W., gates at crossing.	416
GRANT, C. A. & SON, Rolfe, v. M. & St. L., loss in transit.	376
GRANT CENTER, W. A. Bleakley, v. C., M. & St. P., failure to furnish cars.	395
GRAT, J. A., Onawa, v. C. & N-W., failure to furnish cars.	395
GREENE, Farmers' Incorporated Co-Operative Society, v. C., R. I. & P., elevator site.	372
GREEN, W. R. et al., Audubon, v. C. & N-W., train service.	441
GREEN, Irvin, Larchwood, v. C., R. I. & P., overcharge, interstate.	448
GRESS, Chas. et al., Fenton, v. C. & N-W., failure to furnish cars.	413
GRINNELL, Board of Supervisors of Poweshiek Co., v. C., R. I. & P., dangerous highway crossing.	357
GRINNELL, J. C. Manley, v. C., R. I. & P., overhead farm crossing.	379
GRINNELL, Spaulding Manufacturing Co., v. C., R. I. & P., overcharge.	383
GRINNELL, Mrs Sarah A. Wortman, v. Iowa Central, condition of right of way.	396
GUTHRIE CENTER, W. J. Chase, v. C., R. I. & P., failure to furnish cars.	386
HADDOCK, S. G., Hornick, v. C., M. & St. P., overcharge and damage.	393
HAGER Bros., Baxter, v. C. G. W., farm crossing.	377
HAHN, Henry, Mallard, v. M. & St. L., failure to furnish cars.	397
HALLOCK, Geo. S., Union, v. C. & N-W., condition of stock yards at Gifford.	389
HAMILTON Bros., Cedar Rapids, v. C., R. I. & P., switching charges.	374
HANSON, J. et al., Monroe, v. C., R. I. & P., failure to furnish cars.	406
HARCOURT, Interlocker at.	254
HARDIN county, v. C. & N-W., proposed drainage ditch.	241
HARDIN, B. A., Knoxville, v. C., B. & Q., farm crossing.	418
HARPER, C. O. Davis, Keota, v. C., R. I. & P., failure to furnish cars.	406
HARRIS, A. E. Buck, v. C., R. I. & P., failure to furnish cars.	446
HARRISON county, condemnation proceedings by D. & S. C. (Ill. Cent.).	230
HARTLEY, J. K. McAndrew, v. C., M. & St. P., failure to furnish cars.	442
HAUSCHEN, H. E., Emmetsburg, v. C., M. & St. P., farm crossing.	442
HAYLOCK, Farmers Coal & Grain Co., v. C. & N-W., elevator site.	436
HAYHILL, Citizens of, v. C., M. & St. P., passenger service.	440
HAYNE, H. H., Marshalltown, v. C. G. W., right of way fence.	421
HEALEY, Geo. W., & Son, Dubuque, v. C., M. & St. P., refusal to bill freight.	427
HELPHREY, L. S., Newton, v. C., R. I. & P., right of way fence.	422
HEMENWAY, V. C., Spirit Lake, v. C., R. I. & P., delay in transit.	400
HENDERSON Bros., Trayer, v. C. & N-W., overcharge, interstate.	430
HENSEL, E. F., Wall Lake, v. C. & N-W., farm crossing.	422

	Page
HIGHWAY crossings, steam roads, Iowa, number of.	38
HILLSBORO, et al., Citizens of, v. C., B. & Q., train service.	366
HILLSBORO, G. W., Douthart, v. C., B. & Q., undergrade farm crossing.	421
HINMAN, S. M., Belmont, v. C. G. W., dangerous crossing.	355
HOFFMAN, O. J., Sigourney, v. C., R. I. & P., failure to furnish cars.	399
HOG SAYER Co., Cedar Rapids, classification on poultry roasts, etc.	406
HOLLAND, Farmers' Elevator Co., v. C., R. I. & P., failure to furnish cars.	403
HOOPER, T. M., Produce Co., Chariton, v. C., B. & Q., discrimination.	442
HORNICK, S. G., Haddock, v. C., M. & St. P., overcharge and damage.	393
HORNICK, Medbury & Darnell, v. C., M. & St. P., failure to furnish cars.	397
HORNING, J. L., Hubbard, v. C. & N-W., farm crossing.	449
HUBBARD, J. L., Horning, v. C. & N-W., farm crossing.	449
HULL, G., Beckman, v. C., M. & St. P., failure to furnish cars.	399
HULL, N. G. O., Coad, v. C., M. & St. P., delay in transit.	437
ILLINOIS CENTRAL RAILROAD CO., (D. & S. C.), mileage, officers and directors.	198
INCOME, electric lines.	138
INCOME account, steam roads, entire line.	42
INCOME account, steam roads, Iowa.	38
INCOME, miscellaneous.	34
INDIANOLA, F. W. Martens, v. C. G. W., farm crossing.	359
INDUSTRY tracks:	
Arion Mill Co., v. C., M. & St. P., petition for.	415
Brown Bros., Crawfordsville, v. C., B. & Q.	374
Kelley Canning Co., Waverly, v. Ill. Cent., refusal to switch to.	419
Sibley Mill Co., Sibley, v. C., R. I. & P., use of, for broken cars.	379
INGWERSEN Mfg. Co., Lyon, v. C. & N-W., overcharge.	377
INSPECTION of railways.	453
INTERLOCKERS:	
Ankeny, C. & N-W. and Ft. D., D. M. & S.	249
Boone, C. & N-W., with own tracks.	252
Carnforth, C., R. I. & P. and C. & N-W.	249
Centerville, C., B. & Q. and C., R. I. & P.	254
Clarion, C. G. W. and C., R. I. & P.	252
Culver Station, C., R. I. & P. and C., M. & St. P.	250
Harcourt, Ft. D., D. M. & S. and C. & N-W.	254
Iowa Falls, Ill. Cent., C., R. I. & P. and D. M., I. F. & N.	251
Onida, C. G. W., C., M. & St. P. and M. & O.	251
Tama, C., M. & St. P. and C. & N-W.	253
INTERLOCKING devices at railway crossings.	5
INTER-URBAN Ry. Co., officers and directors of.	221
INWOOD, Halvor Severson, v. C., M. & St. P., failure to furnish cars.	440
IOWA & ILL. Ry. Co., officers and directors of.	220
IOWA CENTRAL Ry. Co., inspection by Board.	456
IOWA CENTRAL Ry. Co., mileage, officers and directors.	199
