

THIRTY-FIFTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING DECEMBER 2, 1912

STATE OF IOWA

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DES MOINES:
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Report of the Railroad Commissioners.

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

To the Hon. B. F. Carroll, Governor of the State of Iowa:

We herewith submit to you the 35th Annual Report of the Board of Railroad Commissioners, as required by law.

This report contains the decisions of the Board, a brief statement of all cases closed by it during the period ended December 2, 1912, and the statistics of the various transportation companies operating in this state, including steam railways, electric inter-urban railways, switching and terminal companies and express companies, for the year ended June 30, 1912. In addition to this, a further section of the report has been necessitated by the work of the Commission in connection with interstate cases which includes an account of the work of the department of Commerce Council, all of whose expense, except salary, including traveling expenses, experts, clerical assistance, etc., are paid from the funds at the disposal of this department, and who for the period covered by this report, has been subject to the orders of the Commission.

STATISTICS.

The Commission would repeat what has been heretofore said in its annual reports, as to the unreliability of statistics covering operations of carriers within the state.

GENERAL OFFICE.

The entire work of the Commission has steadily grown. Complaints and petitions involving intrastate business for the present period amounts to approximately 50 per cent more than for the 1911 period.

We believe that generally speaking, conditions on the Iowa Railroads have improved as regards service and the physical conditions of the roads and equipment. A more complete account of the individual cases involving Iowa intrastate rates and service will be found on pages 1 to 201 of this report.

RATE DEPARTMENT.

At the time of the organization of the rate department, which was noted in the 34th annual report of this Board, there were less than one thousand tariffs in the files, all of which were issues of roads passing through this state. There are now more than 20,000 effective tariffs and supplements on file, affecting interstate traffic to and from Iowa points. These tariffs have been of the utmost assistance in the prosecution of interstate rate cases and are of the greatest value in the general work of the Commission. This department has, among other things, compiled a set of charts showing the rates on various important commodities from Iowa points to the principal markets, and are revised daily as the rates are changed by supplements or re-issues of the tariffs.

INTERSTATE CASES.

During the period covered by this report, the Commission has handled some very important interstate rate cases, for a more complete report of which see pages 205 to 221 of this report.

PROSECUTING DUTIES OF COMMISSION.

In common with the Interstate Commerce Commission and other state commissions, this Board is empowered to act in a judicial capacity, deciding controversies as to rates and service in an impartial manner between the carriers and the public; but at the same time this Commission, as are others, is directed to take the initiative on behalf of the public—in other words, to act as judge, jury, prosecutor and witness at the same time. Practically all the Commissions in the country, have dropped their prosecuting functions and have confined themselves to deciding cases brought before them. At the time this Commission commenced its prosecuting duties, the field was very large and the amount of work done, depended almost entirely on the capacity and time at the disposal of those doing the work. It is our conviction that the dual role of prosecutor and judge should be dropped by this Board as soon as practicable and only the work of deciding cases be undertaken. The prosecuting functions of the State in this line of action, should as soon as practicable be handled by the Commerce Counsel.

COMMERCE COUNSEL.

This department has grown to be of great value to the Commission and the State of Iowa. This department has represented complainants before this Commission and on direction from the

Board, has presented to the Interstate Commerce Commission, cases involving interstate rates. For more complete statement of activities of the department, see pages 205 to 221 of this report.

LEGISLATION.

We renew our former recommendation concerning legislation providing more adequate inspection of railroads, with special reference to track scales; and legislation permitting railway companies to meet short line competition.

RULES OF PRACTICE.

Rules of Practice before the Commission were adopted on December 22, 1911, to be effective January 1, 1912. The rules are printed in full in this report on pages 223 to 228.

COMPARATIVE STATISTICS.

We again submit comparative statistics of railroad, interurban, terminal and bridge companies, showing the annual figures for mileage, earnings, expenses, employees, accidents, etc., from 1878 to 1912 inclusive.

In this connection we refer to our former statements concerning the unreliability of statistics concerning net earnings.

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

Year	Mileage ex- cluding trackage rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$20,714,496.07	\$12,566,950.23	\$ 8,148,545.84	\$1,960.12
1879	4,936.04	21,340,709.44	12,904,420.92	8,436,288.52	1,925.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,891.58	2,181.00
1881	5,425.98	28,462,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,966.03	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.59
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.52	29,659,096.54	14,082,589.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.53
1895	8,486.36	35,835,910.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,292.65	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,209,503.04	25,336,714.38	12,932,788.66	1,513.54
1898	8,484.16	45,944,596.00	29,813,031.67	16,135,564.33	1,901.84
1899	8,514.51	48,466,158.44	31,476,771.68	16,989,386.76	1,994.64
1900	9,171.49	52,074,571.77	35,409,424.92	16,665,146.79	1,815.04
1901	9,363.90	54,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,526.34	39,876,480.47	19,294,045.87	2,034.12
1903	9,496.00	57,159,083.09	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,692,095.10	42,694,060.85	14,998,034.25	1,529.56
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,827.28	66,856,083.49	46,710,090.54	19,145,992.95	1,948.24
1907	9,817.23	72,826,331.94	51,112,377.66	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,857.61
1909	9,869.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96
1910	9,781.65	74,890,965.34	50,081,554.54	15,809,410.80	1,616.23
1911	9,871.81	78,872,412.92	60,628,526.43	18,243,886.49	1,848.08
1912	9,901.86	76,295,881.43	59,791,778.66	16,504,102.77	1,666.76

It will be noted that there is an increase in mileage of the steam roads of 30.05. This is accounted for by .03 mile increase in the A., T. & S. F. Railway, which was occasioned by a remeasurement of their line; the Atlantic Northern & Southern Railway reports .34 mile decrease, occasioned by a remeasurement of their tracks; the Charles City Western Railway reports 3.23 miles increase by new line constructed during the year; the Dubuque & Sioux City Railroad reports .58 mile new line leased, and .90 mile increase on account of remeasurement of tracks; the Iowa and Omaha Short Line Railroad constructed 13.38 miles of new line during the year, their first annual report being made to the Board for the year ending June 30, 1912; 9.1 miles of new line was constructed by the Muscatine North & South; the St. Paul & Kansas City Short Line Railroad purchased 3.14 miles, and reported an increase of .03 mile occasioned by remeasurement of tracks.

COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year	Number	Yearly com- pensation	Average daily com- pensation
1878	13,518	*	-----
1879	15,341	*	-----
1880	18,985	*	-----
1881	21,974	*	-----
1882	17,273	\$ 8,329,810.31	\$ 1.72
1883	27,112	13,164,288.07	1.55
1884	26,731	13,970,661.65	1.66
1885	25,666	13,628,067.66	1.69
1886	25,761	13,677,780.53	1.69
1887	29,088	15,146,234.84	1.66
1888	20,794	16,235,348.31	1.68
1889	24,642	14,212,590.27	1.67
1890	24,351	16,218,183.69	2.12
1891	27,589	16,264,938.45	1.88
1892	30,192	17,870,915.89	1.89
1893	31,127	16,389,373.88	1.68
1894	29,308	16,378,740.81	1.78
1895	24,107	14,168,803.35	1.87
1896	28,165	16,052,796.79	1.89
1897	26,690	15,157,519.49	1.81
1898	30,009	17,280,215.01	1.83
1899	32,385	18,406,883.76	1.82
1900	37,696	21,363,319.55	1.80
1901	37,836	22,253,822.79	1.88
1902	40,636	23,115,095.42	1.82
1903	42,484	24,688,568.17	1.83
1904	38,508	25,328,102.20	2.10
1905	39,586	25,184,463.40	2.03
1906	42,554	26,949,587.52	2.02
1907	43,402	29,037,722.85	2.18
1908	39,833	29,043,622.24	2.33
1909	44,910	29,456,772.63	2.22
1910	57,716	34,971,733.19	2.26
1911	50,885	35,206,236.00	2.30
1912	46,476	31,922,523.22	2.41

AUTOMATIC COUPLERS AND TRAIN BRAKES.

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

Year	Number of all cars	Equipped with automatic couplers	Equipped with power or train brake	Number of employes	Number killed coupling cars	Number injured coupling cars	Number killed falling from trains	Number injured falling from trains
1878	29,057			13,518				
1879	31,584			15,341				
1880	54,451			18,985				
1881	67,510			21,974				
1882	85,206		1,531	17,273	16	182	31	57
1883	98,106		1,814	27,112	16	98	33	42
1884	103,337		1,917	26,731	8	109	10	57
1885	102,835		2,200	25,006	13	174	16	34
1886	106,178		2,164	25,761	10	126	25	38
1887	91,067		2,545	29,088	9	134	23	39
1888	113,975		1,864	30,704	19	240	32	52
1889	120,757	4,210	3,636	24,642	8	149	5	41
1890	127,464	9,194	10,422	24,351	14	208	17	53
1891	130,163	18,178	14,395	27,589	13	242	23	82
1892	140,731	34,315	29,047	30,192	14	196	28	63
1893	142,730	49,871	39,206	31,127	10	196	22	68
1894	127,171	46,558	37,784	29,308	7	91	17	32
1895	158,721	58,862	53,078	24,107	5	80	20	37
1896	182,529	70,718	87,050	28,165	6	97	19	35
1897	171,909	101,851	90,684	26,690	7	80	14	65
1898	176,035	142,638	105,323	30,009	4	75	18	50
1899	190,730	180,565	127,907	32,385	12	72	12	64
1900	200,614	188,656	134,691	37,696	8	59	20	59
1901	211,883	250,464	158,712	37,836	6	52	21	100
1902	237,289	236,276	189,712	40,636	4	49	6	98
1903	267,127	264,589	217,072	42,484	11	83	27	87
1904	284,748	280,569	237,248	38,508	10	75	20	147
1905	288,133	282,717	245,946	39,586	5	45	11	102
1906	297,925	294,344	267,912	42,554	5	57	21	173
1907	323,715	318,614	300,119	43,402	8	80	13	150
1908	329,568	322,675	310,430	39,833	7	73	20	96
1909	334,345	332,657	323,969	44,910	1	64	8	88
1910	345,623	340,710	336,186	57,715	5	59	10	112
1911	403,868	403,842	400,734	50,885	5	69	5	127
1912	411,062	410,618	408,418	46,476	3	73	10	89

ACCIDENTS TO PERSONS IN IOWA.

Year	Killed				Injured			
	Passengers	Employes	Others	Total	Passengers	Employes	Others	Total
1878	20	29	31	80	51	137	35	223
1879	2	42	40	84	12	103	39	154
1880	6	37	38	80	9	140	34	183
1881	7	67	34	108	17	146	31	194
1882	7	89	69	165	60	502	72	634
1883	4	82	65	151	25	255	50	330
1884	6	72	51	129	47	343	59	449
1885	9	72	75	156	89	720	66	875
1886	8	61	62	131	35	336	74	445
1887	8	59	65	132	28	354	58	440
1888	10	101	69	180	77	564	86	727
1889	4	35	33	72	25	442	46	513
1890	9	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	367	62	491
1895	4	47	82	133	39	330	74	443
1896	6	36	94	136	62	411	84	557
1897	27	40	90	157	81	291	86	458
1898	5	44	114	163	30	301	70	401
1899	14	62	95	171	101	348	128	577
1900	9	70	143	222	82	449	136	667
1901	7	65	151	223	104	636	142	882
1902	9	64	120	193	104	853	129	1,086
1903	7	100	143	250	169	1,001	147	1,317
1904	12	90	113	215	201	1,419	128	1,749
1905	7	74	109	190	146	1,376	190	1,712
1906	13	80	107	200	195	1,592	188	1,975
1907	13	64	134	211	178	1,584	173	1,935
1908	20	78	117	215	215	1,373	148	1,736
1909	2	77	150	229	225	1,873	181	2,279
1910	51	106	147	304	300	1,829	187	2,376
1911	5	81	128	214	221	2,529	248	2,998
1912	10	64	137	211	409	2,561	262	3,232

ELECTRIC COMPANIES.

COMPARATIVE STATISTICS OF ELECTRIC INTERURBAN COMPANIES.

Year	Year				
	Mileage single track	Gross earnings from operation	Operating expenses	Net earnings from operation	Net earnings per mile
1903	56.25	\$ 228,444.55	\$ 132,620.87	\$ 95,823.68	\$ 975.10
1904	132.41	341,559.44	217,230.41	124,329.03	1,292.91
1905	151.41	497,644.90	316,756.03	180,888.87	1,384.43
1906	150.30	659,076.31	394,486.54	264,589.77	1,382.54
1907	184.51	770,258.35	479,755.34	290,503.01	1,591.15
1908	246.18	942,780.00	607,746.11	335,033.89	1,599.68
1909	311.01	1,258,279.22	734,266.61	524,012.61	1,447.02
1910	372.92	1,450,136.57	951,893.73	498,242.84	1,381.48
1911	344.85	1,483,591.38	1,100,364.21	383,227.17	1,135.39
1912	342.74	1,823,191.65	1,272,349.00	550,842.65	1,607.19

Year	Stock			Debt		
	Mileage	Amount outstanding	Amount per mile	Mileage	Amount outstanding	Amount per mile
1908	292.67	\$ 6,700,200.00	\$ 22,859.49	188.47	\$ 3,912,000.00	\$20,766.61
1909	359.85	13,750,319.32	37,125.32	304.45	5,534,700.00	17,309.43
1910	295.99	14,778,681.11	47,298.22	288.59	11,208,000.00	28,959.46
1911	389.84	14,965,987.49	38,467.03	386.54	12,132,000.00	21,326.73
1912	401.33	16,229,904.00	40,445.40	397.00	13,572,544.00	33,956.49

There is an apparent decrease in the mileage of electric interurbans of .51. This is accounted for as follows: The Boone Electric Company shows a decrease of 1.5 miles, which was the result of an error in previous reports; the Tama and Toledo Railway Company constructed .20 of a mile of new line during the year, and the Waterloo, Cedar Falls & Northern Railway Company constructed .79 of a mile of new line.

ORGANIZATION OF THE BOARD.

The organization of the Board was continued during the present year, retaining N. S. Ketchum as Chairman, and George L. McCaughan, as Secretary.

Respectfully submitted,

N. S. KETCHUM, *Chairman*,
D. J. PALMER, *Commissioner*,
CLIFFORD THORNE, *Commissioner*.

ATTEST: GEO. L. McCAUGHAN, *Secretary*.

Des Moines, Iowa, December 2, 1912.

TERMINAL COMPANIES.

ALL IN IOWA.

Year	Mileage all tracks	Gross earnings	Operating expenses	Net earnings	Net earnings per mile of road	Amount outstanding—stock	Amount outstanding—debt
1908	53.77	\$505,022.16	\$335,449.58	\$169,572.58	\$ 3,134.42	\$2,800,000.00	\$ 724,500.00
1909	68.38	457,949.93	322,909.63	135,040.30	2,198.19	2,800,150.00	671,000.00
1910	66.24	359,769.88	26,070.92	283,698.96	4,290.32	2,865,150.00	671,000.00
1911	46.50	228,845.51	167,847.09	239,666.82	4,712.00	1,646,500.00	671,000.00
1912	48.93	357,949.91	119,969.55	215,988.49	4,402.00	115,200.00	671,000.00

The terminal companies' mileage shows an increase of 1.73 miles which is accounted for by .85 increase in the mileage of the Des Moines Western Railway, due to the remeasurement of tracks, and new line constructed during the year by the Des Moines Terminal Company of .52, and by the Sioux City Terminal Company of .36.

BRIDGE COMPANIES.

ENTIRE LINE.

Year	Mileage	Gross earnings	Expenses	Net earnings	Net earnings per mile of road	Amount outstanding—stock	Amount outstanding—debt
1908	35.36	\$973,725.38	\$322,458.61	\$651,266.77	\$ 22,416.92	\$9,875,800.00	\$ 1,274,482.49
1909	35.36	675,823.45	41,976.96	633,846.49	21,800.96	9,875,800.00	2,750,000.00
1910	37.20	628,415.29	19,005.92	619,409.37	22,359.19	9,875,800.00	2,750,000.00
1911	31.38	679,292.95	35,069.85	644,223.10	23,130.42	9,875,800.00	2,750,000.00
1912	32.38	697,446.45	18,447.12	478,999.33	11,793.06	9,875,800.00	1,000,000.00

There is an apparent increase of .80 in the mileage of the bridge companies. The Omaha Bridge & Terminal Company reports .08 of a mile increase in main track, due to remeasurement, and .72 of a mile increase in yard track and sidings for which this company did not furnish satisfactory explanation.

Decisions and Rulings of Commission in
General Cases

DECISIONS

No. 5381—1912.

DES MOINES COAL COMPANY, Com-
plainant, }
vs. }
CHICAGO GREAT WESTERN RAILROAD
COMPANY, Defendant. }

Submitted December 20, 1911.

RATES ON COAL—ADVANCE IN NOT WARRANTED—FORMER RATE RESTORED.

Prior to May 24, 1911, defendant's lawful and published rate on lump, slack and pea coal from complainant's mine, located at Burch, or Burch Junction, to defendant's station in the central or business section of Des Moines (a haul of about four miles) was twenty cents per ton. On that date defendant advanced the charges for said services from twenty cents per ton to thirty cents per ton for lump coal, and from twenty cents per ton to twenty-five cents per ton for slack or pea coal. *Held*, no evidence was offered justifying the advance; and the carrier is instructed to restore rate in effect prior to May 24, 1911.

SWICHING SERVICE.

Whether the service involved in the instant case is a switching service as defined by chapter 95, acts of the 35th G. A., not determined.

Appearances:

John L. Gillespie, for complainant.

O. M. Brockett, for the defendant.

J. L. Parrish and Jas. C. Davis appeared as "friends of the court," examining witnesses and offering oral argument.

DECISION OF THE BOARD.

By the Commission:

The complainant in this case, the Des Moines Coal Co., is a corporation, engaged in the mining and shipping of lump, slack, and pea coal. In August, 1910, this company opened up a coal mine located near the switch or station known as Burch or Burch Junction about four miles southwest of Des Moines on the Chicago Great Western Railroad. The said mine is within the corporate limits of the city of Des Moines. Prior to opening up this mine, the said complainant investigated the freight rates from the said locality to the station of the said company in the central, or

business portion of the city of Des Moines, and the complainant was notified by the freight agent of the defendant company that the rate for the transportation of coal from the said mine to Des Moines would be twenty cents per ton; this rate was in fact the then published and lawful rate for the said transportation.

The complainant thereupon, at considerable expense, constructed a switch from their said mine to the tracks of the defendant railroad company, and commenced mining and shipping coal.

The rate for the transportation of coal from complainant's mine to Des Moines remained at one cent per cwt. until May 24, 1911, when a new rate was put in effect by the carrier advancing the charges for the service described from twenty cents per ton, to thirty cents per ton for lump coal, and twenty-five cents per ton for slack or pea coal.

At the hearing of this case no evidence was offered of any change in conditions justifying this advance.

The service in issue has been called by the tariff sheets of the defendant, and by its witnesses who appeared before the Commission at the hearing, a "switching service"; this service consisted in the transportation of lump, slack and pea coal by the carload from complainant's mine at or near Burch to industries and team tracks served by the Chicago Great Western switch engines within the city limits of Des Moines.

There was some effort on the part of defendant carrier to establish the fact that the said service cannot be called a switching service under the recent law enacted by the last session of the General Assembly. However that may be we find; that the charge for the service as described prior to May 24, 1911, was one cent per cwt. or twenty cents per ton, that this is the charge for similar service rendered by the defendant carrier for the transportation of practically all carload traffic from all points on the tracks of the said Chicago Great Western Railroad within the city limits of Des Moines to all points elsewhere on the tracks of the said Chicago Great Western Railroad within the corporate limits of the city of Des Moines, at the present time, with the exception of coal; that the rate of one cent per cwt. for the transportation of coal between points within the city limits of Des Moines is given by the Inter-Urban Railway Company to the Blount and Evans Coal Company, a competitor of the complainant herein; and that the said charge of one cent per cwt. for the transportation of coal from complainant's mine at or near Burch to industries and team tracks served by Chicago Great Western switch engines within the corporate limits of Des Moines is a reasonable maximum charge for such service.

Wherefore the defendant carrier is hereby instructed to restore the rate on the transportation of coal from industries located on Chicago Great Western tracks at Burch, Polk county, Iowa, to industries and team tracks served by Chicago Great Western switch engines within the corporate limits of Des Moines, Iowa, which was in effect prior to May 24, 1911, and unless this is complied with at once an order will be entered accordingly.

This decision of the Board will in no wise prejudice or interfere with the general investigation of switching charges at Des Moines and at stations in Iowa, now pending before this Board; and at the conclusion of the said investigation a new order may be rendered effecting the issues herein involved.

Des Moines, Iowa, December 20, 1911.

No. 5382—1912.

W. L. STERN, ET AL., LOGAN,

VS.

ILLINOIS CENTRAL RAILROAD COMPANY AND THE CHICAGO AND NORTH-WESTERN RAILWAY COMPANY.

} *Crossing for foot passengers.*

Filed December 2, 1911. Closed July 16, 1912.

DEPOTS—ACCESS BETWEEN FOR ACCOMMODATION OF PASSENGERS.

While the depots of defendants' at Logan, Iowa, are separated at the closest point by a distance of 150 feet, the only legally established road or way by which patrons of either defendant may transfer or go from one depot to the other involves a travel of about 1,104 feet over a road ascending and descending from the nearly common grade of the two depots. It was ordered that the defendants' construct and maintain upon their respective right of ways a continuous and convenient way, connecting their passenger depots, for the sole use of pedestrians having business requiring them to pass from one station to the other.

OPINION OF THE COMMISSION.