IOWA FALLS, Galvin Brick & Tile Co., v. C. & N-W., excessive switching charges.	244
IOWA FALLS, interlocker at.	251
IOWA GRAIN DEALERS ASSN., v. C., R. I. & P., failure to furnish cars.	391
IOWA PORTLAND CEMENT Co., v. C., R. I. & P., special contract rate on stone, etc.	351
IRA, Town of, v. C. G. W., highway crossing.	356
IVES, C. J., Fort Dodge, v. C., R. I. & P., overcharge.	423

	Page
JAMAICA, W. C., Spurgin, v. C. M. & St. P., delivery of freight.....	439
JOHNSON, R. N., county attorney, Ft. Madison, v. C. B. & Q., obstruction to water course	357
JOHNSON, I. M., Maquoketa, v. C. M. & St. P., et al., failure to furnish cars	415
JOHNSON, I. M., Maquoketa, v. C. & N-W., failure to furnish cars.....	384
JOINT RATES:	
Law concerning	272
Resolutions of the Board	276
Hearing in matter of	272
Statement concerning	10
Tripoli Industrial Association, v. C. G. W.	393
JOINT STATIONS:	
Dickinson, J. L., et al., v. C. & N-W., et al., application for.....	235
Drake, S. D., et al., v. C. & N-W., et al.,	233
Drake, S. D., et al., v. C. & N-W., et al., application for at Swea City..	234
JONES, Orel, Loveland, v. Ill. Cent., dangerous highway crossing.....	424
KANAWHA, Thomas H. Beggs, et al., v. Iowa Cent., failure to furnish cars	394
KELLEY CANNING Co., Waverly, v. Ill. Cent., refusal to switch to industry track	419
KELLOGG, R. C., Birchard, v. C. R. I. & P., condition of depot platform....	407
KELLOGG, C. L. Trout, v. C. R. I. & P., train service at Amboy.....	413
KENDIG, A. J., Winterset, v. C. R. I. & P., loss in transit.....	373
KENSLEY, Ed. Schaub, v. C. G. W., location of scales at Bolan.....	380
KROKUR, Chisholm & Evans Co., v. C. R. I. & P., refusal to receive cars....	430
KNOTA, C. O., Davis, v. C. R. I. & P., failure to furnish cars	406
KETCHUM, N. S., elected chairman of the Board of Railroad Commissioners. 14	
KICKING cars at street crossings, R. L. McCaughan, Carlisle, v. C. B. & Q..	446
KING, H. G., Mt. Union, v. C. B. & Q., interstate rates.....	402
KINGSLEY, Farmers' Elevator Co., v. C. & N-W., failure to furnish cars....	394
KINROSS, M. T., O'Brien, v. C. R. I. & P., delay in shipment.....	378
KIRKMAN, Frank DeKlotz, v. C. G. W., train service.....	429
KISOR, C. T., Oskaloosa, v. Iowa Cent., farm crossing.....	427
KLEMMER, Lau & Sons, v. C. R. I. & P., failure to furnish cars.....	397
KNIERIM, Farmers' Grain & Coal Co., v. Ill. Cent., elevator site.....	374
KNOXVILLE, B. A. Hardin, v. C. B. & Q., farm crossing.....	418
KNOXVILLE, E. B. Woodruff, v. C. R. I. & P., overcharge, interstate.....	412
KNYFER, A. N., Pella, v. C. B. & Q., delay in transit.....	443
KRUTZER, & WASEM, Marshalltown, v. Iowa Cent., delay in transit.....	421
KUNZ Bros, Wesley, v. C. M. & St. P., failure to furnish cars.....	387
LADD, Clarence E., appointed stenographer of the Board of Railroad Commissioners	14
LAMB, George M., et al., Tama County, C. M. & St. P., v. condemnation proceedings	381
LANE-MOORE LUMBER Co., Laurens, v. C. M. & St. P., overcharge.....	371
LANE, V. R., West Liberty, v. C. R. I. & P., et al., damage in transit.....	419
LARCHWOOD, Farmers' Mutual Elevator Co., v. C. R. I. & P., elevator site..	372
LARCHWOOD, Irvin Green, v. C. R. I. & P., overcharge, interstate.....	448
LATIMER, William Senf, v. Iowa Cent., failure to furnish cars.....	396
LAU & Sons, Klemme, v. C. R. I. & P., failure to furnish cars.....	397
LAURENS, S. C. Allen, v. C. M. & St. P., failure to furnish cars.....	409
LAURENS, Lane-Moore, Lbr. Co., v. C. M. & St. P., overcharge.....	371
LAWS, new affecting powers of the Commission.....	10
LECLAIRE, M. P. Miller, Davenport, v. Iowa & Illinois, maintenance of station at	411
LEHIGH, town of, v. C. G. W., maintenance of sewer.....	392
LEWIS, Dwight N., appointed secretary of the Board of Railroad Commissioners	14

	Page
LIABILITIES and assets	82
LIABILITIES, comparative general balance sheet.....	155
LINN COUNTY, condemnation proceedings by C. R. I. & P.....	232
LIVERMORE, F. S., Buffalo Center, v. C. R. I. & P., failure to furnish cars..	397
LIVE stock, hearing in matter of petition for reduced rates on.....	338
LIVE stock rates, statement concerning.....	10
LOFTUS, George S., St. Paul, Minn., v. C. R. I. & P., failure to furnish cars..	396
LOONAN LBR. Co., Sioux Falls, S. D., v. Great Northern, delay in shipment	418
Loss in Transit:	
Bales & Son, Stockport, v. C. B. & Q., on stock.....	420
Brown, W. S., Manson, v. Ill. Cent.....	363
Brueck, C. F., Battle Creek, v. C. St. P., M. & O., of live stock.....	418
Gendig, C. A. & Son, Rolfe, v. M. & St. L.....	376
Gendig, C. A. J., Winterset, v. C. R. I. & P.....	373
Lane, V. R., West Liberty, v. C. R. I. & P., et al.....	419
McEvoy, M. T., Emmetsburg, v. M. & St. L.....	425
Shermorn, Mrs. O. P., Canton, v. C. B. & Q.....	389
Wilde, George, Dubuque, v. Ill. Cent.....	416
LOTHROP, Citizens of, v. C. R. I. & P., maintenance of station.....	410
LOVELAND, Orel Jones, v. Ill. Cent., dangerous highway crossing.....	424
LUTTER Frank, Cambridge, v. C. M. & St. P., refusal to switch.....	386
LUTZ, T. B., Mapleton, v. C. M. & St. P., discrimination in use of stock yards	401
LUVERNE, S. D. Drake et al. v. C. & N-W. et al., application for joint station	233
LYNCH, Thomas, et al., North Buena Vista, v. C. M. & St. P., condition of stock yards	394
LYON, Ingwersen Mfg. Co. v. C. & N-W., overcharge.....	377
MCCANDREW, J. K., Hartley, v. C. M. & St. P., failure to furnish cars..	442
MCCAUGHAN, R. L., Carlisle, v. C. B. & Q., flying switch.....	446
MCCADY, R. T., et al., Cherokee, v. Ill. Cent., train service.....	432
MCEVOY, M. T., Emmetsburg, v. M. & St. L., loss in transit.....	425
MCGREW, George E., Salem, v. United States Express Co., overcharge, interstate	432
MACKIN, John, St. Anthony, v. Iowa Central, overcharge.....	375
MALLARD, Henry Hahn, v. M. & St. L., failure to furnish cars.....	397
MALLIOTT, A. B., Minburn, v. C. & N-W., failure to furnish cars.....	404
MALVERN, P. A., Penney, v. C. B. & Q., claim for overcharge.....	278
MANCHESTER & ONEIDA RT. Co., mileage, officers and directors.....	202
MANLY, J. C., Grinnell, v. C. R. I. & P., overhead farm crossing.....	379
MANSON, W. S. Brown, v. Ill. Cent., loss in transit.....	363
MAPLETON, B. Lutz, v. C. M. & St. P., discrimination in the use of stock yards	401
MAQUOKETA, I. M. Johnson, v. C. M. & St. P., et al., failure to furnish cars..	415
MAQUOKETA, I. M. Johnson, v. C. & N-W., failure to furnish cars.....	384
MASON CITY & CLEAR LAKE TRACTION Co., officers and directors.....	222
MASON CITY & FORT DODGE Rd. Co., officers, mileage and directors.....	171
MASSEY station, George W. Healey & Son, v. C. M. & St. P., refusal to bill freight	427
MARCUS, M. Y. Ames, v. Ill. Cent., condition of cabooses.....	439
MARSHALLTOWN, Martin Borisch, v. Iowa Central, right of way fence.....	438
MARSHALLTOWN BUGGY Co., Marshalltown, v. C. & N-W., overcharge, interstate	417
MARSHALLTOWN, city of, v. C. & N-W., et al., viaduct.....	356
MARSHALLTOWN, H. H. Hayne, v. C. G. W., right of way fence.....	421
MARSHALLTOWN, Kreutzer & Waseem, v. Iowa Central, delay in transit.....	421
MARSHALLTOWN, Joseph Tretter, v. Iowa Central, et al., drainage.....	422
MARTENS, F. W., Indianola, v. C. G. W., farm crossing.....	359

	Page
MARTIN, Thomas J., Westfield, v. C. M. & St. P., elevator site.....	424
MARTIN, E. H., Webster City, v. M. & St. L., delay in transit.....	448
MATLOCK, C. B. Brockway, v. Ill. Cent., elevator site.....	371
MATTES, Joseph, Odebolt, v. C. & N.-W., overcharge.....	436
MEDBURRY & DARNELL, Hornick, v. C. M. & St. P., failure to furnish cars.....	397
MEITZEN, Albert C., et al., Avoca, v. C. R. I. & P., train service.....	420
MEMORIAM, statement, Frank T. Campbell, Railroad Commissioner.....	3
MEMORIAM, statement, Welcome Mowry, Railroad Commissioner.....	3
MENDOTA COAL CO., Mendota, v. C. B. & Q., distribution of cars.....	383
MESSEROLE, C. G., Gowrie, v. C. & N.-W., scarcity of cars.....	385
METCALF, J. A., Sac City, v. C. & N.-W., train service.....	400
MILEAGE, steam roads, Iowa, new.....	6
MILEAGE, steam roads, Iowa, 1878-1907.....	11
MILEAGE, steam roads, entire lines.....	86
MILEAGE, steam roads, Iowa.....	88
MILEAGE, Iowa, electric lines.....	5
MILEAGE, officers and directors, steam roads.....	159
MILEAGE, officers and directors, electric lines.....	217
MILEAGE, traffic, Iowa, steam road.....	106
MILEAGE, traffic, entire line, steam roads.....	114
MILEAGE, traffic, electric lines.....	151
MILLER, M. P., Davenport, v. Iowa & Illinois, maintenance of station.....	411
MILLER, M. P., Davenport, v. C. B. & Q., train service.....	403
MILLER, L. E., Sinclair, v. Ill. Cent., failure to furnish cars.....	398
MINBURN, A. B., Mallott, v. C. & N.-W., failure to furnish cars.....	404
MINNEAPOLIS & ST. LOUIS RD. CO., mileage, officers and directors.....	203
MINNEAPOLIS & ST. LOUIS RD. CO., inspection of by Board.....	456
MITCHELL IMPLEMENT CO., Ft. Dodge, v. C. R. I. & P., overcharge.....	387
MITCHELL IMPLEMENT CO., Ft. Dodge, v. C. M. & St. P., failure to furnish cars.....	408
MONROE, J. Hansen, et al., v. C. R. I. & P., failure to furnish cars.....	406
MONROE, L. Zundel, v. C. R. I. & P., failure to furnish cars.....	404
MOORE, S. C., Elmore, Minn., v. C. R. I. & P., failure to furnish cars.....	399
MORAVIA, C. E., Fulton, v. C. M. & St. P., farm crossing.....	366
MT. PLEASANT, J. H. Eickey, v. C. B. & Q., undergrade farm crossing.....	373
MT. UNION, Farmers' Elevator Co., v. C. B. & Q., failure to furnish cars.....	437
MT. UNION, H. G. King, v. C. B. & Q., interstate rates.....	402