On December 2, 1911, petition was filed with the Board of Railroad Commissioners signed by the city council of Logan, Iowa, and numerous residents of that place asking for relief in the matter of crossing for foot passengers between the stations of the Illinois Central Railroad and the Chicago & North Western Railway companies. Petition in the case is as follows:

PETITION.

To the Honorable Railroad Commissioners, Des Moines, Iowa.

Gentlemen: We come to you for relief on account of the following conditions, to wit:

This town of Logan, Harrison county, is accommodated by two railroad lines, to wit: Chicago & North Western Railway Company, and the Illinois Central Railroad Company, both passing along the east and southeast side of the town, close to each other, the former being inside or closest to the main part of the town. Our complaint is that there is no reasonable means of individuals getting from one depot to the other without needless travel, as the two depots are situated so that only about 150 feet separate their closest points, level ground between, while the only legal means of getting from one depot to the other involves traveling about 1104 feet, a net loss each time of 954 feet, and by this longer and legal street and highway it is necessary to make a decided ascent

and then drop down again to the level of the two depots. It is our understanding that the Illinois Central Railroad Company is willing that some kind of a passage way for foot passengers be arranged for between the two depots, and the matter has been submitted to the Chicago & North Western Railway Company officials some three or four times, covering a period of some six or eight years, but they decline to give their consent to the establishment of any kind of a passage way between said depots. It is their contention that it increases their liability for accidents to such an extent as to justify them in absolutely refusing any relief.

It is the contention of your petitioners that the increased liability on the part of said Company is slight, if any, and that same might be obviated entirely with but a slight expense to them by putting gates at such desired crossing to be operated by their watchman who is stationed only about 300 feet north along their track from the place of desired crossing. We wish to be understood clearly, that we are not asking for the opening of a street for general use or passage by teams, but only for such a foot passage way as will freely admit of individuals with their grips having easy access between said depots, it not needing to be more than six to eight feet in width; and we are not obstinate about it being placed at any fixed point, being willing to accommodate ourselves to the wishes of the Company so long as it does not materially inconvenience the public or be of such a character as to look hideous and in bad taste.

This town has a population of about 1,500 people, and the train service over these two lines of railroad is such that it very frequently happens that when one goes to the depot of one company he finds that a train is late and he could be better accommodated by making his trip via the other line of road, and he wishes to go to the other depot; this happens several times every day of the year, it occurs with passengers wishing to transfer at this point from one line to the other, and the present situation is such as to be a source of great inconvenience and embarrassment to our people on account of the existing condition, and we submit that it is manifestly unfair, needless and inexcusable to compel a people to put up with such continued inconvenience. We would have been very glad to avoid the necessity of calling this matter to your attention, and have hoped that the justice of our request might appeal to the Company without taking such action, but the situation is so abhorrent, and is a case that will not better itself, so that we feel that we are fully warranted in presenting the situation to you and asking your honorable body to give us the relief herein sought. We shall be more than pleased to have you visit our city and see for yourselves the exact situation, on the ground. We pray as early action upon this request as is consistent with your many conflicting duties. Dated November 25, 1911. Logan, Iowa.

The matter was taken up with the railway companies interested and after considerable correspondence the Board set date for hearing in the case at Logan, Iowa, on May 23d, all parties were duly advised and on the date named Chairman Ketchum and Commissioner Palmer visited the premises in controversy. There appeared representing the C. & N. W. Ry. Co., Mr. James C. Davis, attorney, Mr. W. J. Towne, general superintendent, and Mr. F. H. Hammill, division superintendent; representing the Illinois Central Railroad company Mr. L. A. Downs, division superintendent; representing the complainants were Mr. J. C. Milliman, Mr. Almor Stern, Mr. W. L. Stern, Mr. Gale Mills, Mr. B. J. Wood, Mr. Jacob E. Van Scoy, Mr. J. N. Davis, and Mr. Peter S. Smith. Considerable testimony was taken and the Board after careful consideration finds the facts substantially as set forth in the petition. It is therefore ordered that:

The Illinois Central Railroad Company and the Chicago & North Western Railway Company are hereby ordered and required within thirty days

from this date to construct and maintain upon their respective rights of way connecting their passenger depots a continuous and convenient way for pedestrians; such way to be maintained so long as the depots of such companies are maintained at their present locations, and subject to the orders of this Commission—such way to be solely for such persons as have business requiring them to pass from one station to the other, and said companies are not required to maintain such way as a public way.

Des Moines, Iowa, July 16, 1912.

No. 5383—1912.

C. H. COOK, AND OTHERS, Complainants,

vs.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, Defendant.

Petition for additional train service, Keokuk-Mt. Pleasant branch.

TRAIN SERVICE—INADEQUACY OF ON BRANCH LINE.

Petition alleged inadequate train service at Salem, Iowa, and asked "two trains per day each way between Keokuk and Mount Pleasant." *Held*, that, in view of the character of the property of the branch line and its earnings, it would be unreasonable to compel carrier to furnish the additional facilities asked by complainant. Petition denied.

TRAIN SERVICE—RECOMMENDATION FOR BETTERMENT.

Commission recommended that carrier provide some additional train facilities by devising a plan involving slight additional expense.

EARNINGS—BRANCH LINE—MILE PRO-RATE BASIS.

It was found the carriers throughout all the territory involved grant to feeding or branch lines by voluntary contract a much larger percentage than the mile pro-rate basis would yield. In a special report, February 28, 1893, the directors of the Northern Pacific credited its branch lines with 60 per cent of the earnings from traffic originating on said branch lines; and while the Commission did not adopt such basis as correct, it held such percentage sufficient as a maximum to apply to this case. Application of such maximum, excluding the expenses of the termini of the said branch, showed a deficit. *Held*, under the facts proved, the Commission would be powerless to make an enforceable order.

OPINION OF THE COMMISSION.

Residents in the city of Salem and vicinity petition in this case for additional train service between Mt. Pleasant and Keokuk, Iowa, on the line of the Chicago, Burlington & Quincy Railroad Company.

The complainants offered evidence showing the hardships under which they labored because of the train facilities furnished by the defendant

carrier. At the time of the hearing the said carrier was running a combined train on this branch leaving Mt. Pleasant in the morning, arriving at Keokuk at 11:30 and then leaving Keokuk at 3:30 in the afternoon and arriving at Mt. Pleasant at 7:15 p. m. This arrangement makes it impractical for the residents of Salem to visit their county seat and return home on the same day, it also interferes materially with the shipment of stock, originating at Salem, to market. Were the interests of the residents of Salem and vicinity alone involved, they should be entitled either to a reversal of this train, so that it would leave Keokuk in the morning rather than Mt. Pleasant, or else to an added train each way. The former alternative would work a serious hardship on those residing at the points south of Salem, this was the first request made by the petitioners; however the request was later withdrawn by the complainants, leaving, as the issue in the case, the petition for an extra train, thus giving, as stated in the petition, "two trains per day each way between Keokuk and Mt. Pleasant."

Before making an order compelling an additional expense on the part of the carrier of a substantial character on this branch line, the Commission sought evidence as to the present status of the earnings from said branch line. This raises the extremely complicated problem as to how earnings shall be pro-rated for branch lines. The defendant carrier offered evidence dividing the said earnings upon a mile pro-rate basis. If this were the correct basis, there is not a branch line probably on the Burlington system which is paying its own way. And yet if the branch lines of this carrier were abandoned it is quite probable that the main lines of the Burlington would fail to meet their expenses and the company would be forced into bankruptcy. The cost of getting business is a factor well recognized by all accountants. There must be some other fairer method of making this apportionment. The carriers themselves throughout all of this territory, grant to feeding lines by a voluntary contract, a much larger percentage than the mile pro-rate system would yield. The suggestion was made that the carrier might adopt the percentage used by the directors of the Northern Pacific in their special report in reply to the report of the investigating committee under date of February 28, 1893. The said directors of the Northern Pacific Company credited its branch lines with 60 per cent of the earnings from traffic originating on said branch lines. This Commission does not adopt the said percentage as being correct. It may be entirely too high, but the Commission does hold that said percentage is sufficient as the maximum to be applied for the purpose of this case, and it will be so used.

The evidence presented to the Board discloses the following facts: *The earnings and expenses during the period of six months, ending December 31, 1908* (which was selected as a typical period of time by the Commission), were as follows:

The total earnings from all business originating and terminating on said branch line including the two terminals, added to 60 per cent of the revenue accruing to the main line on business originating on the said branch line was \$33,477.46. During the same period the expenses on the said branch line and not including the Keokuk and Mt. Pleasant terminals, amounted to \$41,741.67, making a deficit of \$8,264.21.

During the period of six months ending December 31, 1910, the earnings from said branch line including all business originating and terminating on the said branch line, and 60 per cent of the revenue from all business accruing to the main lines and originating on said branch line, amounted to \$35,346.97. The expenses on said branch line alone and not including the Keokuk and Mt. Pleasant terminals, amounted to \$41,229.33, making a deficit for said six months period of \$5,882.36.

Extended testimony was offered to the Commission showing the great benefit that would accrue to the residents of Salem and vicinity if additional train service could be secured, but in view of the character of this property and its earnings, this Board finds that it would be unreasonable to compel the said carrier to furnish the added facilities asked for by the complainants.

Although the Commission denies the petition of the complainants for an extra train daily, upon the record made up in this case, yet it strongly recommends to the defendant carrier that it shall provide some additional extra train facilities. Some plan should be devised that will involve but a slight additional expense and will render a very substantial service to said complainants.

Although the facts proved indicate that this Commission would be powerless to make any order, entailing added expense, that could be enforced; yet it is quite possible that the present condition of the traffic is due somewhat to the poor service rendered which thereby diverts the traffic from said branch line.

Des Moines, Iowa, July 16, 1912.

No. 5384—1912.

CITY COUNCIL OF MARSHALLTOWN, IOWA,	}	<i>Viaduct.</i>
VS.		
IOWA CENTRAL RAILWAY COMPANY AND CHICAGO & NORTH WESTERN RAILWAY COMPANY.		

VIADUCT—NECESSITY FOR—APPROVAL.

The necessity for a viaduct, as declared by city ordinance, approved and it was found its construction as provided by ordinance would afford reasonable and safe usage of the streets.

PLANS AND SPECIFICATIONS.

Held, not in compliance with or as required by statute. Disapproved and new plans and specifications as required by statute ordered prepared and filed with the Board.

DECISION OF THE BOARD.

On March 16, 1911, the city council by F. B. Wiley, city clerk of the city of Marshalltown, Iowa, sent to the Board a certified copy of resolution adopted by the city council of Marshalltown on March 15, 1911. This resolution is hereby made a part of the record in the case:

Be it Resolved, That the Mayor is hereby instructed and directed to at once cause legal notices to be served on the Chicago & North Western Railway Company and the Iowa Central Railway Company to prepare detailed plans and specifications, for the building of a viaduct on South Third avenue from the south line of Nevada street over and across the tracks of the Chicago & North Western Railway Company and the Iowa Central Railway Company, of substantially the same width and length as conveyed in the plans and specifications furnished them by the City Engineer, and made a part of former resolution and notices served on those companies by this city.

That a copy of this resolution be forwarded to the State Railway Commissioners—with the date of service made on the agents of the railway companies.

There was also filed with the Board a copy of notice dated March 30, 1911, which was served by the chief of police of the city of Marshalltown on the Iowa Central Railway Company and the Chicago & North Western Railway Company. On August 2d there was sent to the Board and which is now on file in the office of the Board, a duly certified copy of the ordinance declaring the necessity and requiring the construction of the viaduct and approaches thereto across the railway tracks of the Iowa Central Railway Company and the Chicago & North Western Railway Company, where the same intersects South Third avenue, prescribing the method of procedure thereunder and apportioning the costs thereof. This ordinance was passed and approved at the regular meeting of the city council held on the regular date of July 11, 1910, and is as follows:

AN ORDINANCE declaring the necessity and ordering and requiring the construction of a viaduct and approaches thereto across the railroad tracks of the Iowa Central Railway Company and the Chicago & North Western Railway Company, where the same intersects South Third avenue, prescribing the method of procedure thereunder and apportioning the costs thereof.

Be it ordained by the City Council of the City of Marshalltown, Iowa:

Section 1. That for the safety and protection of the public, it is necessary, and such necessity is hereby declared, that a viaduct including the approaches thereto, be constructed and maintained across the railroad tracks of the Iowa Central Railway Company and the Chicago & North Western Railway Company, where the said tracks intersect South Third avenue in the city of Marshalltown, Iowa, and the construction and maintenance of such viaduct, including the approaches thereto, is hereby ordered.

Sec. 2. That the part of such viaduct over said tracks shall be 550 feet in length. The north approach thereto shall begin at the south line of Nevada street and be 240 feet long. The south approach shall be 287 feet long or about that length.

All of which shall be constructed in conformity with the plans and specifications adopted therefor.

Sec. 3. That the city engineer shall prepare and submit to this council plans and specifications for the viaduct and approaches thereto, provided for in the preceding sections, which plans and specifications shall in detail set out and specify the width, height and strength of said viaduct, including the approaches thereto and the material and manner of construction thereof.

Sec. 4. The city council shall, after the passage and approval of this ordinance, as by law provided, provide for appraising, assessing and determining the damages which may be caused to any property by reason of the construction

of the said viaduct and its approaches, the proceedings for which purpose shall be the same as are provided in the case of taking private property for works of internal improvement, and the damages assessed shall be paid out of the general fund.

Sec. 5. The city council may, by ordinance, regulate the use of such viaduct and the approaches thereof, and may authorize or forbid the use thereof by any street railway company and may require and fix the amount any such company shall pay as compensation for such use.

Sec. 6. That the city council shall, after the passage and approval of this ordinance, as by law provided, cause notice of the declaration and order set forth in section one hereof, to be served on each of the railroad companies named therein, such notice shall be served by the city marshal and attached to such notice shall be a copy of this ordinance and a copy of the plans and specifications adopted by the city council for the construction of the viaduct and approaches thereto herein provided for, and if the said railroad companies or any one of them neglect or refuse to comply with the requirements of this ordinance for more than thirty days after such notice the city council may enforce the construction, maintenance or repair of such viaduct and approaches by proceeding in mandamus as by law provided, or the city council may contract for the construction or repair of such viaduct or approaches or any portion thereof which said railroad companies or company shall be, by the provisions of this ordinance, required to construct, maintain or repair and recover the cost thereof from such company or companies, as provided by law.

Sec. 7. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Sec. 8. This ordinance, being deemed of immediate importance, shall be in full force and effect from and after its passage, approval and publication, as by law provided.

The Board on August 8th named Saturday, August 12, 1911, at ten o'clock a. m. in the city of Marshalltown for hearing to determine the necessity for viaduct as provided for by ordinance. On the day named the Board visited the premises and held a hearing in the city of Marshalltown to determine the necessity for the viaduct and same was adjourned to future date, to be named. The Board later named September 12th, ten o'clock a. m. at Marshalltown for date for further hearing and this date was later postponed to September 26, 1911, on account of the inability of the chief engineer and general solicitor of the Iowa Central Railway Company to be present on the day named, and all parties were notified.

On this date the Board held hearing in the city of Marshalltown. After full hearing in the matter the Board approves the necessity for a viaduct on South Third avenue, as provided in ordinance heretofore set out, in the city of Marshalltown and orders that plans and specifications for such viaduct be submitted to them for approval as required by law.

Des Moines, Iowa, October 2, 1911.

OPINION OF THE COMMISSION.

Now on this date, to-wit, August 13, 1912, the Board of Railroad Commissioners having fully considered the testimony and argument of counsel, at the hearing heretofore had, find that a viaduct can be constructed in accordance with the ordinance, commencing at the south side of Nevada street, as provided in the ordinance, and afford all reasonable and safe usage of the streets and the said viaduct, and that plans and specifi-

cations prepared for the viaduct, as provided in said ordinance, commencing at the south line of said Nevada street, if otherwise sufficient to meet with the approval of the said city council and of this Board, will be approved.

It is further found that the plans for said viaduct now filed with this Board are not in compliance with or as required by the statute and are not at this time approved. But it is ordered by the Board that the plans and specifications and all the necessary details as required by statute must be prepared and must be filed with this Board within ten days from this date, and that the 3d day of September, 1912, at Marshalltown, Iowa, is hereby fixed as the time and place of the hearing before this Board upon the approval of the said plans and specifications, as provided by statute; and that a copy of this order be served by mailing to the parties in interest and appearing herein.

Dated at Des Moines, Iowa, August 13, 1912.

No. 5385—1912.

CORN BELT MEAT PRODUCERS ASSOCIATION, DES MOINES, IOWA, Plaintiff,
vs.
CHICAGO & NORTH WESTERN RAILWAY COMPANY, ET AL., Defendants.

Application for continuance of exception to Rule 35 of Iowa Classification as amended, on petition for rehearing.

MINIMUM CAR-LOAD WEIGHTS—INTRASTATE—LIVE STOCK.

The minimums prescribed in a former order were under consideration on re-hearing. Upon unanimous testimony of Iowa shippers and packers and exhaustive tables of actual car-loading at Iowa cities, such minimums as to hogs only were changed from 15,000 to 16,000 pounds.

MINIMUM CAR-LOAD WEIGHTS—FACTORS TO BE CONSIDERED.

While some conflict in the authorities on the proposition whether commercial conditions, independent of physical capacity of car, should receive consideration, was shown, *held*, "that commercial conditions are among the most important factors to be considered in the determination of reasonable maximum car-load weights."

OPINION OF THE COMMISSION.

This case involves the minimum weights on live stock cars between points in Iowa, and originally grew out of the application of the Corn Belt Meat Producers Association for an exception to Rule 35 of Iowa Classification No. 14, so far as it should apply to live stock, said rule if applied to live stock would have raised the carload minimums to the following figures: 22,000 pounds minimum for cattle, 17,000 pounds minimum for hogs, and 11,600 pounds minimum for sheep.

The former order of the Commission provided the following carload minimums: On stock cattle, 20,000 pounds, and fat cattle, 22,000 pounds; unless smaller than a 36-ft. car was ordered, then on stock cattle 20,000 pounds, and fat cattle 20,000 pounds; on hogs the minimum was fixed at 15,000 pounds regardless of size of car; on sheep, single deck 10,000 pounds, double deck 19,000 pounds, regardless of size of car.

Upon the petition of a number of Iowa railway companies the case was re-opened.

On re-hearing some errors in estimates and contradictions of witnesses occurred as to the average size of hogs marketed, and the number of hogs that can be loaded in an average car.

The largest firm of packers in the state, whose representative had insisted that 15,000 pounds was as high as hogs could be safely loaded, and had strongly opposed any other minimum, upon re-hearing conceded that 16,000 pounds could be comfortably loaded in a 36-ft. car. Several shippers also conceded this fact.

There has been no advance in minimum weights for live stock cars in Iowa during the past 20 years. Some of our neighboring states have adopted 22,000 pounds straight for cattle, and 17,000 pounds for hogs. We find these minimums are higher than are reasonable, basing our conclusion upon the unanimous testimony of the Iowa packers and shippers as well as exhaustive tables of actual car loading at Iowa cities.

Both the representatives of the shippers and the railway companies approve the abolition of the present sliding scale of minimums applicable to the many different sizes of cars, to the extent adopted by the Commission in its former order.

Counsel for both complainants and defendants argued orally, and in printed briefs, at some length, upon what factors should be considered in the determination of carload minimum weights, the chief point at issue being whether commercial conditions, independent of the physical capacity of the car, should receive consideration. We find some conflict in the authorities upon that proposition. We hold that commercial conditions are among the most important factors to be considered in the determination of reasonable minimum carload weights.

In view of the facts proved upon rehearing, this Commission modifies its former ruling in certain respects, and finds reasonable requirements as to carload minimums on live stock to be as follows: in 36-ft. cars, or over, on stock cattle, 20,000 pounds, on fat cattle, 22,000 pounds, on hogs, 16,000 pounds, on sheep, single deck, 10,000 pounds, double deck, 19,000 pounds.

When cars of smaller dimensions than 36 feet in length are furnished, then reasonable requirements as to minimum carloads are: on stock cattle, 20,000 pounds, on fat cattle, 20,000 pounds, on hogs, 15,000 pounds, on sheep, single deck, 10,000 pounds, double deck, 19,000 pounds.

An order in harmony with the foregoing findings will be made.

Des Moines, Iowa, September 3, 1912.

In accordance with this opinion and order Supplement No. 10 to Iowa Classification No. 14, was issued as follows:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA.

SUPPLEMENT NO. 10, CANCELS SUPPLEMENT NO. 8.

SUPPLEMENTS NOS. 9 AND 10 ARE IN EFFECT AND CONTAIN ALL CHANGES TO IOWA CLASSIFICATION NO. 14 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated September 3, 1912. Effective October 7, 1912, except as otherwise noted.

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

Des Moines, Iowa, September 3, 1912.

GEORGE L. McCAUGHAN,
Secretary.

Index No.	Date Effective	ARTICLE
1	Oct. 7, 1912	<p>Change Rule 35 of Iowa Classification No. 14, page 6, to read as follows:</p> <p>When cars of certain dimensions are ordered by shipper, and railway company is unable to furnish same, a 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 36 feet long, inside measurement, will be the minimum in such cases, except as to shipments of the following named live stock, and as to such shipments of live stock the following minimums shall apply regardless of the size of car except as otherwise provided:</p> <p>*Fat cattle, 22,000 lbs. Stock cattle, 20,000 lbs. *Hogs, single deck, 16,000 lbs. Sheep, single deck, 10,000 lbs. Sheep, double deck, 19,000 lbs.</p> <p>*When cars of smaller dimensions than 36 feet in length are furnished, the following minimum carload weights shall apply on live stock as specified:</p> <p>Fat cattle, 20,000 lbs. Hogs, 15,000 lbs.</p> <p>Horses and mules in cars 36 feet long inside measurement, 23,200 lbs.; in cars exceeding 36 feet in length apply 300 lbs. for each additional six inches or fraction thereof.</p>
2	Oct. 7, 1912	Index No. 118, of Supplement No. 9, to Iowa Classification No. 14, cancelled.
3	Oct. 7, 1912	Live Stock, exception to Rule 6, page 7, Iowa Classification No. 14, minimum weights on live stock, cancelled.