MOWRY, Welcome, Railroad Commissioner, statement in memorandum.....	3
MUSCATINE, W. G. Block Co., v. C. R. I. & P., application of local rate on interstate shipment.....	437
MURPHY, Citizens of, et al., v. Iowa Central, condition of roadbed, fences, etc.....	263
MUSCATINE NORTH & SOUTH RD. CO., mileage, officers and directors.....	205
MUSCATINE, South Muscatine Lbr. Co., v. M. N. & S., switching charges.....	413
N	
NEBRASKA BRIDGE SUPPLY & LIBRARY CO., Omaha, Neb., v. C. M. & St. P., interstate rates.....	370
NELSON, Thomas, Ewart, v. Iowa Central, right of way fence.....	438
NEWTON, Economy Farm Record Co., v. Ill. Cent., storage charges.....	409
NEWTON, J. R., Gorrell, v. C. R. I. & P., farm crossing.....	365
NEWTON, L. S., Helphrey, v. C. R. I. & P., right of way fence.....	422
NEWTON & NORTHWESTERN RD. CO., mileage, officers and directors.....	206
NEWTON, Chas. Stiffert, v. C. R. I. & P., train service at Amboy.....	413
NORMAN Station, Newton township, trustees of, v. M. & St. L., removal of.....	359
NORTH BUENA VISTA, Thomas Lynch, et al., v. C. M. & St. P., condition of stock yards.....	394
NORTH MCGREGOR, F. C., Gilmore, v. C. M. & St. P., flagman at crossings.....	428

	Page
NORTHWESTERN TILE & CLAY PRODUCTS CO., Emmetsburg, v. C. M. & St. P., failure to furnish cars.....	443
NORWAY, Farmers' Elevator Co., v. C. & N.-W., failure to furnish cars.....	439
NORWAY township, trustees of, v. M. & St. L., station service.....	359
NUMBER of cars, 1878-1907.....	13
O	
O'BRIEN, M. T., Kinross, v. C. R. I. & P., delay in transit.....	378
ODDOLT, Joseph Mattes, v. C. & N.-W., overcharge.....	436
OFFICERS, mileage and directors, steam roads.....	159
OFFICERS, mileage and directors, electric lines.....	217
OLIVER, J. L. Billings, v. C. R. I. & P., maintenance of station.....	436
ONAWA, C. A. Caldwell, v. C. & N.-W., failure to furnish cars.....	387
ONAWA, J. A. Gray, v. C. & N.-W., failure to furnish cars.....	395
ONEIDA, Interlocker at.....	251
ORAN, Citizens of, v. C. G. W., condition of stock yards.....	398
OSKALOOSA, C. T. Kisor, v. Iowa Central, farm crossing.....	427
OTTOSSEN, C., et al., Ottosen, v. C. R. I. & P., train service.....	399
OPERATING expenses, steam roads, Iowa.....	56
OPERATING expenses, steam roads, entire line.....	68
OPERATING expenses, electric lines.....	140
OVERCHARGE:	
Avery, Citizens of, v. C. B. & Q., on passenger fare.....	447
Bales & Son, Stockport, v. C. B. & Q., on stock.....	420
Campbell, E. H., Battle Creek, v. C. & N.-W., on car of grain.....	420
Campbell, Guy R., Emmetsburg, v. C. M. & St. P., on passenger fare.....	480
Clark, Robert, New Sharon, v. Iowa Central.....	405
Fenlon, James, Des Moines, v. C. R. I. & P., interstate.....	429
Fenlon, James, Des Moines, v. C. R. I. & P., interstate.....	407
Graham Paper Co., St. Louis, v. C. M. & St. P., on paper.....	417
Green, Irvin, Larchwood, v. C. R. I. & P., interstate.....	448
Henderson Bros., Traer, v. C. & N.-W., interstate.....	430
Haddoe, S. G., Hornick, v. C. M. & St. P.....	393
Ingwersen Mfg. Co., Lyon, v. C. & N.-W.....	377
Ives, C. J., Fort Dodge, v. C. R. I. & P.....	423
Lane-Moore Lbr. Co., Laurens, v. C. M. & St. P., interstate.....	371
McGrew, George E., Selma, v. United States Express Co., interstate.....	432
Mackin, John, St. Anthony, v. Iowa Central, on live stock.....	375
Marshalltown Buggy Co., Marshalltown, v. C. & N.-W., interstate.....	417
Mattes, Joseph, Odebolt, v. C. & N.-W.....	436
Mitchell Implement Co., Fort Dodge, v. C. R. I. & P., interstate.....	387
Parshall, Lyman B., v. C. M. & St. P., interstate on ticket.....	388
Penney, P. A., Malvern, v. C. B. & Q., claim for.....	378
Pickworth, F. H., Anamosa, v. C. & N.-W., interstate.....	418
Polk, S. H., Sidney, v. C. B. & Q., interstate.....	393
Red Oak Gas Co., Red Oak, v. C. B. & Q., interstate.....	376
Roe, E. W., Carson, v. C. B. & Q., passenger fare.....	441
Spaulding Mfg. Co., Grinnell, v. C. R. I. & P.....	383
Veirs, R. L., Chariton, v. Adams Express Co., interstate.....	379
Woodruff, B. B., Knoxville, v. C. R. I. & P., interstate.....	412
Wheeler, J. G., Battle Creek, v. C. & N.-W., on car of hogs and sheep.....	417
P	
PAINE, Henry, Decorah, v. C. B. & Q., et al., depot service.....	380
PAINE, W. A., Eagle Grove, v. C. & N.-W., farm crossing.....	365
PALMER, D. J., Commissioner.....	14
PALMER, C. E., Everwein, v. C. R. I. & P., failure to furnish cars.....	401
PALMER, Farmers' Incorporated Co-operative Society, v. C. R. I. & P., failure to furnish cars.....	439
PARKER, C., Fredericksburg, v. C. G. W., farm crossing.....	402
PASSELL, Lyman B., Canton, v. C. M. & St. P., overcharge on ticket.....	388
PATON, C. P., Walker, v. M. & St. L., depot service.....	376
PATTERSON, A. Reiman, v. C. B. & Q., change of name of station.....	375

	Page
PELLA BRUSH Co., Pella, v. C. R. I. & P., rates, interstate.....	433
PELLA, Buerkens Mfg. Co., v. Wabash, failure to furnish cars.....	412
PELLA, A. N. Knyper, v. C. B. & Q., delay in transit.....	443
PENNEY, P. A., Malvern, v. C. B. & Q., claim for overcharge.....	378
PERCIVAL, C. L. Co., Des Moines, v. C. & N.-W., refusal to receive shipment.....	434
PICKWORTH, F. H., Anamosa, v. C. & N.-W., overcharge, interstate.....	418
POLK CITY, B. F. Wittmer, v. N. & N. W., undergrade farm crossing.....	373
POLK COUNTY, condemnation proceedings by Des Moines Terminal Co.....	239
POLK, S. H., Sidney, v. C. B. & Q., overcharge, interstate.....	393
PORTER & Son, J. M., Fairmount, v. C. R. I. & P., failure to furnish cars.....	335
POWERS and duties of the Commission, new law concerning.....	10
POWERSHIEK COUNTY, supervisors of, et al., v. C. R. I. & P., dangerous highway crossing.....	357
PRairie CITY, L. A. Surber, v. C. R. I. & P., et al., failure to furnish cars.....	405
PRINCETON, Wm. Chandler, et al., v. Iowa & Illinois, location of Wapsie station.....	421
R AILS and ties, renewal of, steam roads, Iowa.....	100
RATES, joint, statement concerning.....	10
RATES, joint, hearing in matter of.....	272
RATES on livestock, statement concerning.....	10
RATES on live stock, schedule of.....	348
RATE, special by contract, on stone, shale, etc., to foster industry.....	351
RATE on sugar beets in carloads, schedule of.....	271
RATES:	
Block, W. G. Co., Muscatine, v. C. R. I. & P., application of local on interstate shipment.....	437
Des Moines Casket Co., Des Moines, v. Adams Express Co., inequality in express.....	423
Feiner Fish Co., Clinton, v. Adams Express Co., et al., advance in express.....	376
Graham Paper Co., St. Louis, v. C. M. & St. P., interstate on paper.....	417
King, H. G., Mount Union, v. C. B. & Q., interstate on lumber.....	402
Nebraska Bridge Supply & Lumber Co., Omaha, v. C. M. & St. P., interstate.....	379
Pella Brush Co., Pella, v. C. R. I. & P., interstate on rice root.....	433
Proposed increase of express on cream.....	435
Spence, F. A., Ames, v. American Express Co., express on ice cream packers.....	422
Stewart Lbr. Co., Denison, v. C. M. & St. P., application of local on interstate business.....	372
Tripoli Industrial Assn. Tripoli, v. C. G. W., et al., joint.....	392
RASTON, Farmers' Elevator Co., v. C. & N.-W., removal of side track.....	447
RANSOM, W. H., Van Wert, v. C. B. & Q., crossing at alley.....	430
REBILLING IN TRANSIT, Block Co., Muscatine v. C. R. I. & P.....	437
RED OAK Gas Co., Red Oak, v. C. B. & Q., overcharge, interstate.....	378
RED OAK, Seefeldt & Hobson, v. Wabash, demurrage charges.....	414
REFUSAL to bill freight, George W. Healey & Sons, Dubuque, v. C. M. & St. P., to Massey station.....	427
REFUSAL TO RECEIVE AND FORWARD FREIGHT:	
Chisholm & Evans Co., Keokuk, v. C. R. I. & P.....	439
Percival, C. L. Co., Des Moines, v. C. & N.-W., shipment of hides.....	434
REIMAN, A., Paterson, v. C. B. & Q., change of name of station.....	375
RENTALS received and paid, steam roads.....	34
REPORTS and investigations of accidents, new law concerning.....	7
RICHARDSON, C. R., Cambridge, v. N. & N. W., farm crossing.....	387
RICHARDS ELEVATOR Co., Richards, v. Ill. Cent., failure to furnish cars.....	392
RICKY, Joe H., Mt. Pleasant, v. C. B. & Q., undergrade farm crossing.....	373
RINARD, F. W., Steber, v. C. G. W., drainage.....	361
RINGSTAD, D. J., Foster, v. C. & N. W., failure to furnish cars.....	407
RIPPET, Snake Creek Coal Co., v. M. & St. L., failure to furnish cars.....	432
ROAD and equipment, electric lines, description of.....	149

	Page
ROAD and equipment, cost of, steam roads, entire line.....	36
ROAD and equipment, cost of, steam roads, Iowa.....	36
ROADBED, Murphy, citizens of, v. Iowa Central, condition of.....	363
ROBINSON, B. F., Armstrong, v. C. R. I. & P., failure to furnish cars.....	390
ROE, E. W., Carson, v. C. B. & Q., overcharge on passenger fare.....	441
ROLYE, J. H., Charlton, v. M. & St. L., failure to furnish cars.....	395
ROLYE, C. A. Grant & Sons, v. M. & St. L., loss in transit.....	376
RULES and regulations for stringing wires over railroad tracks.....	17
S AC CITY, J. A. Metcalf, v. C. & N.-W., train services.....	400
ST. ANTHONY, John Mackin, v. Iowa Central, overcharge on livestock.....	375
ST. LOUIS, Graham Paper Co., v. C. M. & St. P., overcharge.....	417
ST. OLAF, G. R. Englehardt, v. C. M. & St. P., cattle pass.....	412
ST. PAUL, Minn., George S. Loftus, v. C. R. I. & P., failure to furnish cars.....	396
SALARIES and employes, steam roads, Iowa.....	90
SALM, C. A. Penn & Co., v. C. B. & Q., failure to furnish cars.....	412
SAYLOR Coal Co., Des Moines, v. N. & N. W., switching charges.....	428
SCALES, Ed. Schaub, Kenset, v. C. G. W., location of at Bolan.....	380