SOFT COAL.

Lump and Nut, in dollars and cents per ton of 2,000 pounds.

(See Notes a, b and c.)

MILES	RATE	MILES	RATE
5	\$.30	155	\$1.09
10	.34	160	1.10
15	.37	165	1.11
20	.40	170	1.12
25	.43	175	1.13
30	.47	180	1.14
35	.51	185	1.15
40	.55	190	1.16
45	.60	195	1.17
50	.64	200	1.18
55	.67	210	1.20
60	.70	220	1.22
65	.73	230	1.24
70	.76	240	1.26
75	.79	250	1.28
80	.82	260	1.30
85	.85	270	1.32
90	.88	280	1.33
95	.91	290	1.34
100	.94	300	1.35
105	.96	320	1.37
110	.98	340	1.39
115	1.00	360	1.42
120	1.02	380	1.45
125	1.03	400	1.47
130	1.04	420	1.50
135	1.05	440	1.53
140	1.06	460	1.56
145	1.07	480	1.58
150	1.08	500	1.61

a When rates are not shown in this table for the exact distance, the rates given for the next greater distance will prevail.

b Effective December 31, 1910.

c The above rates on Soft Coal are temporarily restrained from taking effect by order of the United States Circuit Court on application of the Chicago, Milwaukee & St. Paul Railway, Chicago, Burlington & Quincy Railroad, Chicago & North-Western Railway, Chicago, Rock Island & Pacific Railway, Chicago Great Western Railroad, Chicago, St. Paul, Minneapolis & Omaha Railway, Minneapolis & St. Louis Railroad, and the Illinois Central Railroad Companies, effective December 31, 1910.

No. 5386—1912.

Interlocker at Marshalltown at the crossing of the tracks of the Chicago & North Western Railway and the Chicago Great Western Railroad.

Plans approved for change in locking on December 14, 1911.

No. 5387—1912.

Interlocker at Marshalltown at the crossing of the tracks of the Chicago & North Western Railway and the Chicago Great Western Railroad.

Inspection made and plant was reported in good order on February 2, 1912.

No. 5388—1912.

Interlocker at Iowa Falls at the crossing of the tracks of the Illinois Central Railroad, Chicago, Rock Island & Pacific Railway and the St. Paul & Kansas City Short Line Railroad.

Re-inspected and certificate granted October 2, 1912.

No. 5389—1912.

CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY,

VS.

CHRISTENA POMQUIST, ET AL.

*Condemnation, Ottumwa, Wapello
County, Iowa.*

The Commission granted certificate of authority to condemn the following described real estate on February 14, 1912:

Lot 387 in block 33 in the original plat of the City of Ottumwa, Iowa.
Lot 389 in block 33 in the original plat of the City of Ottumwa, Iowa.
Lot 392 in block 33 in the original plat of the city of Ottumwa, Iowa.
Lot 3 in Fisher's subdivision of outlot 9 in the City of Ottumwa, Iowa.

Such certificate was filed with the Clerk of the District Court of Wapello County, Iowa.

Filed January 15, 1912. Closed May 31, 1912.

No. 5390—1912.

ST. PAUL & KANSAS CITY SHORT
LINE RAILROAD COMPANY,

VS.

MARGARET O'NEIL, ET AL, MASON
CITY, IOWA.*Condemnation, Mason City, Cerro
Gordo County, Iowa.*

The Commission granted certificate of authority on April 2, 1912, to condemn the following described real estate:

The east fifty-five (55) feet of lot thirty-four (34), block "D," Paul Felt's Plat of Mason City, Iowa.

Lots No. twenty-five (25) and twenty-six (26) in block "C," Paul Felt's Plat of Mason City, Iowa.

Also the following: Commencing at the intersection of Main and Second street in Mason City, Iowa; thence north to Willow creek; thence northwesterly up said creek about four (4) rods to the northeast corner of lot twenty-six (26), block "C," Paul Felt's Plat of Mason City, Iowa; thence south to the north line of Second street; thence southeasterly to the beginning. The same being a strip of land four (4) rods wide east of and adjoining block "C" in Paul Felt's Plat of Mason City, Iowa.

Also that part of lots eleven (11) and twelve (12) in block "B," Paul Felt's Plat of Mason City, Iowa, which lies south of Willow creek and north of Bruce Willson homestead.

Also the following: Commencing at the southeast corner of lot twenty-seven (27), block "B," Paul Felt's Plat of Mason City, Iowa, running thence north forty-four (44) feet; thence west ninety-nine (99) feet; thence south forty-four (44) feet; thence east ninety-nine (99) feet to place of beginning.

Such certificate was filed with the Clerk of the District Court of Cerro Gordo County, Iowa.

Filed March 13, 1912. Closed May 7, 1912.

No. 5391—1912.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY,

VS.

E. L. STONG AND CYNTHIA STONG.

*Condemnation, Kilbourne, Van Bur-
en County, Iowa.*

On May 14, 1912, the Commission granted authority to condemn the following described real estate:

Lot two (2) in block four (4) and the north thirty (30) feet of lot seven (7) in block three (3) of the said platted village of Kilbourne.

Such certificate was filed with the Clerk of the District Court of Van Buren County, Iowa.

Filed May 13, 1912. Closed August 10, 1912.

No. 5392—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

VS.

J. H. WITT, ET AL.

*Condemnation, Marshall County,
Iowa.*

On May 28, 1912, the Commission granted authority to condemn the following described real estate:

Part of the north half (n $\frac{1}{2}$) southwest quarter (sw $\frac{1}{4}$), section one (1), township eighty-two (82) north, range twenty (20) west, Marshall county, Iowa, described as a strip of land one hundred thirty-five (135) feet in width, having seventy-five (75) feet of such width on the northerly side and sixty (60) feet of such width on the southerly side of the center line of the southerly or eastbound main track of said railway company, as now there surveyed and staked out for change of line and extending across from the north and east sides to the west side of said north half (n $\frac{1}{2}$) southwest quarter (sw $\frac{1}{4}$), containing seven and eighty-nine hundredths (7.89) acres.

Such certificate was filed with the Clerk of the District Court of Marshall County, Iowa.

Filed May 4, 1912. Closed June 3, 1912.

No. 5393—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

vs.

MARGARET SCHNOOR, ET AL.

Condemnation, Dallas County, Iowa.

On May 28, 1912, the Commission granted certificate of authority to condemn the following described real estate:

A strip of land one hundred fifty (150) feet wide lying southerly of, parallel and adjacent to the right of way of the Chicago, Milwaukee & St. Paul Railway Company as the same is now located and established over and across from the east side to the west side of the said south east quarter ($\frac{1}{4}$) of the southeast quarter ($\frac{1}{4}$) of section number four (4), township number eighty-one (81), north range number twenty-seven (27) west of the 5th P. M., said strip of land beginning at the east line and extending to the west line of the said southeast quarter ($\frac{1}{4}$) of the southeast quarter ($\frac{1}{4}$) of said section number four (4), township and range aforesaid and containing 4.51 acres more or less.

Such certificate was filed with the Clerk of the District Court of Dallas County, Iowa.

Filed May 11, 1912. Closed June 3, 1912.

No. 5394—1912.

CHICAGO, ROCK ISLAND & PACIFIC
RAILWAY COMPANY,

vs.

J. W. THOMPSON, ET AL, MASON
CITY, IOWA.*Condemnation, Mason City, Cerro
Gordo County, Iowa.*

On May 29, 1912, the Board granted certificate authorizing condemnation of the following described lands:

Commencing at the southeast corner of lot twenty-seven (27) in block "D," Paul Felt's Plat of Mason City, Iowa, thence north forty-four (44) feet, thence west ninety-nine (99) feet, thence south forty-four (44) feet, thence east ninety-nine (99) feet to the place of beginning.

Such certificate was filed with the Clerk of the District Court of Cerro Gordo County, Iowa.

Filed May 11, 1912. Closed May 31, 1912.

No. 5395—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

vs.

J. W. HANNAN, ET AL.

*Condemnation, Pottawattamie Coun-
ty, Iowa.*

On July 3, 1912, the Commission granted authority to condemn the following described real estate:

All that portion of lot 5 of the west half of southwest quarter of section six (6), township seventy-four (74), range forty-three (43), Pottawattamie county, Iowa, included within a strip of land 225 feet in width, lying southwesterly of, parallel and adjacent to the right of way of the Chicago, Milwaukee & St. Paul Railway Company as now located and established over and across said southwest quarter of section six (6). Said 225 feet wide strip extending across from the east side to the west side of said lot 5, and contains 5.7 acres more or less.

All that portion of the northeast quarter of the northwest quarter of the southeast quarter of section one (1), township seventy-four (74) north, range forty-four (44) west, Pottawattamie county, Iowa, included within the following described lines, to wit: Beginning at the northeast corner of said tract; thence west on the north line thereof to the northwest corner of said tract; thence south on the west side line thereof one hundred feet to a point; thence east on a line drawn parallel to said north line of said tract 510 feet to a point; thence southeasterly on a straight line 150 feet more or less to the east line of said tract; thence north on said east line of said tract 112 feet to place of beginning, containing one and fifty-three one-hundredths (1.53) acres more or less.

All that portion of lot 6 of the west half of the southwest quarter section six (6), township seventy-four (74) north, range forty-three (43) west, Pottawattamie county, Iowa, included within a strip of land 225 feet in width lying southwesterly of, parallel and adjacent to the right of way of the Chicago, Milwaukee & St. Paul Railway Company as now located and established over and across said southwest quarter of section six (6). Said 225 feet wide strip extending from the east side to the west side of said lot 6 and contains 3.2 acres more or less.

Such certificates were filed with the Clerk of the District Court of Pottawattamie County, Iowa.

Filed May 23, 1912. Closed July 9, 1912.

No. 5396—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

vs.

ELDEN MAY, ET AL.

Condemnation, Story County, Iowa.

On July 18, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that certain part of the south half of the southwest quarter of section number twenty, township eighty-two north, range twenty-three, west of the fifth P. M., Iowa described as follows, to wit: Beginning at the point of intersection of the east side line of said land and the center line of the main track of the Chicago, Milwaukee & St. Paul Railway as the same is now established and occupied; thence north on said east line of said south half of the southwest quarter to a point which is eighty (80) feet, measured at right angles northerly from the said center line of said main track of said railway, and the true place of beginning of land to be described; thence westerly on a line parallel to and eighty feet, measured at right angles northerly from the said center line of the said main track a distance of six hundred three feet to a point; thence northerly, measured at right angles to last described line, twenty feet to a point; thence continuing westerly on a line parallel to and one hundred feet, measured at right angles northerly from said center line of main track a distance of thirteen hundred feet to a point; thence southerly at right angles

to last described line a distance of twenty-five feet to a point; thence continuing westerly on a line parallel to and seventy-five feet, measured at right angles, northerly from the said center line of said main track, a distance of seven hundred sixty feet to a point on the west side line of said south half of the southwest quarter of section twenty; thence south on said west line to the northerly line of the right of way of said railway company; thence easterly along the said northerly line of said right of way to a point on the east line of said land; thence north on said east line to the place of beginning, being a point thirty feet north, measured at right angles from the northerly line of said right of way and containing two and 35-100 acres of land, more or less.

Such certificate was filed with the Clerk of the District Court of Story County, Iowa.

Filed May 29, 1912. Closed July 20, 1912.

No. 5397—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,
VS.

Condemnation, Story County, Iowa.

D. I. PARKER, ET AL.

On July 18, 1912, the Commission granted certificate authorizing condemnation of the following land:

A strip of land sixty feet in width lying southerly of and contiguous to the southerly boundary line of the right of way of said railroad company as the same is now established, owned and occupied and extending over and across from the east side of the southwest quarter of the southeast quarter of section nineteen in township eighty-two north, range twenty-one, west, 5th P. M., Iowa, in Story county. West to the west side line of the east half of the southeast quarter of the southwest quarter of said section nineteen in said township and range. Containing two and seventy-nine one hundredths acres more or less.

Such certificate was filed with the Clerk of the District Court of Story County, Iowa.

Filed May 29, 1912. Closed July 20, 1912.

No. 5398—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,
VS.

Condemnation, Boone County, Iowa.

CHAS. LABSON, ET AL.

On June 14, 1912, the Commission granted certificate authorizing condemnation of the following described lands:

A portion of said east one-half of the northwest quarter of section No. thirty-six (36), in township No. eighty-two (82) north, range No. twenty-six (26), west of the 5th P. M., more particularly described as follows: A strip of ground lying southerly of and adjacent to the right of way of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now located and established, and

also lying westerly of and adjacent to Vestal's Addition to the town of Madrid in Boone county, Iowa, and commencing at the point where the south boundary line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company as the same is now located and established intersects the west boundary line of said Vestal's Addition, to the town of Madrid, running thence south two hundred and thirty-two (232) feet along said westerly boundary line of said Vestal's Addition, running thence west to a point on the west corporation line of said town of Madrid two hundred and five (205) feet south of the southerly boundary line of the right of way of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now located and established, running thence north two hundred and five (205) feet to said southerly boundary line of said right of way, and running thence in an easterly direction along said southerly boundary line of said right of way to the place of beginning, containing three (3) acres, more or less.

Such certificate was filed with the Clerk of the District Court of Boone County, Iowa.

Filed June 10, 1912. Closed June 17, 1912.

No. 5399—1912.

CEDAR RAPIDS & IOWA CITY RAIL
WAY & LIGHT COMPANY,
VS.

Condemnation, Mt. Vernon, Linn
County, Iowa.

GEO. W. YOUNG, ET AL.

On July 22, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

Lot four (4), owned by George W. Young; lot five (5), owned by Mrs. Myrtle Wright; lot six (6), owned by George W. Young, Jr.; lot eleven (11), owned by George W. Young, Jr., subject to a reservation of sixteen and one-half (16½) feet across the southerly end for a drive-way for the use of George W. Young, his heirs and assigns; lot twelve (12), owned by George W. Young; lot fourteen (14) of the irregular survey of the northwest quarter (N.W. ¼) of the southwest quarter (S. W. ¼) of section ten (10), township eighty-two (82) north, range five (5) west of the 5th P. M., owned by George W. Young; also a triangular piece of ground bounded on the northeast by Second street, sometimes called Madison street, on the west by the east boundary line of Young's addition called Madison street, on the southeast by the northwesterly boundary line of Mt. Vernon, Iowa, on the southeast by the northwesterly boundary line of Fourth avenue, sometimes called Penn street, produced, George W. Young, and the incorporated town of Mt. Vernon, Iowa, both claim to be the owner in fee simple of said triangular tract; all of said property being situated in Young's addition to the town of Mt. Vernon, Iowa.

Certificate was filed with the Clerk of the District Court of Linn County, Iowa.

Filed June 21, 1912. Closed July 29, 1912.

No. 5400—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

VS.

INDEPENDENT SCHOOL DISTRICT OF
PLEASANT PLAINS, DALLAS COUNTY,
IOWA.} *Condemnation, Dallas County, Iowa.*

On July 26, 1912, the Board granted certificate authorizing condemnation of the following described lands:

An irregular strip of land along and taken from the north side of the present school house site known as the North Pleasant Plains school house and situated in the south east quarter ($\frac{1}{4}$) of the north west quarter ($\frac{1}{4}$) of section number seven (7), in township number eighty-one (81) north, range number twenty-eight (28) west of the 5th P. M., more particularly described as follows: Commencing at the northwest corner of said school house site running thence south a distance of 28.8 feet along the west line of said school house site, thence in a southeasterly direction to a point on the east line of said school house site a distance of 42.4 feet south of the north east corner thereof, thence north along said east line a distance of 42.4 feet to the north east corner thereof, thence in a northwesterly direction along the north boundary line of said Pleasant Plains school house site to the place of beginning, and containing sixteen one hundredths of an acre more or less.

Such certificate was filed with the Clerk of the District Court of Dallas County, Iowa.

Filed July 15, 1912. Closed July 29, 1912.

No. 5401—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

VS.

GEO. E. FLINT, ET AL.

} *Condemnation, Crawford County,
Iowa.*

On August 7, 1912, the Board granted certificate authorizing condemnation of the following described lands:

All that part of the south west quarter ($\frac{1}{4}$) of section number thirteen (13), township number eighty-two (82) north, range number thirty-eight (38) west of the 5th P. M., in Crawford county, Iowa, described as follows to-wit: A strip of land one hundred (100) feet wide having 43.5 feet of such width on the westerly side and 56.5 feet of such width on the easterly side of the center line of the northerly or westerly main track of said railway company as the same is now surveyed, located and established across said land and extending from the south side to the north side of said south west quarter ($\frac{1}{4}$) of section number thirteen (13), township and range aforesaid and two strips of land each thirty (30) feet wide, one lying easterly and the other lying westerly of and each contiguous to said one hundred (100) feet wide strip of land and extending southerly seven hundred twenty-six (726) feet from the north line of said land measured along the center line aforesaid and containing 7.7 acres more or less. Said center line above referred to is particularly described as beginning

on the south line of said south west quarter of section number thirteen (13), township and range aforesaid at a point 284.5 feet east of the south west corner of said land thence northeasterly on a tangent line making a north east angle of $45^{\circ} 02'$ with said south line of said south west quarter ($\frac{1}{4}$), a distance of 2,658.6 feet to the beginning of a $1^{\circ} 20'$ curve to the right, thence along said curve a distance of 256.4 feet to a point on the north line of said land, a total distance of two thousand nine hundred fifteen feet, more or less.

Such certificate was filed with the Clerk of the District Court of Crawford County, Iowa.

Filed August 2, 1912. Closed August 10, 1912.

No. 5402—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

VS.

ANN McMAHON, ET AL.

} *Condemnation, Crawford County,
Iowa.*

On August 13, 1912, the Board granted certificate authorizing condemnation of the following described real estate:

All that part of the southeast quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) of section number seven (7), township number eighty-two (82), north range number thirty-seven (37), west of the 5th P. M. in Crawford county, Iowa, described as follows, to-wit:

A strip belt or piece of land one hundred feet in width having 43.5 feet of such width on the northerly side and 56.5 feet of such width on the southerly side of the center line of the northerly or west bound main track of said railway company as the same is now surveyed and staked for change of line and proposed to be located and established extending from the east side of said land to the south and west lines respectively of said tract containing 3.19 acres of land more or less.

The said center line above referred to is more particularly described as beginning at a point on the west line of section number eighteen (18), township and range aforesaid 375.5 feet south of the northwest corner of section number eighteen (18), township and range aforesaid, thence northeasterly on a tangent line making a northeast angle of $72^{\circ} 14'$ to a point on the west line of said south-east quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) of section number seven (7), township and range aforesaid and the true place of beginning of the center line to be described; thence continuing northeasterly along said tangent line a distance of 1,435 feet to a point on the east line of the said southeast quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) of section number seven (7), township and range aforesaid are necessary for the purpose of said company for new and additional right of way as shown in said application.

Such certificate was filed with the Clerk of the District Court of Crawford County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5403—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

vs.

W. T. McMAHON, ET AL.

*Condemnation, Crawford County,
Iowa.*

On August 13, 1912, the Board granted certificate authorizing condemnation of the following described real estate:

All that part of the west half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number eight (8), in township number eighty-two (82) north, range number thirty-seven (37), west of the 5th P. M., in Crawford county, Iowa, described as follows:

A strip, belt or piece of land one hundred (100) feet in width, having 45.5 feet of such width on the northerly side and 56.5 feet of such width on the southerly side of the center line of the northerly or west bound main track of said railway company as the same is now surveyed and staked for change of line and proposed to be located and established across said lands and extending from the east side to the west side thereof; and two strips, belts or pieces of land each fifty (50) feet in width, one lying northerly and the other lying southerly of and each contiguous to said above described one hundred (100) foot wide strip of land and extending west from a straight line drawn at right angles to said center line aforesaid at station number 217 of said company's survey to the west line of the west half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number eight (8), township and range aforesaid, a distance of two hundred seventy (270) feet and containing 4.09 acres of land more or less.

Said center line is more particularly described as beginning at a point on the west line of said west half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number eight (8), township and range aforesaid, fifteen hundred thirty (1530) feet north of the southwest corner of said west half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section eight (8), thence easterly on a $0^{\circ} 40'$ curve to the right to a point on the east line of said land a distance of thirteen hundred twenty-five (1325) feet measured along said center line, are necessary for the purpose of said company for new and additional right of way as shown in said application.

Such certificate was filed with the Clerk of the District Court of Crawford County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5404—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

vs.

ANN McMAHON, ET AL.