SCHAUB, Ed., Kenset, v. C. G. W., location of scales at Bolan.....	380
SKEFFELT & HOBSON, Red Oak, v. Wabash, demurrage charges.....	414
SELMA, George E. McGraw, v. United States Express Co., overcharge, interstate.....	432
SENF, Wm., Latimer, v. Iowa Central, failure to furnish cars.....	396
SEVERSON, Halvor, Inwood, v. C. M. & St. P., failure to furnish cars.....	440
SHERMERHORN, Mrs. O. P., Canton, v. C. B. & Q., loss in transit.....	380
SHORTAGE OF CARS—see Failure to Furnish Cars	
SIBBY MILL Co., Sibby, v. C. R. I. & P., use of industry track.....	379
SIDETRACKS:	
Canfield Lbr. Co., Waterloo, v. C. G. W., facilities at Dunkerton.....	440
Farmers' Elevator Co., Ralston, v. C. & N.-W., removal of.....	447
SIDNEY, S. H. Polk, v. C. B. & Q., overcharge, interstate.....	393
SIGOURNEY, Oliver J., Hoffman, v. C. R. I. & P., failure to furnish cars.....	399
SINCLAIR, L. E., Miller, v. Ill. Cent., failure to furnish cars.....	398
SIoux CITY, city of, v. Railway companies, viaduct.....	367
SIoux FALLS, S. D., Loonan Lbr. Co., v. Great Northern, delay in shipment.....	418
SITES:	
Brockway, C. B., Matlock, v. Ill. Cent., for elevator.....	371
Conger, Ira, Cherokee, v. Ill. Cent., for elevator at Aurelia.....	375
Farmers' Coal & Grain Co., Havelock, v. C. & N.-W., for elevator.....	436
Farmers' Elevator Co., Akron, v. C. M. & St. P., for elevator.....	426
Farmers' Elevator Co., Aurelia, v. Ill. Cent., for elevator.....	408
Farmers' Elevator Co., Badger, v. M. & St. L., for coal sheds.....	432
Farmers' Exchange Co., Charles City, v. Ill. Cent., for coal sheds.....	246
Farmers' Grain & Coal Co., Knierim, v. Ill. Cent., for elevator.....	374
Farmers' Incorporated Co-operative Society, Greene, v. C. R. I. & P., for elevator.....	372
Farmers' Mutual Elevator Co., Larchwood, v. C. R. I. & P., for elevator.....	372
Farmers' Union Elevator Co., Galva, v. C. & N.-W.....	434
Martin, Thos. J., Westfield, v. C. M. & St. P., discrimination in rates.....	359
SLAOLE, F. M. & Co., Alton, v. C. & N.-W., failure to furnish cars.....	445
SLOAN CEREAL Co., Sloan, v. C. & N.-W., failure to furnish cars.....	396
SMITH, E. F., Wellman, v. C. R. I. & P., shortage of cars.....	380
SNAKE CREEK Coal Co., Rippey, v. M. & St. L., failure to furnish cars.....	432
SOLOH, Fila Brothers, v. C. R. I. & P., failure to furnish cars.....	403
SOUTH MUSCATINE LBR. Co., Muscatine, v. M. N. & S., switching charges.....	413
SPAUDLING MFG. Co., Grinnell, v. C. R. I. & P., overcharge.....	383
SPENCE, F. A., Ames, v. American Express Co., Express rates.....	422
SPENCER BRICK & TILE Co., Spencer, v. C. M. & St. P., switching charges.....	377
SPENCER, F. M. Tuttle, v. M. & St. L., failure to furnish cars.....	390
SPIRIT LAKE, V. C. Hemenway, v. C. R. I. & P., delay in transit.....	400

SPURGIN, W. C., Jamaica, v. C. M. & St. P., delivery of freight.....	439
STARHETT, Chas., Newton, v. C. R. I. & P., train service at Amboy.....	413
STATE OF Iowa, Board of Control of State Institutions, v. Ill. Cent., failure to furnish cars.....	443
STATIONS, steam roads, Iowa.....	100
STATIONS:	
Billings, J. L., Olivet, v. C. R. I. & P.....	426
Birchard, R. C., Kellogg, v. C. R. I. & P., bad condition of depot platform.....	407
Blakesburg, citizens of, v. C. M. & St. P.....	388
Chandler, Wm., et al., Princeton, v. Iowa & Ill., location of Wapsie station.....	421
Commissioners v. Wabash, et al., sanitary condition of at Albia.....	381
Dickinson, J. L., et al., Gerled, v. C. & N.-W., et al., application for joint.....	235
Drake, S. D., et al., v. C. & N.-W., et al., application for joint.....	233
Lothrop, citizens of, v. C. R. I. & P., maintenance of.....	410
Miller, M. P., Davenport, v. Iowa & Ill., maintenance of at LeClaire trustees.....	411
Norway township, trustees of, v. M. & St. L., abandonment of.....	359
Paine, Henry, Decorah, v. C. B. & Q., condition of at Afton Jet.....	380
Reisman, A., Paterson, v. C. B. & Q., change of name of.....	375
Thomas, J. P., Washington, v. C. R. I. & P., removal of at Verdi.....	441
Verdi, J. P., Thomas, Washington, v. C. R. I. & P., removal of.....	441
Wagner, George E., Faulkner, v. Iowa Cent., abandonment of.....	424
Walker, C. P., Paton, v. M. & St. L.....	376
Walters, G. W., et al., Buchanan, v. C. R. I. & P., petition for re-establishment of telegraph facilities.....	358
Waterloo, citizens of, v. C. G. W., maintenance of in West Waterloo.....	445
WEBER, F. W., Rinard, v. C. G. W., drainage.....	361
STEWART LBR. CO., Denison, v. C. M. & St. P., local rates on interstate shipment.....	372
STOCK and debt per mile of road, steam roads, Iowa and entire line.....	31
STOCK, capital, steam road, amount per mile of road.....	24
STOCK, capital, steam roads, table of.....	23
STOCKHOLDERS, number of.....	24
STOCK PASS—see Crossings, Farm.	