*Condemnation, Crawford County,
Iowa.*

On August 13, 1912, the Board granted certificate authorizing condemnation of the following described lands:

All that part of the west half ($\frac{1}{2}$) of the southwest quarter ($\frac{1}{4}$) of section number eight (8) in township number eighty-two (82) north, range number thirty-seven (37), west of the 5th P. M., in Crawford county, Iowa, and of the northeast quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) of said section number eight (8), township and range aforesaid described as follows:

A strip, belt or piece of land one hundred (100) feet wide having 45.5 feet of such width on the northerly side and 56.5 feet of such width on the southerly side of the center line of the northerly or west bound main track of said railway company as the same is now surveyed and staked for change of line and proposed to be located and established across said lands and extending from the east line of such northeast quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) to the west line of the said west half ($\frac{1}{2}$) of the southwest quarter ($\frac{1}{4}$), all in section number eight (8), township and range aforesaid, and two strips, belts or pieces of land each fifty (50) feet in width, one lying northerly and the other southerly of the said above described one hundred (100) foot wide strip of land and each contiguous thereto and extending westerly five hundred thirty (530) feet from the east line of said northeast quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) of section number eight (8), township and range aforesaid and also two strips, belts or pieces of land each twenty-five (25) feet in width, one lying southerly and one lying northerly of and each contiguous to said above described one hundred (100) foot wide strip of land and extending westerly from a straight line drawn at right angles to said center line of the northerly or west bound main track at station number 200 to the west line of said land a distance of twelve hundred (1,200) feet more or less, measured along the center line aforesaid and containing in the aggregate 3.54 acres of land more or less.

Said center line is more particularly described as beginning at a point on the west line of the southwest corner of said section number eight (8), township and range aforesaid, thence easterly on a $0^{\circ} 40'$ curve to the right a distance of twenty-six hundred thirty (2,630) feet more or less to a point on the east line of said southwest quarter ($\frac{1}{4}$) of section number eight (8), township and range aforesaid which is fifteen hundred thirty (1,530) feet north of the southeast corner thereof, are necessary for the purpose of said company for new and additional right of way as shown in said application.

Such certificate was filed with the Clerk of the District Court of Crawford County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5405—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

vs.

J. J. McMAHON, ET AL.

*Condemnation, Crawford County,
Iowa.*

On August 13, 1912, the Commission granted certificate authorizing condemnation of the following described lands:

All that part of the southwest quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) of section seven (7), township eighty-two (82) north, range thirty-seven (37), west of 5th P. M., in Crawford county, Iowa, lying southeasterly of a line drawn from the east side to the south side of said land parallel to and forty-three and five-tenths (43.5) feet northwesterly of, measured at right angles from the center line of the northerly or west bound main track of said railway company as the same is now surveyed and staked for change of line and proposed to be located and established over and across said land and containing .10 of an acre more or less.

Said center line is more particularly described as commencing at a point on the west line of section number eighteen (18) in said township and range, 375.8 feet south of the northwest corner thereof thence running northeasterly

on a tangent line making a northeast angle of 72° 14' with the said west line of said section eighteen (18), to a point on the east line of the southwest quarter (¼) of the southwest quarter (¼) of section number seven (7), township and range aforesaid, are necessary for the purposes of said company for new and additional right of way as shown in said application.

Such certificate was filed with the Clerk of the District Court of Crawford County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5406—1912.

CHICAGO, MILWAUKEE & ST. PAUL }
RAILWAY COMPANY, }
vs. } *Condemnation, Crawford County,*
ANN McMAHON, ET AL. } *Iowa.*

On August 13, 1912, the Commission granted certificate authorizing condemnation of the following described lands:

All that part of the northeast quarter (¼) of the southeast quarter (¼) of section number seven (7), township number eighty-two (82) north, range number thirty-seven (37), west of the 5th P. M., in Crawford county, Iowa, lying southeasterly of a line drawn from the east line of the said land to the south line thereof parallel to and 43.5 feet northwesterly of, measured at right angles from the center line of the northerly or west bound main track of railway company as the same is now surveyed and staked for change of line and proposed to be located and established across said land and extending from the west line of section number eighteen (18), township number eighty-two (82) and range aforesaid to the east line of said section number seven (7) and containing in the aggregate .08 of an acre more or less.

Said center line of said tract is more particularly described as beginning at a point on the west line of section number eighteen (18), of said township and range 375.8 feet south of the northwest corner of said section number eighteen (18), township and range aforesaid, thence northeasterly on a tangent line making a northeast angle of 72° 14' with the said west line of said section number eighteen (18), a distance of 2,728.5 feet to a point on the west line of the said south half (½) of the southeast quarter (¼) of said section seven (7), township and range aforesaid, which is the true beginning of the center line to be described; thence continuing on said tangent line in a northeasterly direction a distance of 2,162.7 feet to the beginning of a 0° 40' curve to the right, thence on and along said curve a distance of 579.3 feet to a point on the east line of said southeast quarter (¼) of said section number seven (7), are necessary for the purposes of said company for new and additional right of way as shown in said application.

Such certificate was filed with the Clerk of the District Court of Crawford County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5407—1912.

CHICAGO, MILWAUKEE & ST. PAUL }
RAILWAY COMPANY, }
vs. } *Condemnation, Carroll County,*
H. G. GOULD, ET AL. } *Iowa.*

On August 13, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All those portions of the south half (½) of the southeast quarter (¼) of section number seven (7), township eighty-two (82) north, range number thirty-four (34) west, Carroll county, Iowa, included within the following described strips or parcels of land, to-wit:

A strip of land one hundred (100) feet in width, having 50 feet of such width upon each side of a center line more particularly described as follows: Beginning at a point on the east line of said south half (½) of the southeast quarter (¼) of section number seven (7), distant 971 feet north of the southeast corner of said section seven (7), thence northwesterly on a 1° curve to the left, tangent to said curve making an angle with said east line of section number seven (7), of 73° 30' in the northwest quadrant, a distance of 259.1 feet to a point thence northwesterly on a straight line, tangent to said 1° curve, a distance of 1,180 feet to a point of intersection with the north line of said south half (½) of the southeast quarter (¼) of said section number seven (7) which last said point is the end of the center line of the one hundred (100) foot wide strip of land sought to be acquired and a distance 1,410 feet west, measured on said north line of said south half (½) of northeast quarter (¼) of section number seven (7), from the east line thereof. Said one hundred (100) foot strip contains an area of 3.3 acres more or less.

Also an additional strip or piece of land twenty-five (25) feet in width lying southerly of, parallel, and adjacent to said one hundred (100) foot wide strip above described, and more particularly described as follows, to-wit: Beginning at a point where the southwesterly side line of said one hundred (100) foot wide strip intersects the north line of said south half (½) of the southeast quarter (¼) of section number seven (7), thence southeasterly on said southwesterly line of said one hundred (100) foot wide strip two hundred thirty (230) feet to a point, thence southwesterly at right angles to last course twenty-five (25) feet to a point thence northwesterly on a straight line drawn parallel to, and distant seventy-five (75) feet southwesterly measured at right angles from said center line of said one hundred (100) foot wide strip, a distance of three hundred fifty-five (355) feet to an intersection with said northerly line of south half (½) of the southeast quarter (¼) of section number seven (7), thence east on said north line last aforesaid one hundred twenty-five (125) feet more or less to place of beginning; containing .2 of an acre more or less.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5408—1912.

CHICAGO, MILWAUKEE & ST. PAUL }
RAILWAY COMPANY, }
vs. } *Condemnation, Carroll County,*
LOUISA KUHLE, ET AL. } *Iowa.*

On August 13, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the north half of the southeast quarter ($\frac{1}{4}$) of section number eighteen (18), township number eighty-two (82) north, range number thirty-six (36), west of the 5th P. M. in Carroll county, Iowa, described as follows.

A strip of land one hundred (100) feet wide having 43.5 feet of such width on the northerly side and 56.5 feet on the southerly side of the northerly or west bound main track of said railway company as the same is now surveyed and staked for a change of line and proposed to be located and established over and across said lands and extending from the east line to the west line thereof and two strips of land each twenty-five (25) feet in width one lying northerly and the other lying southerly of said above one hundred (100) foot wide strips of land each contiguous thereto and extending northeasterly eight hundred (800) feet from a point which is two hundred ninety-six (296) feet measured along the center line of said one hundred (100) foot wide strip easterly of the west line of said land and a strip of land thirty (30) feet wide lying northerly of and contiguous to the above described one hundred (100) foot wide strip of land and contiguous thereto and extending northeasterly from station 519 of said company's survey to the north line of said land and a strip of land thirty (30) feet wide lying southerly of and contiguous to said above described one hundred (100) foot wide strip of land and contiguous thereto and extending northeasterly from a straight line drawn at right angles to said center line at station number 519 to the east line of said lands, said station 519 being situated 146.7 feet west of the east line of said land measured along the center line aforesaid, said strips containing in the aggregate 7.28 acres more or less.

Said center line being more particularly described as beginning at a point on the east line of said north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section number eighteen (18), township and range aforesaid, 59.6 feet south of the northeast corner of the southeast quarter ($\frac{1}{4}$) aforesaid running thence southwesterly on a tangent line to a point on the west line of said north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section number eighteen (18) which is eighteen hundred thirty (1830) feet north of the southwest corner of said southeast quarter ($\frac{1}{4}$) of section number eighteen (18), a distance of 2,740.7 feet measured along said center line, are necessary for the purpose of said company for new and additional right of way as shown in said application.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5409—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY,

vs.

EDWARD McMAHON,

Condemnation, Crawford County,
Iowa.

On August 13, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the south half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number seven (7), in township number eighty-two (82) north, range number thirty-seven (37), west of the fifth P. M., in Story county, Iowa, described as follows:

A strip of land one hundred (100) feet wide, having 43.5 feet of such width on the northerly side and 56.5 feet of such width on the southerly side of the center line of the northerly or west bound main track of the railway of said company as the same is now surveyed and staked for change of line and proposed to be located and established across said land and extending from the west line to the east and north lines thereof, respectively, and a strip of land fifty (50) feet wide lying northerly of and contiguous to said one hundred (100) foot wide strip of land and extending northeasterly from a straight line drawn at right angles to said center line at station number 177 of said company's survey to the north line to said south half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) and a strip of land fifty (50) feet wide lying southerly of and contiguous to said above described one hundred (100) foot wide strip of land and extending northeasterly from said line drawn at right angles to said center line at said station number 177, to the east line of said land, said station number 177, being located eleven hundred (1100) feet southwesterly from said east line of said land, measured along said center line, said strips containing in the aggregate 8.6 acres of land more or less.

Said center line of said track is more particularly described as beginning at a point on the west line of section number eighteen (18), of said township and range, three hundred seventy-five and eight-tenths (375.8) feet south of the northwest corner of said section number eighteen (18), township and range aforesaid, thence northeasterly on a tangent line making a northeast angle of $72^{\circ} 14'$ with the said west line of said section eighteen (18), a distance of 2,728.5 feet to a point on the west line of the said south half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section seven (7), township and range aforesaid which is the true beginning of the center line to be described; thence continuing on said tangent line in a northeasterly direction a distance of 2,162.7 feet to the beginning of a $0^{\circ} 40'$ curve to the right, thence on and along said curve a distance of five hundred seventy-nine and three-tenths (579.3) feet to a point on the east line of said southeast quarter ($\frac{1}{4}$) of said section seven (7), are necessary for the purpose of said company for new and additional right of way as shown in said application.

Such certificate was filed with the Clerk of the District Court, Crawford County, Iowa.

Filed August 8, 1912. Closed August 17, 1912.

No. 5410—1912.

CHICAGO, BURLINGTON & QUINCY
RAILROAD COMPANY

vs.

MISSISSIPPI RIVER POWER COMPANY,
ET AL.

Condemnation, Lee County, Iowa.

On August 22, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

For relocating line: (1) Commencing at a point 1,198 feet south and 2,136 feet east of the northwest corner of the northwest quarter ($\frac{1}{4}$) of section thirteen (13), township sixty-five (65) north, range five (5) west, thence north $89^{\circ} 18'$ east eighty (80) feet, thence southeast following a $0^{\circ} 40'$ curve 302 feet to a point 300 feet south and 19 feet east of the point of beginning; thence south $89^{\circ} 18'$ west 80 feet, thence northwest on a $0^{\circ} 40'$ curve 302 feet to the point of beginning, all of which is more definitely shown by plat of land hereto attached.

For excavating purposes: (2) Commencing at a point 1,198 feet south and approximately 2,498 feet east of northwest corner of northwest quarter ($\frac{1}{4}$) of section thirteen (13), township sixty-five (65) north, range five (5) west, on the bank of the Des Moines Rapids canal, thence north $89^{\circ} 18'$ west approximately 282 feet to relocated right of way of C. B. & Q. R. R.; thence following the right of way southeast 302 feet, thence north $89^{\circ} 18'$ east approximately 292 feet to bank of Des Moines Rapids canal, thence north along the canal bank approximately 302 feet to the place of beginning.

Such certificate was filed with the Clerk of the District Court of Lee County, Iowa.

Filed August 12, 1912. Closed August 24, 1912.

No. 5411—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY
vs.
CITY OF CAMBRIDGE.

Condemnation, Story County, Iowa.

On August 29, 1912, the Commission granted certificate authorizing condemnation of the following described lands:

The south half of Railroad street from east line of Water street to east line of East street, in the town of Cambridge, Story county, Iowa.

Such certificate was filed with the Clerk of the District Court of Story County, Iowa.

Filed August 21, 1912. Closed September 4, 1912.

No. 5412—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY
vs.
F. X. KASPARBAUER.

*Condemnation, Carroll County,
Iowa.*

On August 27, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

First: A strip of land fifty (50) feet wide lying southwesterly of the center line of the right of way of the railway of applicant as the same is now surveyed and staked for change of line across the southwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) and the north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number sixteen (16) in township number eighty-two (82) north, range number thirty-four (34), west of the 5th P. M. Said strip of land extending from the east line of said north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of the west line of said southwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of said section number sixteen (16), township and range aforesaid. Except such part of said strip of land as may be included in the right of way of the railway of applicant as the same is now located and established across said lands.

Second: A strip of land fifty (50) feet wide lying southwesterly of and contiguous to the said fifty (50) foot wide strip of land above described and extending from the west line of said southwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) southeasterly a distance of twenty-one hundred fifty-seven (2157) feet, measured along said center line above described to a line drawn at right angles to said center line at station number 1285 of said company's survey. Except such part of said strip of land as may be included in the right of way of the railway of applicant as the same is now located and established across said lands.

Third: All that part of the northeast quarter ($\frac{1}{4}$) of the southeast quarter ($\frac{1}{4}$) of said section number sixteen (16), township and range aforesaid lying northeasterly of said center line before described and between said center line and the right of way of the railway of applicant across said land as the same is now established and operated.

Fourth: A strip of land seventy-five (75) feet wide lying northeasterly of the center line above described and extending from the west line of the southwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of said section number sixteen (16), township and range aforesaid southeasterly to the right of way of the railway of applicant as the same is now established and operated across the north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section number sixteen (16), township and range aforesaid.

Fifth: A strip of land twenty-five (25) feet wide lying northeasterly of and contiguous to said last above described seventy-five (75) foot wide strip of land and extending from the west line of said southwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of section number sixteen (16), township and range aforesaid, southeasterly a distance of two hundred fifty-seven (257) feet, measured along said center line to a line drawn at right angles to said center line at station number 1266 of said company's survey.

Said strips or tracts of land containing in the aggregate 8.75 acres more or less, are necessary for the purpose of said company for use in straightening and re-locating its lines and constructing double tracks thereon as shown in said application.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 22, 1912. Closed September 4, 1912.

No. 5413—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY
vs.
O. W. CARPENTER.

*Condemnation, Carroll County,
Iowa.*

On September 9, 1912, the Board granted certificate authorizing condemnation of the following described real estate:

A strip of land one hundred (100) feet wide having fifty (50) feet of such width on each side of the center line of the Chicago, Milwaukee & St. Paul Railway Company as the same is now surveyed, staked and located for change of line over and across from the west side line of the public highway in the northwest quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of section twenty-four (24), township eighty-two (82) north, range thirty-four (34) west, in Carroll county, Iowa, westerly through the remainder of said northwest quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of section number twenty-four (24), to the west line of said quarter, thence from the east side to the west side of the east half ($\frac{1}{2}$) of the northeast quarter ($\frac{1}{4}$) of section twenty-three (23), township

eighty-two (82) north, range thirty-four (34) west. Said center line crossing the center of the said public highway in the northwest quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of section twenty-four (24), township and range aforesaid at a point 1,150 feet southerly of the northwest corner of the northwest quarter ($\frac{1}{4}$) of said section twenty-four (24), township and range aforesaid. Thence south $19^{\circ} 30'$ west a distance of 1,575 feet to the west line of the east half ($\frac{1}{2}$) of the northeast quarter ($\frac{1}{4}$) of section twenty-three (23), township eighty-two (82) north, range thirty-four (34) west; also a strip of land fifty (50) feet wide lying northerly of, parallel and adjacent to, and a strip of land fifty (50) feet wide lying southerly of, parallel and adjacent to said one hundred (100) foot wide strip and both strips beginning at the west side of the public highway in the northwest quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of section twenty-four (24), township and range aforesaid and extending westerly a distance of five hundred (500) feet to station 1404 of said company's survey. Also a strip of land forty (40) feet wide lying northerly of, parallel and adjacent to the above described one hundred (100) foot wide strip, said strip beginning at station 1401 of the company's survey, which station 1401 is three hundred (300) feet westerly of the termination of the two fifty (50) foot wide strips last above described. The said forty (40) foot strip extends westerly to the west line of the east half ($\frac{1}{2}$) of the northeast quarter ($\frac{1}{4}$) of said section twenty-three (23), township and range aforesaid. Also a strip of land fifty (50) feet wide lying southerly of, parallel and adjacent to the above one hundred (100) foot wide strip, said strip beginning at station 1401 of the company's survey and said fifty (50) foot strip extending westerly to the west line of the southeast quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of said section twenty-three (23), township and range aforesaid, excepting from the above described strips of land all that part of the old right of way which lies within the description. The land to be appropriated containing 6.2 acres more or less.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 26, 1912. Closed September 12, 1912.

No. 5414—1912.

CHICAGO, MILWAUKEE & ST. PAUL	} <i>Condemnation, Carroll County, Iowa.</i>
RAILWAY COMPANY	
vs.	
REGINA DEUWEL, <i>Administratrix</i> , ET AL.	

On September 9, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

A strip of land one hundred (100) feet wide, having fifty (50) feet of such width on each side of the center line of the Chicago, Milwaukee & St. Paul Railway as the same is now surveyed, staked and located for change of line over and across from the south side to the north and west side of the south half ($\frac{1}{2}$) of the northeast quarter ($\frac{1}{4}$) of section twenty-four (24), township eighty-two (82) north, range thirty-four (34) west, and also over and across from the east side to the north side of the southeast quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of said section twenty-four (24), township and range aforesaid, said center line crossing the south line of the said south half ($\frac{1}{2}$) of the northeast quarter ($\frac{1}{4}$) of section twenty-four (24), at a point 650 feet west of the southeast corner of the said northeast quarter ($\frac{1}{4}$) of section twenty-four (24), said point of intersection being at or near station 1457 plus 50,

said center line continuing north $35^{\circ} 30'$ west, a distance of 1,575 feet more or less to station 1441 plus 87.4, the beginning of a $1^{\circ} 30'$ curve to the left, thence along said $1^{\circ} 30'$ curve to the left a distance of 650 feet more or less to a point of intersection with the north line of the southeast quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of said section twenty-four (24), said point of intersection being 40 feet west of the northeast corner of said southeast quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of the said section twenty-four (24). Also an additional strip of thirty (30) feet lying southerly of, parallel and adjacent to the above described one hundred (100) foot wide strip and beginning at station 1447 and extending northwesterly to the north line of the said southeast quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of said section twenty-four (24), excepting therefrom all that part of the old right of way as may be within the above description and including all that part of the said south half ($\frac{1}{2}$) of the northeast quarter ($\frac{1}{4}$) of section twenty-four (24) as may lie between this above described one hundred (100) foot strip and the old right of way. The strips to be appropriated containing an area of 5.75 acres more or less.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 26, 1912. Closed September 12, 1912.

No. 5415—1912.

CHICAGO, MILWAUKEE & ST. PAUL	} <i>Condemnation, Guthrie County, Iowa.</i>
RAILWAY COMPANY	
vs.	
CHAS. L. KINZMAN.	

On September 9, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

A strip of land seventy-five (75) feet wide lying northerly of, parallel and contiguous to the right of way of the Chicago, Milwaukee & St. Paul Railway as the same is now located, established and operated over and across the south half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number six (6), township number eighty-one (81) north, range number thirty-one (31), west of the 5th P. M., in Guthrie county, Iowa, said strips extending from the east line to the west line of said southeast quarter ($\frac{1}{4}$) of section number six (6), township and range aforesaid, and containing 4.66 acres more or less.

Such certificate was filed with the Clerk of the District Court of Guthrie County, Iowa.

Filed August 26, 1912. Closed September 12, 1912.

No. 5416—1912.

CHICAGO, MILWAUKEE & ST. PAUL	} <i>Condemnation, Carroll County, Iowa.</i>
RAILWAY COMPANY	
vs.	
H. W. MEYERS.	

On September 9, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number sixteen (16) and the north half ($\frac{1}{2}$) of the southwest quarter ($\frac{1}{4}$) of section number fifteen (15), in township number eighty-two (82) north, range number thirty-six (36), west of the 5th P. M., in Carroll county, Iowa, to-wit: A strip of land one hundred (100) feet in width having 43.5 feet of such width on the northerly side and 56.5 feet of such width on the southerly side of the northerly or west bound main track of the railway of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now surveyed, staked and relocated for a change of line across said land, and extending from the west line of said north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section sixteen (16) to the east line of the said north half ($\frac{1}{2}$) of the southwest quarter ($\frac{1}{4}$) of said section number fifteen (15), all in the township and range aforesaid. Also two strips of land each thirty (30) feet in width, one on the northerly and the other on the southerly side of said one hundred (100) foot wide strip each parallel and contiguous thereto and commencing at a straight line drawn at right angles to said center line at a point distant measured said center line 406 feet easterly from the point of intersection of said center line and the west side of said north half ($\frac{1}{2}$) of the southwest quarter ($\frac{1}{4}$) of said section number fifteen (15), township and range aforesaid, and said strips extending easterly a distance of nine hundred (900) feet. Said strips of land containing an aggregate area of 13.55 acres more or less. Said center line referred to is more particularly described as commencing on the east line of said section number fifteen (15), township and range aforesaid, at a point 2,325 feet measured along said east line south of the northeast corner of said section fifteen (15), running thence southwesterly on a tangent line, making a southwest angle of $78^{\circ} 06'$ with the said east line of said section fifteen (15) to the east line of the southwest quarter ($\frac{1}{4}$) of said section fifteen (15) which is the true place of beginning of the center line being described thence continuing southwesterly on said tangent line a distance measured along said center line of 1,843 feet more or less to station 646 plus 37 of said company's survey, the beginning of a $1^{\circ} 0'$ curve to the right, thence continuing on said $1^{\circ} 0'$ curve to the right a distance of 1,333.3 feet to the beginning of a tangent line, thence along said tangent line a distance of 2,148.7 feet measured along said center line to a point on the west line of the southeast quarter ($\frac{1}{4}$) of said section sixteen (16), township and range aforesaid.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 30, 1912. Closed September 12, 1912.

No. 5417—1912.

CHICAGO, MILWAUKEE & ST. PAUL	} <i>Condemnation, Carroll County, Iowa.</i>
RAILWAY COMPANY	
vs.	
C. GRUBE, ET AL.	

On September 9, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of section number fifteen (15), township number eighty-two (82) north, range number thirty-six (36), west of the 5th P. M., in Carroll county, Iowa, described as follows:

A strip, belt or piece of land one hundred (100) feet in width having fifty (50) feet of such width on each side of the center line of the right of way

of the railway of the Chicago, Milwaukee & St. Paul Railway Company as the same is now surveyed, staked and located for a change of line across said land and extending from the north line southwesterly to the west line thereof.

Also two strips, belts or pieces of land each twenty (20) feet in width, one lying on the northerly side and the other on the southerly side of said one hundred (100) foot wide strip of land above described, each parallel and contiguous thereto and extending from station number 668 of said company's survey north-easterly a distance measured along said center line of five hundred (500) feet.

The center line above referred to intersects the east line of said section number fifteen (15), township and range aforesaid, at a point 2,325 feet south of the northeast corner thereof which point of intersection is station number 691 plus 73.9 of said company's survey and said center line runs thence southwesterly on a tangent line making a southwest angle of $78^{\circ} 06'$ with the east line of said section fifteen (15), township and range aforesaid, running thence southwesterly on said tangent line a distance of 1,420 feet more or less to the north line of the north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section fifteen (15), township and range aforesaid, thence continuing on said tangent line to a point on the east line of the said north half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said section number fifteen (15), township and range aforesaid.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 30, 1912. Closed September 12, 1912.

No. 5418—1912.

CHICAGO, MILWAUKEE & ST. PAUL	} <i>Condemnation, Carroll County, Iowa.</i>
RAILWAY COMPANY	
vs.	
HENRY LANGEL, ET AL.	

On September 9, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the northeast quarter ($\frac{1}{4}$) of section number fourteen (14), in township number eighty-two (82), north range thirty-six (36), west of the 5th P. M., in Carroll county, Iowa, described as follows: A strip of land one hundred (100) feet wide extending from the east line to the west line of said land and having 43.5 feet of such width on the northerly side and 56.5 feet of such width on the southerly side of the center line of the northerly or west bound main track of said railway company as the same is now surveyed, staked and re-located for a change of line across said land. Also two strips of land, each ten (10) feet wide, one lying southerly and the other lying northerly of and each parallel and contiguous to said one hundred (100) foot wide strip and extending easterly from the west line of said land to a line drawn at right angles to said center line at a point 230 feet east measured along said center line, from said west line, of said northeast quarter ($\frac{1}{4}$) of section fourteen (14), township and range aforesaid. Also two strips of land, each sixty-five (65) feet in width one lying northerly and the other southerly of, each parallel and contiguous to, said one hundred (100) foot wide strip of land and extending easterly from a line drawn at right angles to said center line at station 744 of said railway company's survey, a distance of 180 feet more or less, measured along said center line, to the east line of the said northeast quarter ($\frac{1}{4}$) of section number fourteen, township and range aforesaid. Said strips containing an aggregate area of 6.49 acres more or less. The center line above referred to is more particularly described as commencing at a point on the east line of said northeast quarter ($\frac{1}{4}$) of section number fourteen (14),

township and range aforesaid, which is 1,275.5 feet south measured along said east line, from the northeast corner of said section fourteen (14), thence southwesterly on a tangent line making a southwest angle of 78° 06' with the east line of said section fourteen (14) to a point on the west line of the said northeast quarter (¼) of section fourteen (14), township and range aforesaid.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 30, 1912. Closed September 12, 1912.

No. 5419—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	}	<i>Condemnation, Carroll County, Iowa.</i>
vs.		
HENRY LANGEL.		

On September 9, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the southeast quarter (¼) of the southeast quarter (¼) of section twelve (12), township eighty-two (82), range thirty-six (36), west of the 5th P. M. in Carroll county, Iowa, described as follows:

A strip of land 86 feet wide lying on the northerly side of the center line of the right of way of said railway company as the same is now surveyed and staked and re-located for a change of line across said land and extending from the east line southwesterly to the south line thereof and all that part of said southeast quarter (¼) of the southeast quarter (¼) of section twelve (12), township and range aforesaid, lying southeasterly of said center line, the area of the lands to be appropriated being 10.45 acres more or less.

Said center line is more particularly described as commencing at a point on the east line of said section twelve (12), township and range aforesaid, which is a distance, measured along said east line, 496 feet northerly of the southeast corner of said section twelve (12), thence southwesterly on a tangent line making a southwest angle of 66° 0' with said east line to a point on the south line of said southeast quarter (¼) of the southeast quarter (¼) of section twelve (12).

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 30, 1912. Closed September 12, 1912.

No. 5420—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	}	<i>Condemnation, Carroll County, Iowa.</i>
vs.		
LETITIA MYATT, ET AL.		

On September 9, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the south half (½) of the southeast quarter (¼) of section number fifteen (15), township number eighty-two (82) north, range number thirty-six (36), west of the 5th P. M., in Carroll county, Iowa, described as follows: A strip, belt or piece of land one hundred (100) feet in width having fifty (50) feet of such width on each side of the center line of the right of way of the railway of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now surveyed, staked and located for a change of line across said land, said one hundred (100) foot strip extending from the east side to the south side of said land.

Also two strips, belts or pieces of land each fifteen (15) feet in width, one on the northerly side and the other on the southerly side of said one hundred (100) foot wide strip of land, each parallel and contiguous thereto and extending easterly from station 689 of said company's survey a distance of 273.9 feet measured along said center line to the east line of said land, said east line of said land being station number 691 plus 73.9.

Also two strips, belts or pieces of land each ten (10) feet in width, one on the northerly side and the other on the southerly side of the one hundred (100) foot wide strip above described, each parallel and contiguous thereto and extending southwesterly from station number 681 of said company's survey, which station number 681 is eight hundred (800) feet westerly measured along center line from station number 689 aforesaid, said strips extending to the south line of said land.

Said center line above referred to intersects the east line of said section number fifteen (15), township and range aforesaid, at a point 2,325 feet south of the northeast corner thereof which point of intersection is station number 691 plus 73.9 of said company's survey and said center line runs thence southwesterly on a tangent line making a southwest angle of 78° 06' with the east line of said section fifteen (15), township and range aforesaid, running thence southwesterly on said tangent line a distance of 1,420 feet more or less to the north line of the north half (½) of the southeast quarter (¼) of said section fifteen (15), township and range aforesaid, thence continuing on said tangent line to a point on the east line of the said north half (½) of the southeast quarter (¼) of said section number fifteen (15), township and range aforesaid.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed August 30, 1912. Closed September 12, 1912.

No. 5421—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	}	<i>Condemnation, Carroll County, Iowa.</i>
vs.		
MARK HOUGHTON.		

On October 2, 1912, the Board granted certificate authorizing condemnation of the following described lands:

A strip of land fifty (50) feet wide lying northerly of, parallel and adjacent to the one hundred (100) foot right of way acquired by warranty deed dated August 15, 1912, for the new double track line, said fifty (50) foot strip extends from the east side to the west side of the west half (½) of the northwest quarter (¼) of the northeast quarter (¼) of section number thirty-three (33), township eighty-two (82) north, range number thirty-three (33) west, in Carroll county, Iowa. The center line of the new double track main line of the above railway beginning at a point two hundred sixty (260) feet more or less

south of the northwest corner of the northeast quarter ($\frac{1}{4}$) of section number thirty-three (33), township and range aforesaid, at station 1612 plus 92.5 and extends southeasterly to a point on the east line of the northwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of said section number thirty-three (33), township and range aforesaid, said point being three hundred fifty (350) feet more or less north of the southeast corner of the said northwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of section number thirty-three (33), township and range aforesaid. The land to be appropriated containing .8 acres more or less.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed September 6, 1912. Closed October 5, 1912.

No. 5422—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	} Condemnation, Carroll County, Iowa.
vs.	
L. CRAWFORD.	

On October 2, 1912, the Board granted certificate authorizing condemnation of the following described real estate:

A strip of land fifty (50) feet wide lying northerly of, parallel and adjacent to the newly acquired right of way for the double track main line of the above railway, said strip extends from the east side to the west side of the east half ($\frac{1}{2}$) of the northwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of section number thirty-three (33), township eighty-two (82) north, range number thirty-three (33) west, in Carroll county, Iowa. The center line of the new double track main line of the above railway beginning at a point two hundred sixty (260) feet more or less south of the northwest corner of the northeast quarter ($\frac{1}{4}$) of section number thirty-three (33), township and range aforesaid, at station 1612 plus 92.5 and extends southeasterly to a point on the east line of the northwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of said section number thirty-three (33), township and range aforesaid, said point being three hundred fifty (350) feet more or less north of the southeast corner of the said northwest quarter ($\frac{1}{4}$) of the northeast quarter ($\frac{1}{4}$) of section number thirty-three (33), township and range aforesaid. The land to be acquired containing .8 of an acre more or less.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed September 6, 1912. Closed October 5, 1912.

No. 5423—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	} Condemnation, Carroll County, Iowa.
vs.	
HANS MOELLER, ET AL.	

On October 2, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

A strip, belt or piece of land one hundred (100) feet in width, having 42.5 feet of such width on the northerly side of the center line of the northerly or west bound main track of said railway company as now laid out and established across said land for a change of line and 54.5 feet of such width on the southerly side of the center line of the said northerly or west bound main track and extending across from the east side to the west side of the south one-half ($\frac{1}{2}$) of the northwest quarter ($\frac{1}{4}$) of section number fourteen (14), township number eighty-two (82) north, range number thirty-six (36) west, and also two (2) strips of land each fifteen (15) feet wide, one lying southerly of and the other northerly of and both contiguous to said one hundred (100) foot wide strip of land and extending easterly 2,326.1 from the west line of said land to station number 715 of said railway company's survey and two (2) strips of land each ten (10) feet wide, one lying southerly of, the other northerly of, and both contiguous to said fifteen (15) foot wide strips of land herein above described and extending easterly from the west line of said land to station number 694, a distance of 273.9 feet measured on center of said one hundred (100) foot strip and two strips of land each ten (10) feet wide, one lying southerly, the other northerly of and both contiguous to said fifteen (15) foot strips of land and extending easterly five hundred (500) feet from a point 1,326.1 feet east of said west line of the said south half ($\frac{1}{2}$) of the northwest quarter ($\frac{1}{4}$), section number fourteen, township and range aforesaid, excepting from said strips and parcels of land, all that portion of the same embraced within the limits of the present right of way of said railway as now established, used and occupied. Said strips or parcels of land containing in the aggregate 7.9 acres of land more or less. The said center line of the northerly or west bound main track of said railway company above referred to is more particularly described as beginning at a point on the west side line of said south half ($\frac{1}{2}$) of the north-quarter ($\frac{1}{4}$), section number fourteen (14), said township and range, 2,319.5 feet south of the northwest corner of said section number fourteen (14), thence northeasterly on a tangent line making a northeast angle of 78° 06' with said west line of said section number fourteen (14) to a point on the east side line of said land a distance of 2,707.1 feet, more or less.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed September 10, 1912. Closed Oct. 5, 1912.

No. 5424—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	} Condemnation, Carroll County, Iowa.
vs.	
WM. MATER.	

On October 2, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that certain part of the south half ($\frac{1}{2}$) of the northwest quarter ($\frac{1}{4}$) of section number seventeen (17) in township eighty-two (82) north, range number thirty-six (36) west, described as follows, to-wit: A strip, belt or piece of land one hundred (100) feet wide having 42.5 feet of such width on the northerly side of the center line of the northerly or west bound main track of the said railway company as now surveyed, located and established across said land for a change of line and 54.5 feet of such width on the southerly side of the center line of the said northerly or west bound main track and also a strip

of land thirty (30) feet wide lying northerly of and contiguous to said one hundred (100) foot wide strip of land and extending northeasterly a distance of three hundred fifty (350) feet from the west line of said land, measured on center line of said one hundred (100) foot strip of land and also two (2) strips of land each fifty (50) feet wide, one lying southerly of, the other lying northerly of and both contiguous to said above described one hundred (100) foot wide strip of land and extending easterly from station number 533 of said railway company's survey to the northwesterly boundary line of the present right of way of the Chicago Great Western Railway Company, a distance of 988 feet, measured along the center line of said one hundred (100) foot strip of land containing in the aggregate 7.2 acres of land more or less. The said center line of the said northerly or west bound main track is particularly described as beginning at a point on the south line of said northwest quarter ($\frac{1}{4}$) of section number seventeen (17), 178.14 feet east of the southwest corner of said northwest quarter ($\frac{1}{4}$) of section number seventeen (17), in the township and range aforesaid; thence northeasterly on a tangent line making a northeast angle of $16^{\circ} 31'$ with the said south line of said northwest quarter ($\frac{1}{4}$) of section number seventeen (17), a distance of 203.8 feet to the beginning of a $1^{\circ} 30'$ curve to the right; thence continuing easterly on said $1^{\circ} 30'$ curve to the right a distance of 1,826.7 feet to the beginning of a tangent line, thence on said tangent line a distance of twenty-five (25) feet to a point on said northwest line of the right of way of said Chicago Great Western Railway Company.

Such certificate was filed with the Clerk of the District Court of Carroll County, Iowa.

Filed September 25, 1912. Closed October 5, 1912.

No. 5425—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	}	<i>Condemnation, Jones County, Iowa.</i>
VS.		
RAY STARRY AND K. T. LAMB.		

On October 22, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

All that part of the southeast quarter ($\frac{1}{4}$) of section ten (10), and of the northwest quarter ($\frac{1}{4}$) of the southwest quarter ($\frac{1}{4}$) of section eleven (11), township eighty-three (83) north, range three (3) west, Jones county, Iowa, lying south of the present southerly boundary line of the Chicago, Milwaukee & St. Paul Railway Company's right of way and north of a line which is parallel to and fifty (50) feet southerly, measured at right angles from the center line of the north main track of said railway company, as said center line is now located, staked out and established over and across said premises, containing 7 acres more or less.

Such certificate was filed with the Clerk of the District Court of Jones County, Iowa.

Filed Sept. 16, 1912. Closed October 25, 1912.

No. 5426—1912.

IOWA RAILWAY & LIGHT COMPANY	}	<i>Condemnation, Linn County, Iowa.</i>
VS.		
JOSEPH LARIMER.		

On October 22, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

A strip of land twenty feet in width along the northerly side of the right of way, heretofore acquired by the Cedar Rapids and Iowa City Railway and Light Company, now Iowa Railway and Light Company, over and across the east ten acres of the southwest quarter ($\frac{1}{4}$) of the southeast quarter ($\frac{1}{4}$) of section fourteen (14), township eighty-three (83), range seven (7), west of the 5th P. M., and also a strip of land one hundred feet in width along the southerly side of the said right of way heretofore acquired, over and across the east ten (10) acres of the southwest quarter ($\frac{1}{4}$) of section fourteen (14), township eighty-three (83), range seven (7), west of the 5th P. M.

Such certificate was filed with the Clerk of the District Court of Linn County, Iowa.

Filed September 28, 1912. Closed October 25, 1912.

No. 5427—1912.

IOWA TERMINAL COMPANY	}	<i>Condemnation, Polk County, Iowa.</i>
VS.		
L. E. SHAFFER, ET AL.		

On October 25, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

The east one-half ($\frac{1}{2}$) of lot three (3), the west twenty-one (21) feet of lot five (5), and the west one-half ($\frac{1}{2}$) of lot six (6) of block one (1) of C. Good's Central addition to the city of Des Moines, Iowa.

Such certificate was filed with the Clerk of the District Court of Polk County, Iowa.

Filed September 27, 1912. Closed November 16, 1912.

No. 5427—1912.

IOWA TERMINAL COMPANY	}	<i>Condemnation, Polk County, Iowa.</i>
VS.		
JACOB I. SCHMIDT.		

On October 25, 1912, the Commission granted certificate authorizing condemnation of the following described lands:

The north sixty-six (66) feet and nine (9) inches of the south ninety-nine (99) feet and nine (9) inches of lot one (1), of block eleven (11), of Hall's addition to Fort Des Moines in the city of Des Moines, Iowa.

Such certificate was filed with the Clerk of the District Court of Polk County, Iowa.

Filed September 27, 1912. Closed November 16, 1912.

No. 5427—1912.

IOWA TERMINAL COMPANY	}	<i>Condemnation, Polk County, Iowa.</i>
vs.		
HELEN WEIL.		

On October 25, 1912, the Commission granted certificate authorizing condemnation of the following described lands:

Lots one (1), two (2) and four (4) of Edward J. Hall's subdivision of lot five (5) in said block eleven (11), of Hall's addition to Des Moines, Iowa, excepting that part of said lot four (4) described as follows, to-wit: Commencing at the southeast corner of said lot four (4) of Edward J. Hall's subdivision of said lot five (5), and running thence west thirty (30) feet on the lot line; thence north on a straight line seventy-four and one-half (74½) feet; thence east eighteen (18) feet to the easterly lot line; thence south (bearing east) on the easterly line of said lot to the place of beginning. Also, lot four (4) of said block eleven (11) of Hall's addition to Des Moines, Iowa.

Such certificate was filed with the Clerk of the District Court of Polk County, Iowa.

Filed September 27, 1912. Closed November 16, 1912.

No. 5428—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	}	<i>Condemnation, Guthrie County, Iowa.</i>
vs.		
MARGARET CROAK, ET AL.		

On November 7, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

A part of the north half (½) of the southeast quarter (¼) of section number four (4), township eighty-one (81) north, range number thirty-two (32) west, in Guthrie county, Iowa, more particularly described as follows: A strip of land fifty (50) feet in width lying northerly of, parallel with and adjoining the present right of way of the Chicago, Milwaukee & St. Paul Railway Company; commencing at the north and south quarter line of said section four (4) and extending easterly to a point which is 600 feet east of said north and south quarter line. And also a strip of land twenty-five (25) feet in width lying northerly of, parallel with and adjoining said railway company's one hundred (100) foot right of way. Commencing at a point which is 600 feet east of the north and south quarter line of said section four (4), thence extending easterly to the east line of the southeast quarter (¼) of section four (4), township and range aforesaid. Containing in both the above described strips of land 1.87 acres of land more or less.

Such certificate was filed with the Clerk of the District Court of Guthrie County, Iowa.

Filed October 1, 1912. Closed November 16, 1912.

No. 5429—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	}	<i>Condemnation, Guthrie County, Iowa.</i>
vs.		
G. J. CRAMER, ET AL.		

On November 7, 1912, the Commission granted certificate authorizing condemnation of the following described real estate:

A part of the south half (½) of the southeast quarter (¼) of section number three (3), township number eighty-one (81) north, range thirty-one (31) west, more particularly described as follows: A strip of land seventy (70) feet wide lying northerly of and adjoining the present right of way of said railway company and extending from the north and south quarter line of said section number three (3) easterly to a point which is eight hundred twenty (820) feet easterly from said north and south quarter line of said section number three (3) and also a strip of land one hundred (100) feet wide lying northerly of and adjoining the aforesaid right of way and extending easterly from a point which is eight hundred twenty (820) feet easterly from said north and south quarter line of said section number three (3) a distance of seven hundred eighty (780) feet more or less to survey station 2,360. Containing in both above described strips 3.1 acres more or less.

Such certificate was filed with the Clerk of the District Court of Guthrie County, Iowa.

Filed October 15, 1912. Closed November 16, 1912.

No. 5430—1912.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY	}	<i>Condemnation, Dallas County, Iowa.</i>
vs.		
M. E. CONNOR, ET AL.		

On November 7, 1912, the Board granted certificate authorizing condemnation of the following described lands:

All that part of the northeast quarter (¼) of the southwest quarter (¼) of section number eight (8), in township eighty-one (81) north, range number twenty-eight (28) west, in Dallas county, Iowa, included within a strip of land hereinafter described to-wit: A strip of land three hundred twenty-five (325) feet in width lying southerly of, parallel and contiguous to the right of way of the railway of the Chicago, Milwaukee & St. Paul Railway Company, as the same is now located and established and operated over and across said land, the tract to be acquired extending from the east line to the west line of said northeast quarter (¼) of the southwest quarter (¼) of section number eight (8) township and range aforesaid.