STOCKPORT, Bales & Son, v. C. B. & Q., overcharge and loss in transit.....	420
STOCKS and bonds, steam roads, table of.....	32
STOCKYARDS:	
Davis, John E., Clarinda, v. C. B. & Q., public use of private.....	421
Hallett, George S., Union, v. C. & N.-W., condition of.....	389
Lutz, T. B., Mapleton, v. C. M. & St. P., discrimination in use of.....	401
Lynch, Thomas, et al., North Buena Vista, v. C. M. & St. P., condition of.....	394
Oran, citizens of, v. C. G. W., condition of.....	393
STRATFORD, Carls, Williams, v. C. & N.-W., failure to furnish cars.....	386
SUGAR Beets in carloads, commodity rate on.....	271
SUBER, L. A., Prairie City, v. C. R. I. & P., et al., failure to furnish cars.....	405
SWEA CITY, S. D. Drake, et al., v. C. & N.-W., et al., application for joint station.....	234
SWITCHING CHARGES:	
Boone Brick, Tile & Paving Co., et al., v. N. & N. W.....	236
Fort Madison & Appanoose Stone Co., v. C. B. & Q.....	361
Galvin Brick & Tile Co., v. C. & N.-W., alleged excessive.....	244
Hamilton Bros., Cedar Rapids, v. C. R. I. & P.....	374
Saylor Coal Co., v. Newton & N. W., at Ames.....	428
South Muscatine Lumber Co., v. M. N. & S., alleged excessive.....	413
Spencer Brick & Tile Co., Spencer, v. C. M. & St. P.....	377
SWITCHING SERVICE:	
Cedar Rapids & Iowa City Ry. & Light Co., v. C. R. I. & P., et al., application for order to compel performance of.....	247

SWITCHING SERVICE—Continued.

Kelley Canning Co., Waverly, v. Ill. Cent., refusal to perform to industry track.....	419
Lutter, Frank, Cambridge, v. C. M. & St. P., refusal to perform.....	386
Witmer Bros., Cedar Rapids, v. C. & N.-W., refusal to perform.....	381
SWITCH, What constitutes.....	236
TABOR & NORTHERN RY. CO., mileage, officers and directors.....	307
TALCOT, Riley A., Arion, v. C. M. & St. P., shortage of cars.....	426
TAMA COUNTY, C. M. & St. P., v. Lamb, et al., condemnation proceedings.....	381
TAMA COUNTY, condemnation proceedings by C. M. & St. P.....	227
TAMA, interlocker at.....	253
TAMA & TOLEDO ELECTRIC RY. & LIGHT CO., officers and directors.....	223
TAXES, table of.....	79
TELEGRAPH SERVICE—see Stations.	
THIBTLE COAL CO., Cincinnati, v. C. B. & Q., distribution of cars.....	382
THOMAS, J. P., Washington, v. C. R. I. & P., removal of Verdi station.....	441
TELEPHONE and telegraph wires over railroads tracks, new law for.....	15
TELEPHONE SERVICE—see Stations.	