Such certificate was filed with the Clerk of the District Court of Dallas County, Iowa.

Filed October 15, 1912. Closed November 16, 1912.

No. 5431—1912.

CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY COMPANY

vs.

ANDREW M. RITLAND.

Condemnation, Story County, Iowa.

On November 7, 1912, the Board granted certificate authorizing condemnation of the following described lands:

A strip of land thirty (30) feet wide lying northerly of, parallel and contiguous to the right of way of the Chicago, Milwaukee & St. Paul Railway Company as the same is now located and established over and across the northwest quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of section number twenty-five (25), township number eighty-two (82) north, range number twenty-four (24) west, in Story county, Iowa, said strip of land extending from the east side to the west side of said northwest quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of section number twenty-five (25) aforesaid.

Also a strip of land thirty (30) feet wide lying northerly of, parallel and contiguous to the right of way of said railway company, as the same is now located and established over and across the northeast quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of said section number twenty-five (25), township and range aforesaid, said strip of land commencing at the west line of said northeast quarter ($\frac{1}{4}$) of the northwest quarter ($\frac{1}{4}$) of section number twenty-five (25) and extending easterly a distance of four hundred twenty (420) feet.

The two strips of land to be appropriated containing in the aggregate 1.24 acres more or less.

Such certificate was filed with the Clerk of the District Court of Story County, Iowa.

Filed October 19, 1912. Closed November 16, 1912.

DECISIONS REFERRING

TO

Classification, Rates and Rules

No. 5432—1912.

IN RE SUPPLEMENT NUMBER ELEVEN TO IOWA CLASSIFICATION NUMBER FOURTEEN.

The Board issued the following notice for hearing on all rate and classification matters:

To whom it may concern:

Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa will, on October 3, 1912, 10 o'clock a. m., at its office in Des Moines, Iowa, hold a public hearing for the purpose of making such changes in its schedules of rates and classification of freight as may appear just and reasonable.

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

[SEAL]

GEORGE L. McCAUGHAN,

Secretary.

Des Moines, Iowa, September 9, 1912.

Upon date named the following named persons appeared before the Commission, representing the Railroad Companies:

F. S. Hollands, A. G. F. A., C. G. W. Rd. Co., Chicago, Ill.; J. C. Davis, Attorney, C. & N. W. Ry. Co., Des Moines, Iowa; M. J. Golden, A. G. F. A., C. & N. W. Ry. Co., Chicago, Ill.; A. G. Seymour, A. G. F. A., C. & N. W. Ry. Co., Chicago, Ill.; A. P. Humburg, Commerce Attorney, Illinois Central R. R. Co., Chicago, Ill.; B. J. Rowe, A. G. F. A., Illinois Central R. R. Co., Chicago, Ill.; M. A. Patterson, A. G. F. A., Rock Island Lines, Chicago, Ill.; C. Shackell and F. M. Steele, Ft. D., D. M. & S. R. R. Co.; O. W. Dynes, Commerce Counsel, C., M. & St. P. Ry. Co., Chicago, Ill.; W. E. Prendergast, A. G. F. A., C., M. & St. P. Ry. Co., Chicago, Ill.; Will Clapper, D. F. A., Wabash Railroad Co., Des Moines, Iowa; H. H. Holcomb, A. G. F. A., C., B. & Q. Rd. Co., Chicago, Ill.; W. G. Wagner, D. F. A., C., B. & Q. Rd. Co., Burlington, Iowa.

The following named persons appeared representing shippers:

A. Scheerin, Burlington Basket Co., Burlington, Iowa; C. J. Fulton, Loudon Machinery Co., Fairfield, Iowa; Ed. E. Egan, Secretary Commercial Exchange, Burlington, Iowa; W. C. Lindsay, Traffic Secretary, National Confectioners' Association, St. Louis, Mo.; Ralph C. Rollins, Des Moines Hosiery Mills, Des Moines, Iowa; W. B. Martin, Commissioner, Dubuque Shippers' Association, Dubuque, Iowa; J. P. Talcott, Williams, Iowa; J. K. Fear, Webster City, Iowa; H. M. Slater, Traffic Department, International Harvester Co., Chicago, Ill.; A. T. Martin, Martin Company, Sac City, Iowa; D. Van de Ploeg, The Eerkes-Van Der Maaten Company, Orange City, Iowa; John R. Eerkes, Eerkes-Van Der Maaten Company, Orange City, Iowa; W. G. Lichty, Gilcrest Lumber Co., Des Moines, Iowa; W. E. Huncke, Traffic Manager, Iowa State Manufacturers' Association, Des Moines, Iowa; E. G. Wylie, Commissioner, Greater Des Moines Committee, Des Moines, Iowa; E. H. Draper, Traffic Manager, Western Grocer Co., Marshalltown, Iowa; C. O. Dawson, Traffic Manager, Ottumwa Commercial Club, Ottumwa, Iowa; C. J. Dukehart, Dukehart Machinery Co., Des Moines, Iowa; R. R. Wheeler, Port Huron Co., Des Moines, Iowa; Ivan C. Meyers, Nichols & Shepard Co., Des

Moines, Iowa; J. E. Gardner, Branch House Manager, J. I. Case Threshing Machine Co., Des Moines, Iowa; W. L. Trueblood, Branch Manager, Rumley Products Co., La Porte, Ind.; A. B. Combs, T. M., Marshall Oil Co., Marshalltown, Iowa; R. L. Ellis, Jacob E. Decker & Son, Mason City, Iowa; A. R. Ebi, Traffic Manager, Deere & Co., Moline, Ill.; J. M. Custer, Moline Plow Co., Moline, Ill.

The petitioners were represented by J. H. Henderson, Commerce Counsel, and Dwight N. Lewis, Assistant Commerce Counsel.

All Commissioners were present, Chairman Ketchum presiding at the hearing.

The following cases were taken up, and after a full hearing was had, the Board made the following disposition of same:

BURLINGTON VINEGAR AND PICKLE WORKS, ET AL, Burlington, Iowa:

Application for a lower rating on cucumbers in brine than applies on the finished pickle. Granted same rating as applied on fresh cucumbers.

NATIONAL CONFECTIONERS' ASSOCIATION, St. Louis, Missouri:

Application for third-class rate to apply on shipments of candy and confectionery, regardless of invoice or average value. Taken under advisement.

TONE BROTHERS, Des Moines, Iowa:

Application for fourth-class C. L. rating on pepper, pepper hulls, pepper substitutes or mixtures, in straight or mixed C. L. On request of petitioner, this case was continued to the April meeting, 1913.

C. A. McCUNE Co., Des Moines, Iowa:

Application for carload rate on boots, shoes and rubbers. On request of petitioner, this was continued to the April meeting, 1913.

IOWA BOARD OF RAILROAD COMMISSIONERS, Des Moines, Iowa:

Application for cancellation of note on page 78 of Iowa Classification No. 14, referring to charges on live stock in special or palace stock cars. Granted.

CEDAR RAPIDS COMMERCIAL CLUB, Cedar Rapids, Iowa:

Application for rule in Iowa Classification to provide a rate on mixed carloads same as now provided in the Official Classification, Rule 10. Withdrawn.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for ruling requiring railroads to send shipments via the cheapest route. Withdrawn.

CARDIFF GYPSUM PLASTER Co., Ft. Dodge, Iowa:

Application for elimination of fourth-class, L. C. L., rate on gypsum, ground or calcined, in sacks, from Item 141 of Supplement No. 9. Continued to April meeting, 1913.

LAGOMARCINO-GRUPE Co., Davenport, Iowa:

Refrigerator Car Service between points in Iowa. Withdrawn.

JOHN THOMPSON, Sioux City, Iowa:

Application for reduced rating on butter milk in tank cars, so as it will be possible to move buttermilk from 15 to 20 miles for two to three cents per cwt. Continued to April meeting, 1913.

IOWA STATE MANUFACTURERS' ASSOCIATION, ET AL, Des Moines, Iowa:

Application for provision in Iowa Classification which will permit mixing hogs and calves (under six months old) in carloads. Taken under advisement.

A. A. DEISER & Co., Des Moines, Iowa:

Application for reduced rating on blueing, in bottles, cases and barrels. Continued to April meeting, 1913.

A. A. DEISER & Co., Des Moines, Iowa:

Application for reduced rating on ammonia in bottles, cases and barrels. Continued to April meeting, 1913.

QUEEN CUPOLA Co., Cresco, Iowa:

Application for 1½ class L. C. L. rating on galvanized steel cupolas and ventilators. Passed for further hearing.

IOWA BRIDGE Co., Des Moines, Iowa:

Application for ruling with reference to unloading L. C. L. shipments and collection of storage charges. Continued to April meeting, 1913.

INTERNATIONAL HARVESTER COMPANY OF AMERICA, Chicago, Ill.:

Application for provision which will allow free carriage of dunnage to a maximum of 500 lbs. on freight shipped in box, stock, ventilated or refrigerator cars. Continued to April meeting, 1913.

FARMERS' LUMBER COMPANY, Omaha, Nebraska:

Application for rule requiring railroads to protect small car minimums on lumber when such car is ordered by the shipper and larger car is furnished at the convenience of the company. Continued to April meeting, 1913.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY, ET AL:

Application requesting that the classification on baskets, as found in Iowa Classification No. 14, be changed to conform to Western Classification. Continued to October 4, 1912.

OTTUMWA-MOLINE ENGINE AND PUMP Co., Ottumwa, Iowa:

Application for reduced classification on rough castings and steel forgings, loose. Continued to April meeting, 1913.

EXCELSIOR STEEL FURNACE Co., Chicago, Ill.:

Application requesting that Item 53, Page 130, Iowa Classification No. 14, be changed to read as follows:

Stovepipe iron, cut in shape for stovepipes and stovepipe side seams, not closed, nested solid, boxed, crated or in bundles burlapped.

Granted—this item to read as follows:

Stovepipe iron, cut in shape for stovepipes and stovepipe side seams, not closed, nested solid, boxed, crated, or in bundles completely burlapped, or with iron bands, ends burlapped.

DUBUQUE SHIPPERS' ASSOCIATION, by W. B. Martin, Coommissioner, Dubuque, Iowa:

Protest against Index No. 127, of Supplement No. 9 to Iowa Classification No. 14, being requirements for packing eggs in Standard Egg Cases. Taken under advisement.

WAGNER MANUFACTURING COMPANY, Cedar Falls, Iowa:

Application for first-class L. C. L. rating on fly traps in crates. Granted—first-class, K. D. and nested.

COMMERCIAL CLUB OF CEDAR RAPIDS, by H. F. Sundberg, Traffic Manager, Cedar Rapids, Iowa:

Application for classification of "Deming" Motor Plow, when shipped S. U. and K. D. Continued to April meeting, 1913.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co., ET AL:

Request that fresh pork loins and fresh pork tenderloins be eliminated from Item 20, Page 106, of Iowa Classification No. 14, so as to conform to Western Classification. Continued to April meeting, 1913.

FAIRBANK, MORSE & COMPANY, Chicago, Ill.:

Application for cancellation of foot note on page 121 of Iowa Classification No. 14, which permits mixing of farm scales with agricultural implements. Taken under advisement.

CHICAGO & NORTHWESTERN RAILWAY Co., ET AL:

Application requesting that the Interstate Commerce Commission regulations for the transportation of dangerous articles, other than explosives, as shown in Western Classification, be incorporated in Iowa Classification No. 14. Granted.

WATERLOO CANNING CORPORATION, Waterloo, Iowa, et al:

Application for permission to ship canned fruit and vegetables at 5th class, C. L., in tin cans, boxed, covers off and tied in bundles. Granted.

GERMAN KALI WORKS, New York City:

Application for reduced ratings on muriate of potash, sulphate of potash, double manure salts, manure salt, hartsalz and kainit. Taken under advisement.

LEO H. HIRSCH & Co., New York City:

Application for lower rating on waste clam shells, in bulk. Granted—stone commodity rate and minimum weight of 30,000 lbs.

C. L. PERCIVAL COMPANY, Des Moines, Iowa:

Application for ruling requiring railroads to send shipments via the cheapest route. Withdrawn.

EERKES-VAN DER MAATEN COMPANY, Orange City, Iowa:

Application for 3rd class, L. C. L. rating on rusks. Granted—rusks to be added to Item 61, Page 59, Iowa Classification No. 14.

U. N. ROBERTS COMPANY, Davenport, Iowa:

Application requesting that the present classification of leaded glass, commercial and cathedral, boxed, or if glazed, in sash, glass completely protected, be changed to conform to Western Classification. Continued to April meeting, 1913.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for amendment to Rule 6-B of Iowa Classification No. 14. Interpretation of rule agreed to by all parties. Case withdrawn.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for amendment to Index No. 114 of Supplement No. 9 to Iowa Classification No. 14, being Rule 5 of Joint Rate Order No. 3. Carriers given until January 1, 1913, to investigate this problem and report to the Commission.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for elimination of provision with reference to order from original shipper or manufacturer from Index No. 75 of Supplement No. 9 to Iowa Classification No. 14. Withdrawn.

ROCK ISLAND PLOW COMPANY, Rock Island, Ill.:

Application requesting that such action be taken as will allow the mixing of cream separators with agricultural implements, C. L., at the agricultural implement rate and minimum weight. Granted.

Hearing was here adjourned to October 4, 1912, and continued on that date as follows:

QUEEN CUPOLA COMPANY, Cresco, Iowa:

Application for 1½ class L. C. L. rating on galvanized steel cupolas and ventilators. Classification as now provided in Western Classification No. 50 granted.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY Co., ET AL:

Application requesting that the classification on baskets as found in Iowa Classification No. 14, be changed to conform to Western Classification. Continued to April hearing, 1913.

DUBUQUE SHIPPERS' ASSOCIATION, by W. B. Martin, Commissioner, Dubuque, Iowa:

Protest against Index No. 127 of Supplement No. 9 to Iowa Classification No. 14, being requirements for packing eggs in Standard Egg Cases. Protest withdrawn by complainant.

COMMERCE COUNSEL OF THE STATE OF IOWA, Des Moines, Iowa:

Application requesting adoption of rule with reference to the shipment of grain and seeds in mixed carloads. Continued to April meeting, 1913.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., ET AL:

Application requesting that the Iowa Classification be changed to conform to Western Classification with reference to the values of live stock in L. C. L. Continued for special hearing to be set by the Board.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, ET AL:

Application for cancellation of reduced rates on returned articles as specified in petition. Continued to April meeting, 1913.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, ET AL:

Application for cancellation of commodity rate on harness and saddlery, shown under commodity rates of Supplement No. 9 to Iowa Classification No. 14. Granted.

COMMERCIAL CLUB OF SIOUX CITY, IOWA, by Geo. T. Bell, Commissioner:

Application requesting that the classification on hand sprayers, as shown in Iowa Classification No. 14, be changed to conform to Western Classification. Granted.

GRONEWEG & SCHOENTGEN Co., Council Bluffs, Iowa:

Application requesting that in the shipment of cigars and cigarettes the metal seal be adopted in place of the lead seal in order to conform to Western Classification requirements. Granted.

ALUMINUM MANUFACTURING Co., Des Moines, Iowa:

Application requesting that the present ratings on aluminum and articles of aluminum be changed to conform to Western Classification, except the classification for aluminum castings to be the same as ingots, pigs and slabs. Granted, except as to castings, to be same as Western Classification.

GOODYEAR TIRE AND RUBBER COMPANY, Akron, Ohio:

Application requesting that the present classification on automobile tires be changed to conform to Western Classification. Granted.

PEERLESS V BELT COMPANY, Cedar Rapids, Iowa:

Application for rating on noiseless chain beltings, same as now applies on chain belting. Granted—the description to be furnished by the railroads.

LAGOMARCING-GRUPE Co., Davenport, Iowa:

Application for first-class L. C. L. rating on bananas, loose in car. Denied.

J. K. & W. H. GILCREST Co., Des Moines, Iowa:

Application for reduced ratings on cherry lumber. Same classification as shown in Item 8, Page 163, of Official Classification, to be confined to cherry lumber, L. C. L., granted.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for definition of term "mill stuffs" shown under commodity rates on corn, oats, etc., Page VI of Iowa Classification No. 14. The following order was made by the Commission: Change heading of com-

modity rate to read as follows: Corn, oats, barley, flax seed screenings, hemp seed and other articles taking same rates. Cancel note X of Supplement No. 9.

DUBUQUE SHIPPERS' ASSOCIATION, by W. B. Martin, Commissioner, Dubuque, Iowa:

Application requesting that the commodity rate on stone apply on stone (all kinds) rough or dressed, not lettered or figured. The Board ruled that the term "all kinds" as it appears in the heading of commodity rate on stone of Supplement No. 9 to Iowa Classification No. 14, includes stone, rough or dressed, not polished, lettered or figured.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for ruling as to what properly constitutes an advance charge. Continued to April meeting, 1913.

DES MOINES HOSIERY MILLS, Des Moines, Iowa:

Application for third-class rating, L. C. L., on cotton hosiery, knit, uncolored, as provided for on similar articles, Page 38, Item 11, Iowa Classification No. 14. Granted—cotton knit fabrics, unfinished and uncolored, to be included in Item 11, Page 38.

ACME ROOFING AND TILE Co., Des Moines, Iowa:

Application for reduced rating on roofing tile. Continued to April meeting, 1913.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for elimination of words "(two wheeled)" from Item 50, Page 12, Iowa Classification No. 14. Granted.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for elimination of word "lime" from Item 27, Page 71, Iowa Classification No. 14. Granted.

LOUDEN MACHINERY Co., Fairfield, Iowa:

Application for second-class, L. C. L., in crates, and Class A, C. L., minimum weight 20,000 lbs., on litter carriers. Petitioner also requests that this article be placed under agricultural implements with the privilege of mixture with other agricultural implements. Continued to April hearing, 1913.

LOUDEN MACHINERY Co., Fairfield, Iowa:

Application for fourth-class, L. C. L., and Class B, C. L., rating on cattle stanchions. Continued to April hearing, 1913.

LOUDEN MACHINERY Co., Fairfield, Iowa:

Application requesting privilege of mixture with agricultural implements of the following articles: barn door hangers and track, hay rack clamps, and cow stalls and stanchions. The rate and minimum weight to be used is to be the highest of the articles in the car. Continued to April hearing, 1913.

BOARD OF RAILROAD COMMISSIONERS, Des Moines, Iowa:

Iowa Classification No. 14, Page 64, foot note reads: "Shipments of trunks filled with goods should not be accepted unless boxed and strapped." The Board presented this case for discussion and ordered packing requirements changed to be same as Official Classification, reading as follows: "Boxed or strapped with wood, iron or twisted wire straps."

MARTIN COMPANY, Sac City, Iowa:

Application for classification on corn racks. Granted, third-class, K. D., flat and crated.

On October 25, 1912, the Board took under consideration certain cases which were taken under advisement at the general rate and classification hearing, held on October 3rd and 4th, 1912, and made the following orders with reference to same:

NATIONAL CONFECTIONERS' ASSOCIATION, St. Louis, Mo.:

Application requesting that third-class rate apply on shipments of candy and confectionery, regardless of invoice or average value. Continued to April meeting, 1913.

IOWA STATE MANUFACTURERS' ASSOCIATION, Des Moines, Iowa:

Application for provision in Iowa Classification which will permit mixing of hogs and calves (under six months old) in carloads. Granted, to be separated by partitions as shown in Supplement No. 11.

FAIRBANKS, MORSE & Co., Chicago, Ill.:

Application for cancellation of foot note on page 121 of Iowa Classification No. 14, which permits mixing of farm scales with agricultural implements. Denied.

GERMAN KALI WORKS, New York City:

Application for reduced ratings on muriate of potash, sulphate of potash, double manure salts, manure salts, hartshorn and kainit. Denied.

CHICAGO & NORTH WESTERN RAILWAY COMPANY:

Application requesting that the Interstate Commerce Commission regulations for the transportation of dangerous articles, as shown in Supplement No. 7 to Western Classification No. 59, be incorporated in Iowa Classification No. 14. Application in this case was granted on October 3rd, but as the Board does not deem it necessary to reprint these regulations, same will be adopted by note.

The Board instructed the Secretary to prepare a Supplement to Iowa Classification No. 14, embodying the changes and amendments thereto as ordered on October 3rd, 4th and 25th, 1912, and to incorporate therein the changes made in Supplements Nos. 9 and 10 to Iowa Classification No. 14; that the same be known as Supplement No. 11 to Iowa Classification No. 14, dated October 25, 1912, and effective December 3, 1912.

Pursuant to such order, the following supplement was prepared and published, as provided by law:

BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA

SUPPLEMENT NO. 11 CANCELS SUPPLEMENTS NOS. 9 and 10.

SUPPLEMENT NO. 11 IS IN EFFECT AND CONTAINS ALL CHANGES TO IOWA CLASSIFICATION NO. 14 AND SCHEDULE OF REASONABLE MAXIMUM RATES OF CHARGES FOR THE TRANSPORTATION OF FREIGHT AND CARS.

Dated October 25, 1912.

Effective December 3, 1912, except as otherwise noted.

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

GEORGE L. McCAUGHAN,
Secretary.

Des Moines, Iowa, October 25, 1912.