TEMPLE, W. R. Co., Denison, v. C. & N.-W., application for transfer track.....	243
TIES and rails, renewal of, steam roads, Iowa.....	100
TONNAGE crossing Mississippi and Missouri Rivers.....	132
TONNAGE, steam roads, entire lines.....	127
TONNAGE, steam roads, Iowa.....	122
TRAER, Henderson Bros., v. C. & N.-W., overcharge, interstate.....	430
TRAFFIC, mileage, electric lines.....	151
TRAIN SERVICE:	
Brill, C. L., Emerson, v. C. B. & Q., application for betterment.....	426
Centertale, Citizens of, v. C. R. I. & P.....	358
DeCham, Citizens of, v. C. M. & St. P., stopping trains on signal.....	425
DeKlotz, Frank, Kirkman, v. C. G. W.....	429
Green, W. R., et al., Audubon, v. C. & N.-W.....	441
Haverhill, Citizens of, v. C. M. & St. P.....	440
Hillsboro, et al., Citizens of, v. C. B. & Q., Fort Madison branch.....	366
McCready, R. T., et al., Cherokee, v. Ill. Cent.....	423
Meitzen, Albert C., et al., Avoca, v. C. R. I. & P.....	420
Metcalfe, J. A., Sac City, v. C. & N.-W.....	400
Miller, M. P., Davenport, v. C. B. & Q., Des Moines to Osceola.....	403
Ottosen, C., et al., Ottosen, v. C. R. I. & P.....	399
Starret, Chas., et al., Newton, v. C. R. I. & P., at Amboy.....	413
Trout, C. L., Kellogg, v. C. R. I. & P., at Amboy.....	413
Yorkshire, citizens of, v. C. M. & St. P.....	386
TRANSFER TRACKS, W. R. Temple Co., Denison, v. C. & N.-W., application for.....	243
TRESTLES, number of on steam roads, Iowa.....	398
TRETTET, Jos., Marshalltown, v. Iowa Central, et al., drainage.....	423
TRIPOLI INDUSTRIAL ASSN., v. C. G. W., et al., joint rates.....	393
THOUT, C. L., Kellogg, v. C. R. I. & P., train service at Amboy.....	413
TUTTLE, F. M., Spencer, v. M. & St. L., failure to furnish cars.....	390
UNION, George S. Hallett v. C. & N.-W., condition of stock yards at Gifford.....	389
UNION PACIFIC RD. CO., mileage, officers and directors.....	208
VAN WERT, W. H., Ranson v. C. B. & Q., crossing.....	430
VEERS, R. L., Charlton, v. Adams Express Co., overcharge.....	279
VERDI, J. P., Thomas, Washington, v. C. R. I. & P., removal of station.....	441
VIADUCTS:	
DeLay, Thomas S., Creston, v. C. B. & Q., application for, withdrawn.....	388
Fort Dodge, city of, v. Ill. Cent., et al., application for.....	245
Marshalltown, city of, v. C. & N.-W.....	356
Sloux City, city of, v. Railway Companies, application for on Wall street.....	367

	Page
WABASH RD. CO., mileage, officers and directors.....	210
WAGNER, George E., Faulkner, v. Iowa Central, abandonment of station.....	424
WALKER, C. P., Paton, v. M. & St. L., depot service.....	376
WALL LAKE, E. F. Hensel, v. C. & N.-W., farm crossing.....	422
WALTERS, G. W., et al., Buchanan, v. C., R. I. & P., telegraph facilities.....	358
WAPRIS, Wm. Chandler, et al., Princeton, v. Iowa & Ill., location of station.....	421
WARRE, C. C. Buck, v. C., R. I. & P., failure to furnish cars.....	381
WASHINGTON, J. P. Thomas, v. C., R. I. & P., removal of Verdi station.....	441
WATERLOO, Canfield Lbr. Co., v. C. G. W., side track facilities at Dunkerton.....	440
WATERLOO, CEDAR FALLS & NORTHERN RY. CO., officers and directors.....	224
WATERLOO, citizens of, v. C. G. W., maintenance of depot in West Waterloo.....	445
WATERWAYS:	
Johnson, R. N., county attorney, v. C., B. & Q., obstruction to.....	357
Dodge & Co., v. Wabash, obstruction to.....	231
WAVERLY, Kelley Canning Co., v. Ill. Cent., refusal to switch to industry track.....	419
WEBB, Edward Galbreath, v. C., M. & St. P., failure to furnish cars.....	398
WEBSTER CITY, E. H. Martin, v. M. & St. L., delay in shipment.....	448
WEBSTER COUNTY, condemnation proceedings by Ft. D., D. M. & S.....	220
WELLMAN, E. F. Smith, v. C., R. I. & P., failure to furnish cars.....	380
WELLS, George A., v. C., M. & St. P., failure to furnish cars at Chatsworth.....	410
WELLS, George A., v. C., R. I. & P., failure to furnish cars.....	391
WESLEY, Knize Bros., v. C., M. & St. P., failure to furnish cars.....	387
WEST BEND, F. J. Balgeman, v. M. & St. L., failure to furnish cars.....	378
WESTERN ELEVATOR CO., Winona, Minn., inquiry with reference to distribution of cars.....	392
WESTERN TRUNK LINES RULES CIRCULAR, application of to Iowa shipments.....	267
WESTFIELD, Thomas J. Marth, v. C., M. & St. P., elevator site.....	424
WEST LIBERTY, C. D. Gibson, v. C., R. I. & P., failure to furnish cars at Downey.....	444
WEST LIBERTY, V. R. Lane, v. C., R. I. & P. et al., damage in transit.....	419
WEST WATERLOO, citizens of, v. C. G. W., maintenance of depot.....	445
WHEELER, J. G., Battle Creek, v. C. & N.-W., overcharge.....	417
WHEELER, J. N., Germania, v. C., R. I. & P., failure to furnish cars.....	392
WIGHTMAN, Farmers' Elevator Co., v. C. G. W., failure to furnish cars.....	425
WILCOX, George, Dubuque, v. Ill. Cent., loss in transit.....	416
WILLIAMS, Chris, Stratford, v. C. & N.-W., failure to furnish cars.....	386
WILLMAR & SIOUX FALLS RY. CO., mileage, officers and directors.....	213
WINONA, Minn., Western Elevator Co., discrimination in distribution of cars.....	392
WINTERSSET, A. J. Kendig v. C., R. I. & P., loss in transit.....	373
WIRES OVER RAILROAD TRACKS:	
New law concerning.....	15
Board's rule for stringing and maintaining.....	17
Hearing for formulating rules for stringing.....	16
WISCONSIN, MINNESOTA & PACIFIC RY. CO., mileage, officers and directors.....	173
WITMER BROS., Cedar Rapids, v. C. & N.-W., switching service.....	381
WITMER, B. F., Polk City, v. N. & N. W., undergrade farm crossing.....	373
WOODRUFF, E. B., Knoxville, v. C., R. I. & P., overcharge, interstate.....	412
WOITMAN, Mrs. Sarah A., Grinnell, v. Iowa Central, condition of fence.....	396
WRECKED AND ACCIDENTS, new law concerning.....	6
YODERS, W. N., Ankeny, v. C. G. W., highway crossing.....	414
YORKSHIRE, citizens of, v. C., M. & St. P., train service.....	386
Y TRACKS, W. R. Temple Co., Denison, v. C. & N.-W., application for.....	243
ZUNDEL, L., Monroe, v. C., R. I. & P., failure to furnish cars.....	404