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1	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels item 14, page 10.	Corn Huskers, Ensilage Cutters and Fodder Shredders, K. D., small parts in bundles (Include in bracket with Agricultural Implements, page 10).	3	
2	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels items 18 and 19, page 12.	Potato Diggers: Walking: S. U. (Include in bracket with Agricultural Implements, page 12).	D1	
3	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels : foot note, page 14.	Post Hole Diggers:		
4	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels item 53, page 18.	Boots and Shoes: Boxed	1	
5	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels item 26, page 26.	Iron Oil Barrels, minimum C. L. weight 16,000 lbs..... (Subject to Rule 6-B).	1/2 of 4	D
6	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels item 46, page 31.	Soda: Bichromate of	3	
7	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels item 27, page 37.	China ware and Porcelain ware in boxes, bbls., kegs, casks, hhd., or tierces.....	1	
8	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels item 39, page 39.	Aniline Salts, used in mixing dyes.....	1	
9	September 1, 1908..... (Reissue—In Supp. No. 1) Cancels item 26, page 55.	Fuse and Squibs, boxed.....	1	

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
10	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 31, page 55.	Poultry: Alive, including live pigeons, L. C. L. shipments in coops or crates, P. P. or guaranteed. (Subject to Rule 6-B). No allowance for feed or water. (See † foot note, page 55).	1	4 min. wt. 20,000 lbs.
11	September 1, 1908. (Reissue—In Supp. No. 1) Cancels items 8, 9, 10 and 11, page 58.	Glucose, Glucose Jelly and Syrup, Corn Syrup, Corn Sugar and Grape Sugar in wood. Glucose and Corn Syrup, in tin, boxed. Glucose Jelly in glass, boxed. Grape Sugar and Corn Sugar in cloth bags.	4 4 4 4	6
12	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 26, page 60.	Pepper in bags, boxes or casks.	2	
13	September 1, 1908. (Reissue—In Supp. No. 1) Cancels † foot note, page 62.	Harness and Saddlery:		
14	September 1, 1908. (Reissue—In Supp. No. 1) Cancels † foot note, page 65.	†Bridge Material: †Note.—Bridge builders' outfits consisting of building cement, domestic or imported; pile driver hammers and frames, tools in boxes or barrels, consisting of blacksmith chisels, set hammers, crowbars, gauges, punches, levels, mauls, picks, shovels, sledges, tongs, wrenches, chains, ropes and blocks; piling, pine, oak or cedar; and lumber, pine, oak, hemlock or fir, when shipped in mixed carloads with iron bridge material, C. L.		5
15	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 38, page 66.	Bed Rail fasteners, in boxes or kegs, and side bed rails.	4	5
16	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 41, page 70.	Note.—Plate Iron, 4-gauge or lighter may be loaded in mixed C. L., with Sheet Iron at 5th Class.		
17	September 1, 1908. (Reissue—In Supp. No. 1) Cancels items 16 and 18, page 75.	Liquors and Liquids, N. O. S., alcoholic: In glass, cans or jugs, packed in open boxes, kegs or jackets, or in barrels, corks secured by paper strips, metal caps, cement or wire. In wood or in iron drums.	DI 2	
18	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 11, page 85.	Engines: Gasoline, portable, with elevator attachments, small parts detached and boxed, C. L. minimum weight, 24,000 lbs. Gasoline Locomotives, minimum C. L. weight, 24,000 lbs.	1 1½	A
19	September 1, 1908. (Reissue—In Supp. No. 1)	The following note refers to item 10, page 85: †Batteries used in connection with Gasoline Engines may be shipped in carloads with engines to which they belong, at class A rates.		
20	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 6, page 95.	Mineral Wool, Mineral Wool Board and Rock or Granite Wool, minimum C. L. weight, 20,000 lbs.	3	5
21	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 40, page 96.	Monuments, metal, including bronze N. O. S. boxed. Monuments, White Bronze, boxed or crated.	1 3	
22	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 55, page 96.	Motoreycles, Quadricycles and Tricycles, with motor attachments, boxed or crated.	2½ t 1	
23	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 40, page 102.	Drills, Jars, Joints, Bits and Sockets (for drilling) and Fishing Tools. (Include in bracketed items 21 to 61, inclusive, page 102.)	3	
24	September 1, 1908. (Reissue—In Supp. No. 1) Cancels items 17, 18, 19, 20, 21, 22, 23, 24 and 25, page 108.	Paper: Wrapping: N. O. S. in bundles, boxes or crates. Printed, including Wrappers (exclusive of labels), in bundles, boxes or crates. Tissue in bdls., boxes or crates. Paraffined, Oiled, Waxed and Rosin Glazed, in bundles, crates or boxes. Toilet in bundles or rolls, boxed or crated. Bags, N. O. S., in bundles or boxes. Bags, Crepe Paper Bags, printed, in bundles or boxes.	3 2 3 2 2 3 2 2	5
25	September 1, 1908. (Reissue—In Supp. No. 1) Cancels items 41, 42 and 43, page 125.	Merry-Go-Rounds, Carousals or Steam Riding Galleries, including power, K. D. Ferris Wheels, K. D. Shooting Galleries, K. D. (Subject to Rule 6-B.)	1½ 1½	3 min. wt. 16,000 lbs.
26	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 53, page 125.	Skates, Ice and Roller, boxed.	2	
27	September 1, 1908. (Reissue—In Supp. No. 1) Cancels item 1, page 130.	Air Tight Heaters (sheet iron), N. O. S., crated, minimum C. L. weight, 20,000 lbs. (Exception to Rule 6-B.)	1	5

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
44	March 15, 1909. (Reissue—In Supp. No. 2) Cancels items 50, 51, 52, 53, 54, 55, 56 and 57, page 74.	Leather and Articles of: N. O. S. in bundles or rolls..... Harness or Sole. in rolls..... Leather, in boxes..... Leather Pancake (pressed scrap leather): In bundles..... In barrels, boxes or bags..... Rough Split, in rolls..... Trimnings (cut from side leather), in bundles, barrels, boxes or bags.....	2 2 3 3 3 3 3	4 min. wt. 24,000 lbs.
45	March 15, 1909. (Reissue—In Supp. No. 2) Cancels item 4, page 81.	Turned Columns (solid or hollow) and Column Caps (for house trimmings) when made of other wood than Black Walnut, Cherry, Holly or Mahogany..... (Include with bracketed items 22 to 31, inclusive, page 80, and items 1 to 3, inclusive, page 81.)	4	
46	March 15, 1909. (Reissue—In Supp. No. 2) Cancels item 41, page 105.	Hides: Green and Green Salted, including Hog Skins (Cured, Salted) in bundles, min. C. L. weight, 26,000 lbs.	4	5
47	July 13, 1909. (Reissue—In Supp. No. 3)	Hay Carriers and Hay Carrier Returners: In boxes or barrels.....	3	
48	May 1, 1909. (Reissue—In Supp. No. 3) Cancels item 23, page 12.	Potato Planters (wheeled): Taken apart, wheels on or off, small parts tied in bundles..... (Include in bracket with Agricultural Implements, page 12.)	3	
49	July 13, 1909. (Reissue—In Supp. No. 3)	Grave Vaults, iron or steel..... (Include with bracketed items 22 to 29, inclusive, page 22.)	3	
50	July 13, 1909. (Reissue—In Supp. No. 3)	Salts—Epsom (Sulphate of Magnesia): In barrels..... (Include with bracketed items 38, 39 and 40, page 31.)	3	
51	July 13, 1909. (Reissue—In Supp. No. 3) Cancels item 17, page 49.	Spring Beds, Mattresses (including Woven Wire Mattresses) and Wire Cots, minimum weight, 10,000 lbs. (Subject to Rule 6-B.).....		3

52	May 1, 1909. (Reissue—In Supp. No. 3)	Sheet iron, cut in shape for pipe, nested solid, min. C. L. wt., 36,000 lbs.....	4	5
53	May 1, 1909. (Reissue—In Supp. No. 3)	Chautauqua Outfits, consisting of Tents, Poles, Camp Chairs, Circus Seats, Torches, Bedding, etc., min. C. L. weight, 24,000 lbs.....		C
54	July 13, 1909. (Reissue—In Supp. No. 4) Rule 38:	When the consignee of a shipment of freight refuses to receive same, it shall be the duty of the carrier at point of destination to promptly notify forwarding agent at point of origin of such facts; it shall be the duty of the forwarding agent to promptly notify consignor of the refusal of consignee to receive the freight, and said consignor shall not be liable for storage charges accruing on said shipment, unless such notice is properly given.		
55	September 1, 1909. (Reissue—In Supp. No. 4) Cancels item 7, page 9.	Agricultural Implements, Windmills and parts thereof, returned to factory making them, to branch houses thereof, or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of the goods and name and address of consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff will be charged. All charges to be prepaid.		
56	September 1, 1909. (Reissue—In Supp. No. 4) Cancels items 23, 24, 25, 26, 27, 28, 29, 30, 31, 32 and 33, page 21.	Brick: Common, N. O. S. (Exception to Rule 27)..... Fire (except stove lining) (Exception to Rule 27)..... Fire, for furnace lining (Exception to Rule 27)..... Paving (Exception to Rule 27)..... Porous (Exception to Rule 27)..... Pressed and Ornamental Figured (Exception to Rule 27)..... Silicate (Exception to Rule 27)..... Tank Blocks and Flattening Blocks (fire clay) (Exception to Rule 27)..... Shaped, invoice value not exceeding \$5.00 per ton, and so receipted for: In boxes, barrels or crates..... In bulk.....	4 4 4 4 4 4 4 4 4	E
57	July 13, 1909. (Reissue—In Supp. No. 4) Cancels items 6, 7, 8 and 9, page 32.	Sulphur and Sulphur Candles: In boxes or kegs..... In sacks, barrels or hhds..... Sulphur, in China mats.....	3 4 4	C
58	September 1, 1909. (Reissue—In Supp. No. 4) Cancels item 20, page 61.	Wall Cleaning Paste or Compound.....	4	5
59	September 1, 1909. (Reissue—In Supp. No. 4) Cancels items 49 and 50, page 67.	Coal Drills: Boxed..... In barrels.....	3 3	

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
60	September 1, 1909. (Reissue—In Supp. No. 4) Cancels items 25, 26 and 27, page 70.	Sash Weights (iron or cement): N. O. S. ----- Strung on cord, or in barrels or boxes-----	4 4 }	D
61	September 1, 1909. (Reissue—In Supp. No. 4)	Gasoline Engines, returned to factory making them, to branches thereof, or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of the goods and name and address of consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff rates will be charged. All charges to be prepaid.		
62	September 1, 1909. (Reissue—In Supp. No. 4)	Hoisting Machines, freight and passenger, including Wire Tramways and Dumb Waiters: Hangers, iron: In boxes or barrels ----- Weighing 100 lbs. each or over----- (Include in bracketed items 1 to 22, inclusive, page 87.)	4 4	
63	September 1, 1909. (Reissue—In Supp. No. 4) Cancels item 19, page 87.	Hoisting Drums (cast iron) on skids----- (Include in bracketed items 1 to 22, inclusive, page 87.)	2	
64	September 1, 1909. (Reissue—In Supp. No. 4)	Rods ----- (Include in bracketed items 1 to 22, inclusive, page 87.)	4	
65	September 1, 1909. (Reissue—In Supp. No. 4)	Furnaces, Complete, consisting of castings, loose and in barrels, registers in barrels, facies in bundles, pipe crated, fittings crated----- (Include in bracketed items 1 to 57, inclusive, page 129.)	3	
66	September 1, 1909. (Reissue—In Supp. No. 4) Cancels item 27, page 139.	Vehicles and parts thereof (except Automobiles), returned to factory making them, to branch houses thereof, or original point of shipment, provided same are accompanied by an order from the original shipper or manufacturer authorizing the return of the goods and name and address of consignor plainly shown on billing, will be charged half tariff rates, otherwise full tariff rates will be charged. All charges to be prepaid. (Exception to Rule 17-c.)		

67	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 27, page 10.	Corn Shellers, hand or power: (Include in bracket with Agricultural Implements, page 10.)		
68	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 1, 2, 3 and 4, page 14.	Doubletrees, Eveners, Neckyokes, Singletrees, Whiffletrees and equalizers: Finished ----- In the white, ironed ----- Plow Points and Plow Handles, Shares, Lays, Wings, Mould Boards, L. C. L. in bundles, and Harrow attachments for Sulky Plows, K. D., in bundles-----	3 3 3 }	A
69	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 7, page 20.	Paper Boxes, not exceeding 15 united inches (length, width and height added), or not exceeding 1 inch in depth, boxed-----	1	
70	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 52 and 53, page 39.	†Egg Box Stuff (wooden), in bundles or racks----- Egg Case Fillers (strawboard and wood or wood pulp), and Carton Egg Case Fillers, K. D., boxed or in wooden egg cases filled with egg case fillers, K. D., flat.	4	B min. wt. 24,000 lbs.
71	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 21, 23 and 24, page 46.	Engines, Fire: Gasoline, Steam or Automobile, min. weight, 8,000 lbs. each----- Gasoline or Steam, hand ----- (Include in bracketed items 10 to 28, inclusive, page 46.)	1 D1	
72	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 1, page 64.	Household Goods (consisting of second hand articles of household furniture and personal effects only), not for sale or speculation, prepaid (see note to Index No. 74): The value of each article of which is declared by shipper not to exceed \$10.00 per 100 lbs. (or the proportionate amount thereof if weight is less than 100 lbs.) and so stated on bill of lading-----	1	B min. wt. 20,000 lbs.
73	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 2, page 64.	When value is declared by shipper to exceed \$10.00 per 100 lbs., or value not stated--	1½ }	A min. wt. 20,000 lbs.
74	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 3, and † foot note, page 64.	*In lift vans, min. weight, 24,000 lbs. Note.—Will not apply on Bicycles, Liquors, Provisions, Vehicles (except Children's Vehicles) or on to exceed two pianos. Shipments of Household Goods, not Furniture, must be packed; Chests nailed or strapped; Bedding, boxed, crated or in bales; Sewing Machines boxed or crated; Clothing, Musical Instruments and Books, boxed or in barrels. Less carload shipments of trunks filled with Household Goods need not be accepted unless boxed or strapped. Trunks or other packages containing Watches, Jewelry, Gold or Silver Coin, articles manufactured from precious metals, Drafts, Bank Bills, Notes, Deeds, or Valuable Papers of any kind, need not be taken. *Prepayment of freight charges will not be required.		A

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
75	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 15, page 79.	Built-up or Combined Wood, Bent or straight, including built-up wood, veneered, coffin stock not painted or varnished, wooden cooling tower material, wooden ice tank tops, and wooden ice can covers, but exclusive of wooden trunk tops and built-up woods, any part of which is made of Black Walnut, Cherry, Holly or foreign Woods, crated.	4	Lumber Tariff Rates
76	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 5, page 83.	Air Compressors, small detachable parts removed and boxed.	1	A min. wt. 24,000 lbs.
77	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 47, page 98.	Nursery Stock: P. P. or guaranteed, min. weight on all carload shipments N. O. S. as follows:		
78	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 1, page 99.	Orange and Lemon Trees, charges prepaid or guaranteed at carrier's option:		
79	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 17-38, inc., page 99.	Nursery Stock.		
80	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 45, 46, 47, 48, 49, 50, 51, 52 and 53, page 105.	Lard and Lard Substitutes (solid), N. O. S.: In crocks or cans In glass jars, boxed In boxes, buckets and jacketed cans In cans, boxed or crated In barrels, tierces, galvanized iron tanks or drums In tin lined tubs In tubs, not tin lined In water proofed paper packages, boxed.	1 2 3 4 4 3 2	5 min. wt. 26,000 lbs.
81	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 28, 29 and 30, page 111.	Culverts: Riveted Plate Iron (18 gauge or over in thickness) Sheet Iron (less than 18 gauge in thickness).	3 D1	5 min. wt. 20,000 lbs.

82	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 17, page 113.	Iron Sinks, N. O. S., and enameled Iron Sink Backs: Note.—Iron Sinks, N. O. S., Enameled Iron Sink Backs and Wash Stands (Lavatories), cast iron, may be shipped in mixed carloads at 5th class rates.		
83	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 41, page 113.	Wash Stands, cast iron; see note. Note.—Iron Sinks, N. O. S., Enameled Iron Sink Backs and Wash Stands (Lavatories), cast iron, may be shipped in mixed carloads at 5th class rates.		
84	May 1, 1910. (Reissue—In Supp. No. 5) Add to item 15, page 121.	Note.—Scale Frames (for platforms of wagon scales), steel, completely K. D., when shipped in L. C. L. with Scales, will be rated at 4th Class, and when shipped in mixed C. L. with Scales will be rated at 4th Class, min. weight, 24,000 lbs.		
85	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 16, page 129.	Furnaces N. O. S. Note.—When all of the articles constituting the L. C. L. shipment would, if shipped separately, take 4th Class ratings as provided by items 1, 5, 7 and 9 of page 129, the rate on the entire L. C. L. shipment shall be 4th Class. (Include in bracketed items 1 to 57, inclusive, page 129.)		A min. wt. 20,000 lbs.
86	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 40, page 144.	Shoveling Boards, Farm Wagon Boxes and Wagon Box End Gates.	3	
87	May 1, 1910. (Reissue—In Supp. No. 5) Cancels item 63, page 144.	Wagon Brakes, Wagon Brake Ratchets, Brake Blocks and Locks, boxed, crated or in bundles.	3	
88	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 48, 49, 50, 51 and 52, page 145.	Carriages and Go-Carts, Baby or Children's: Set up, wrapped Set up, crated K. D., or folded flat, boxed or crated. Carriages and Go-Carts, Baby or Children's, parts of, N. O. S., packed in boxes or crates.	3 t 1 2½ t 1 1 1½	2 min. wt. 9,000 lbs. Subject to Rule 6-B
89	May 1, 1910. (Reissue—In Supp. No. 5) Cancels items 53, 54, 55 and 56, page 106.	Tallow: In barrels or casks In barrels or cans with cloth tops or without tops In tubs or pails Note.—Tallow, rendered, in barrels or cans without tops, when shipped between April 15 and October 15, following, L. C. L. 3.	4 4 3	5 min. wt. 26,000 lbs.
90	May 1, 1910. (Reissue—In Supp. No. 5)	Refuse Beet Pulp		Sugar Beet Commodity Rates
91	May 1, 1910. (Reissue—In Supp. No. 5)	Shells, cartridge, paper, page 125, Item 46. (Omitted from Index to Classification.)		

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
92	May 1, 1910. (Reissue—In Supp. No. 5) Cancels Item 25, page 40.	Batteries: Dry, N. O. S., in boxes or barrels.....	3	
93	December 20, 1911. (Reissue—In Supp. No. 9) Cancels Rule 2, page VIII.	Joint Rate Order No. 3. Railroad Companies shall absorb all transfer charges on earload lots except at junction points where the carrying lines do not have track connections and it is necessary to deliver cars to an intermediate carrier to make the transfer, in such cases the actual cost of the intermediate switching service may be added to the through charge.		
94	December 20, 1911. (Reissue—In Supp. No. 9) Cancels Rules 5 and 6, page IX.	Joint Rate Order No. 3: The minimum charge for a shipment over two or more railroads shall be twenty-five (25) cents, except in case it is necessary to transfer less than earload freight from one depot to another, then 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.		
95	December 20, 1911. (Reissue—In Supp. No. 9) Cancels Rule 6-A, page 2.	Earload freight will be rated and charged according to the current rules governing maximum and minimum weights of earloads as authorized by this Commission and governed by this classification. Unless specially provided for in the classification, the C. L. minimum weight will be 20,000 lbs. on freight classified in earloads third class and higher, and 30,000 lbs. on freight classified in earloads lower than third class, including commodity rates for which no specific minimum earload weights are given, except that the minimum earload weight on shipments in tank cars shall be the full capacity of tank. Provisions for earload 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.		
96	December 20, 1911. (Reissue—In Supp. No. 9) Cancels Rule 18, page 5.	When empty packages are offered for shipment at the rates provided in this classification for returned empty packages, the agent may satisfy himself that they have been used, when filled, in the transportation of a regular consignment and that they are returned to consignors of the original filled packages. If agents have reason to believe that the packages, when filled, were originally forwarded by express, they will make a note to that effect on the way-bill, and charge at the regular rates for new packages.		
97	December 20, 1911. (Reissue—In Supp. No. 9) Cancels Rule 33, page 6.	Where the classification provides rates for articles in tank cars, it should be understood that such rating does not carry any obligation on the part of the carrier to furnish tank cars in case the carrier does not own, or has not made arrangements for supplying such equipment. When furnished by shippers or owners, mileage at the rate of three-quarters (¾) of a cent per mile will be allowed for use of tank cars, loaded and empty, provided such cars are properly equipped. No mileage will be allowed on cars switched at terminals nor for movement of cars under empty freight car tariffs.		
98	December 20, 1911. (Reissue—In Supp. No. 9) Rule 39:	Fractions.—For convenience in figuring rates, the following rule will apply in disposing of the fractions: 5-100 and under will not be counted. Over 5-100 to 15-100, inclusive, will be counted.....1-10 Over 15-100 to 25-100, inclusive, will be counted.....2-10 Over 25-100 to 35-100, inclusive, will be counted.....3-10 Over 35-100 to 45-100, inclusive, will be counted.....4-10 Over 45-100 to, but not including 55-100, will be counted.....5-10 55-100 to, but not including 65-100, will be counted.....6-10 65-100 to, but not including 75-100, will be counted.....7-10 75-100 to, but not including 85-100, will be counted.....8-10 85-100 to, but not including 95-100, will be counted.....9-10 95-100 and over will be counted one cent.		
99	December 20, 1911. (Reissue—In Supp. No. 9) Cancels Items 52, 53 and 54, page 10.	Agricultural Implements, except Hand: §Engines: Farm, Portable, on own wheels, small detachable parts removed and boxed or protected by crating..... †Traction (steam or gasoline) on own wheels, min. wt. 10,000 lbs. each..... ‡Traction (steam or gasoline) on own wheels..... Tenders (two-wheeled) for traction engines, taken apart, wheels and poles detached, actual weight..... Note.—Engines as specified above may be shipped in mixed C. L. with Agricultural Implements, except Hand, shown in item 6, page 9, to item 7, page 10, at Class A, min. weight, 20,000 lbs. (Include in bracket with Agricultural Implements, page 10.)	1 3 1 2	
100	December 20, 1911. (Reissue—In Supp. No. 9)	Agricultural Implements: Planter Fronts and Planter Frames..... (Include in bracket with Agricultural Implements, page 10.)	3	
101	December 20, 1911. (Reissue—In Supp. No. 9) Cancels Item 67, page 28, and item 4, page 29.	‡Sulphuric Acid, or Oil of Vitriol: In glass or earthenware, packed in barrels or boxes..... In carboys..... In carboys, min. weight 30,000 lbs..... In iron or steel barrels..... In iron or steel barrels, min. weight 30,000 lbs..... In tank cars (see Rule 33), actual weight per gallon.....	1 D1 2 4 4	4 4

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
102	April 1, 1912 (Reissue—In Supp. No. 9) Cancels § foot note, page 40.	<p>Muriatic, Nitric and Sulphuric Acids may be shipped in mixed C. L., in packages named, at 4th Class, min. weight 30,000 lbs., and in mixed C. L. with Acids, N. O. S. (items 4, 5, 6, 7, 8 and 9, page 29), at 4th Class, min. weight 30,000 lbs.</p> <p>Eggs in wooden egg cases: Note.—Standard Egg Cases (boxes) must be made of hard wood of not less than the following dimensions: Sides, top and bottom 3-16th of an inch in thickness; ends and center partition 7-16th of an inch in thickness; end cleats 1 1/4 by 7-16th of an inch in thickness; three penny fine, cement coated, large headed nails, 15 on each side, 15 on bottom, 8 on top, and 4 in each end (except where drop-cleat cover is used, 3 nails in each end will suffice), ends to be either of one piece or two pieces cleated; when two end pieces cleated are used two nails should be in each end of each piece, nails clinched; center partition to be of not more than two pieces, plumb and level with the top of the case (box); sides, bottom and top to be of not more than two pieces each. Staples may be used in lieu of nails when clinched on the inside.</p> <p>All trays and dividing boards must be of hard calendered strawboard, known as medium fillers, weighing 3 lbs. to the set, consisting of 10 trays and 12 dividing boards, one of which is to be used at the top and bottom of each compartment; bottom dividing boards to be placed next to the eggs and on top of a cushion of excelsior, cork shavings, cut straw or corrugated strawboard cushion; the dividing board to be placed next to the eggs on top with sufficient excelsior, cork shavings, cut straw or corrugated strawboard cushion to hold the contents firm in place. In the use of excelsior, cork shavings or cut straw, care must be taken to see that it is evenly distributed on the bottom and not less than one-half inch in thickness.</p> <p>Eggs shipped in heavy boxes, or No. 1 Cases (boxes), must be packed same as in the instance of Standard Cases (boxes).</p> <p>Second-hand Cases (boxes), Cases (boxes) which have already been used in the transportation of eggs and are re-used, must be strapped with iron, wire or wooden straps on the sides and bottom at each end when used in the movement of less than carload shipments.</p> <p>Shippers must certify on the face of the shipping ticket and bill of lading that the shipment is packed in "STANDARD CASES (BOXES) AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE CLASSIFICATION."</p> <p>Unless the foregoing requirements are complied with the shipment will be charged one class higher (greater).</p> <p>Eggs in Standard Egg Cases (boxes) containing 30 dozen or less, may be received and charged for transportation at an estimated weight of 53 pounds per case</p>		
103	December 20, 1911 (Reissue—In Supp. No. 9) Cancels item 52, page 59.	<p>(box); cases (boxes) containing 36 dozen at an estimated weight of 65 lbs. per case (box); any excess number of eggs above 36 dozen to be rated at 2 lbs. for each additional dozen (exception to Rule 1).</p> <p>Eggs packed in heavy boxes, or No. 1 cases (boxes), containing 30 dozen or less, may be received and charged for transportation at an estimated weight of 60 lbs. per case (box). Any excess number of eggs above 30 dozen to be charged at 2 lbs. for each additional dozen (exception to Rule 1).</p> <p>Eggs in Pulpboard Cushion Carton Fillers, packed in standard egg cases (boxes), will be accepted for shipment at the same rates and estimated weight as when packed with ordinary fillers.</p> <p>Coffee and Coffee Pellets: In single bags 3 In double bags (see note) 4 (Include in bracketed items 52 to 60 inclusive, p. 59.) Note.—The ratings for coffee in double bags will apply when the inner bag is made of cloth or paper, either separate from the outer bag or pasted to it, if both bags are securely closed at the mouth.</p>		
104	December 20, 1911 (Reissue—In Supp. No. 9) Cancels item 27, page 59.	<p>Candles, N. O. S., boxed 4 5</p> <p>Tumbler or Glass Cup Candles, in boxes, barrels or casks: Invoice value of the Tumblers or Glass Cups not exceeding 25 cents per dozen and so receipted for, min. C. L. weight 36,000 lbs. 3 5 Invoice value of the Tumblers or Glass Cups exceeding 25 cents per dozen or value not stated, min. C. L. weight 24,000 lbs. 2 4</p>		
105	December 20, 1911 (Reissue—In Supp. No. 9) Cancels item 30, page 67.	<p>Centers, Cores or Forms, collapsible or adjustable steel (for building concrete sewers, walls, sidewalks and culverts): S. U. 2 } 5 K. D. flat, nested in bundles 3 } min. wt. 36,000 lbs.</p>		
106	December 20, 1911 (Reissue—In Supp. No. 9) Cancels items 45, 46, 47, 48 and 49, page 82.	<p>Machinery and Machines: Machinery, N. O. S.: S. U. loose or on skids 1 S. U. in boxes or crates 1 K. D., in boxes, bundles or crates 2 S. U. or K. D., in packages, loose or on skids, C. L. min. weight 24,000 lbs. 2 } A</p>		
107	December 20, 1911 (Reissue—In Supp. No. 9) Cancels item 22, page 101.	<p>Petroleum in tank cars (see Rule 33), as described in items 5 and 6, page 101 (except Crude Petroleum and Fuel Oil), 6.6 lbs. per gallon (exception to Rule 1) 5</p>		
108	December 20, 1911 (Reissue—In Supp. No. 9) Cancels item 47, page 111.	<p>Sewer Pipe, Drain Tile and Cemetery Tile, Clay or Cement: (Exception to Rule 27.)</p>		
109	December 20, 1911 (Reissue—In Supp. No. 9) Cancels item 30, page 112.	<p>Plaster and Wall Finish: Plaster Board and Plaster Slab 4 C</p>		

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
110	December 20, 1911. (Reissue—In Supp. No. 9) Cancels item 35, page 112.	Plaster and Wall Finish: †Retarder, in bags, barrels or boxes. †Note.—Retarder in bags, barrels or boxes may be shipped in mixed cars with Plaster and Stucco at actual weight and 125% of carload rate on Plaster and Stucco.	4	5
111	December 20, 1911. (Reissue—In Supp. No. 9) Cancels item 11, page 117.	Private tank cars will be moved empty, without charge, at the time movement is made between stations or junction points on the lines of railroad companies (either individually or jointly), including delivery to connecting lines, subject to the following conditions: Should the aggregate empty mileage of any owner's cars on June 30th of each year; or at the close of any such yearly period that may be mutually agreed upon, exceed the aggregate loaded mileage on the lines of these companies, individually (or jointly when mileage accounts are computed jointly), such excess must be paid for by the owner, either by an equivalent loaded mileage during the succeeding six months, or, at rate of ten (10) cents per mile plus the mileage that has been paid by the carriers to the owners on such excess empty mileage. Any excess of loaded mileage over empty mileage of any owner's cars at the end of the accounting period will be continued as a credit against the empty movement of such cars for the ensuing twelve months. Private tank car owners must assume responsibility for any excess empty mileage resulting from improper delivery of their cars by connecting lines, when in accordance with instructions from consignee. New cars or newly acquired cars moved empty to home or loading point by order of the owner must be billed at regular tariff rates.		
112	December 20, 1911. (Reissue—In Supp. No. 9) Cancels item 27, page 123.	Silos (wooden vats for storage of fodder): Note.—Carload shipments of Silos may be stopped once in transit to partly unload at a charge of \$5.00 per car.		
113	December 20, 1911. (Reissue—In Supp. No. 9) Cancels items 26, 27, 28 and 29, page 129.	Ovens and Cabinets for Gas, Oil and Alcohol Stoves, in separate packages: S. U. _____ K. D., flat boxed _____ Sheet Iron Ovens, nested _____ (Include in bracketed items 1 to 57 inclusive, p. 129.)	1 1/2 2 2	
114	December 20, 1911. (Reissue—In Supp. No. 9) Cancels items 54 and 55, page 136.	Trees: Christmas: Boxed or in bundles.	3	

115	December 20, 1911. (Reissue—In Supp. No. 9)	Bridge Builders' Outfit, consisting of second-hand tools, old ropes, pulleys, hoist jacks, etc., min. C. L. weight 24,000 lbs.	3	A
116	December 20, 1911. (Reissue—In Supp. No. 9)	Gypsum, ground or calcined: In sacks _____ In bulk _____	4	125% of Stone Rate
117	December 20, 1911. (Reissue—In Supp. No. 9)	Apples (windfall and cull) in bulk. Note.—These rates only apply between August 1st and December 1st of each year, in ordinary equipment at owner's risk of freezing.		C
118	December 20, 1911. (Reissue—In Supp. No. 9)	Tanks: †Plate Iron or Steel 3-16 inch (7 gauge) in thickness or heavier: Ten feet and under in length _____ Over 10 and under 30 feet long _____ 30 feet long or over _____ †The dimensions shown are exclusive of bulge at end.	3 1 1 1/2	A min. wt. 24,000 lbs.
119	December 20, 1911. (Reissue—In Supp. No. 9)	Holders: Broom, in wooden boxes.	2	
120	December 20, 1911. (Reissue—In Supp. No. 9)	Cereal, Flaked, Toasted: In paper sacks _____ In cotton sacks _____ In boxes, kegs or barrels _____ (Subject to Rule 6-B).	2 3 4	5 min. wt. 20,000 lbs.
121	December 20, 1911. (Reissue—In Supp. No. 9)	Iron and Steel, and Articles of: Reinforcement for Cement Fence Posts, in bundles.	3	A
122	December 20, 1911. (Reissue—In Supp. No. 9) Cancels arsenate of lead in item 24, page 146.	Lead, Arsenate of, Paste in cans, boxed, in pails, kits, kegs, half-barrels and barrels, minimum C. L. weight 36,000 lbs.	4	C
123	December 20, 1911. (Reissue—In Supp. No. 9)	Boxes: Match, Metal other than Silver or other precious metals, in corrugated paper boxes.	1	
124	December 20, 1911. (Reissue—In Supp. No. 9)	Corn: Sweet (in husk), green, in bulk, minimum C. L. weight 24,000 lbs.		C Soft Coal Lump Rates
125	December 20, 1911. (Reissue—In Supp. No. 9)	Mine Props and Mine Caps (Wooden).		
126	December 20, 1911. (Reissue—In Supp. No. 9)	Boxes and Crates: Wooden, packing, minimum C. L. weight 14,000 lbs. (Subject to Rule 6-B).	2	4

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
127	October 7, 1912. (Reissue—In Supp. No. 10) Cancels Rule 35, page 6, and Live Stock, Exceptions to Rule 6, page 7.	When cars of certain dimensions are ordered by shipper, and railway company is unable to furnish same, a 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 36 feet long, inside measurement, will be the minimum in such cases, except as to shipments of the following named live stock, and as to such shipments of live stock the following minimum shall apply regardless of the size of car except as otherwise provided: *Fat cattle, 22,000 lbs. Stock cattle, 20,000 lbs. *Hogs, single deck, 16,000 lbs. Sheep, single deck, 10,000 lbs. Sheep, double deck, 19,000 lbs. *When cars of smaller dimensions than 36 feet in length are furnished, the following minimum carload weights shall apply on live stock as specified: Fat cattle, 20,000 lbs. Hogs, 15,000 lbs. Horses and mules, in cars 36 feet long, inside measurement, 23,200 lbs., in cars exceeding 36 feet in length apply 300 lbs. for each additional 6 inches or fraction thereof.		
128	December 9, 1912. Cancels Rule 36, page 6.	†In all cases where the application of Western Trunk Line Rules Circular No. 1-I, with Supplements 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.		
129	December 9, 1912. Amends Item 50, page 12.	†Cancel words "two wheeled" from Item 50, page 12.		
130	December 9, 1912. Cancels item 24, page 15, item 10, page 95, and item 17, page 11.	[r] Aluminum: Asylum Chambers, boxed Bars (except notch bars), rods, angles, channels and similar shapes: In boxes or crates In bundles of six or more, six feet or over in length In bulk Castings (unfinished): In boxes, barrels or crates In bulk Plates, Sheets or Sheet Strips: In boxes or crates In bulk	1 2 2 2 2	3 min. wt. 30,000 lbs.

		Cable Clamps, in boxes, barrels or kegs.....	1	
		Caldrons or Steam Jacketed Kettles, boxed or crated.....	1	
		Conductor Pipe and Elbows, in boxes or crates.....	D1	
		Cooking Utensils, N. O. S., boxed, min. C. L. weight 18,000 lbs. (Subject to Rule 6-B.).....	1	3
		Granulated or Grained, in boxes or barrels.....	2	
		Ingots (including notch bars):		
		In boxes, barrels or casks.....	3	4 min. wt. 30,000 lbs.
		In bundles, wired together, weighing not less than fifty pounds.....	3	
		Loose, weighing thirty pounds or over each.....	3	
		In bulk.....	3	
		Pigs or slabs.....	3	
		Pipe (other than conductor pipe), pipe joints and fittings, and tubes, plain, or copper covered or copper lined:		
		Pipe or Tubes:		
		In boxes or crates.....	1	3 min. wt. 30,000 lbs.
		In bundles of six or more (lengths of six feet or over and wired together).....	1	
		Three inches or over in diameter and six feet or over in length, loose.....	1	
		In bulk.....	1	
		Joints and Fittings:		
		In boxes, barrels or casks.....	1	
		In bulk.....	1	
		Scrap:		
		In boxes, barrels or bales.....	2	4 min. wt. 30,000 lbs.
		In bulk.....	2	
		Rivets, in boxes or kegs.....	1	
		Ware, N. O. S., in boxes or barrels.....	1½	
131	December 9, 1912. Cancels items 26, page 32.	†Cigars and Cigarettes, in boxes, strapped with wood, iron or wire, straps at the ends, and corded in the center; cord to pass in and out through each and every board of the four sides of the box, to be tightly drawn and secured with metal seals (other than lead).....	1	
132	December 9, 1912. Cancels item 42, page 36.	[r] Cream Separators, detachable parts removed, boxed or crated, min. C. L. weight 24,000 lbs. Note.—Gasoline Engines, packed as required under Machinery, may be loaded in mixed C. L. with Cream Separators, at Class A, min. weight 24,000 lbs. Cream Separators may be shipped in mixed C. L. with Agricultural Implements at Class A, min. weight 20,000 lbs.	1	A

†Change in reading.
[r]Reduction.

Index No.	Date Effective	ARTICLE	L. C. L.	C. L.
133	December 9, 1912. Cancels items 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11, page 38.	[r] Stoneware: In boxes or barrels..... In crates, casks or hogsheads: Weighing 1,000 lbs. or less..... Weighing over 1,000 lbs..... In hogsheads, bbls., or tierces with cloth tops..... In bulk..... Flower Pots, unglazed and unpainted, in crates..... Flower Pots, unglazed and unpainted, nested, packed in hay or straw..... Stoneware Churns, with wooden tops and dashers: In boxes or barrels..... In crates, casks or hogsheads.....	2 4 3 1 3 2 4	0 min. wt. 24,000 lbs.
134	December 9, 1912. Include in item 11, page 39.	*Cotton Knit Fabrics, unfinished and uncolored.....	3	
135	December 9, 1912. Cancels item 61, page 59.	†Crackers, Cakes, Fruit Cake, Fruit Biscuit, Pretzels and Rusks.		
136	December 9, 1912. Cancels item 27, page 71.	†Tops, Rods and Plates for Kilns and Metal Material for Kilns, consisting of Steel Plates, Castings, Structural Iron and Bolts.....	4	5
137	December 9, 1912. Cancels § foot note on page 78.	[r] Live Stock transported in Special or Palace Cars.		
138	December 9, 1912. Cancels L. C. L. rates on cherry lumber in item 39, page 82.	[r] Cherry Lumber: N. O. S., in boards or pieces. Loose: Under 13-16th of one inch in thickness..... 13-16th of one inch or over in thickness..... In bundles, crates or boxes: One-sixteenth of one inch or less in thickness..... Exceeding one-sixteenth of one inch in thickness.....	2 4 3 4	
139	December 9, 1912. Cancels item 53, page 130.	†Stovepipe Iron, cut in shape for stovepipe, and stovepipe, side seams not closed, nested solid, boxed, crated, in bundles completely burlapped or with iron bands, ends burlapped.....	4	5

140	December 9, 1912. Cancels items 54 and 55, page 144.	[r] Tires, Automobile, Carriage or Buggy: Pneumatic: Not Inflated: Boxed or in crates made of hardwood strips not less than 3/4 by 1 1/4 inches and not more than 10 inches apart, lined with pulp-board or fibre board not less than .080 of an inch in thickness, having a resistance of not less than 300 lbs. to the square inch (Mullen Test), gross weight of package not exceeding 200 lbs. Inflated, boxed.....	1 D1	
141	December 9, 1912.	*Cupolas or barn ventilators (Galvanized Iron): Crated..... K. D. flat, in packages.....	D1 2	
142	December 9, 1912.	*Cucumbers in salt or brine: In barrels..... In tank cars.....	4	C
143	December 9, 1912.	*Sprayers, Hand: S. U. Boxed or crated.....	1 3	
144	December 9, 1912.	*Racks, Corn, K. D. flat and crated.....	3	
145	December 9, 1912.	*Traps, Fly: K. D. and nested, in crates.....	1	
146	December 9, 1912.	*Fruit and Vegetables: In tin cans, boxed, covers off and tied in bundles.....	5	
147	December 9, 1912.	*Shells, Waste Clam, in bulk, minimum weight 30,000 lbs.....		Stone Commodity Rate
148	December 9, 1912.	*Chains, Belting or Sprocket: Iron or Steel and Canvas or Friction Board combined, in boxes.....	4	5
149	December 9, 1912.	*Interstate Commerce Commission Regulations for the Transportation of Explosives and other dangerous articles by freight and specifications for shipping containers (prescribed under the Act of March 4, 1909, and Section 15 of the Act to Regulate Commerce, as amended June 18, 1910), as shown in Supplement No. 7 to Western Classification No. 50, will apply on shipments moving locally within the State of Iowa.		
150	December 9, 1912.	*A carload containing one or more Hogs with Calves (under six months of age and average weight not exceeding 300 lbs. each), will take rate and minimum weight provided for Hogs, C. L. †Each class of Stock to be separated by a good and sufficient partition, which shall be furnished by and fastened to the car at the expense of the shipper, without the use of nails or spikes, or any other fastening which will injure or deface the car.	2	

†Change in reading.
*New item.
[r]Reduction.

THIRTY-FIFTH ANNUAL REPORT OF THE

SOFT COAL.

Lump and Nut, in Dollars and Cents per Ton of 2,000 Lbs.

See Notes a, b and c.

MILES	RATE	MILES	RATE
5	\$.50	115	\$1.00
10	.34	120	1.10
15	.37	125	1.11
20	.40	130	1.12
25	.43	135	1.13
30	.47	140	1.14
35	.51	145	1.15
40	.55 ^a	150	1.16
45	.60	155	1.17
50	.64	160	1.18
55	.67	165	1.19
60	.70	170	1.20
65	.73	175	1.21
70	.76	180	1.22
75	.79	185	1.23
80	.82	190	1.24
85	.85	195	1.25
90	.88	200	1.26
95	.91	205	1.27
100	.94	210	1.28
105	.96	215	1.29
110	.98	220	1.30
115	1.00	225	1.31
120	1.02	230	1.32
125	1.03	235	1.33
130	1.04	240	1.34
135	1.05	245	1.35
140	1.06	250	1.36
145	1.07	255	1.37
150	1.08	260	1.38
		265	1.39
		270	1.40
		275	1.41
		280	1.42
		285	1.43
		290	1.44
		295	1.45
		300	1.46

a When rates are not shown in this table for the exact distance, the rates given for the next greater distance will prevail.

b Effective December 31, 1910, reissue—in Supp. No. 18.

c The above rates on Soft Coal are temporarily restrained from taking effect by order of the United States Circuit Court on application of the Chicago, Milwaukee & St. Paul Railway, Chicago, Burlington & Quincy Railroad, Chicago & North Western Railway, Chicago, Rock Island & Pacific Railway, Chicago Great Western Railroad, Chicago, St. Paul, Minneapolis & Omaha Railway, Minneapolis & St. Louis Railroad, Ft. Dodge, Des Moines & Southern Railroad, and the Illinois Central Railroad Companies, effective December 31, 1910.

GENERAL CASES CLOSED

BY

CORRESPONDENCE

No. 5433—1912.

Minneapolis & St. Louis Railroad Company vs. Board of Supervisors of Emmet County, Estherville, Iowa.

Establishment of Highway.

Satisfactorily adjusted.

Filed August 8, 1910. Closed September 4, 1912.

No. 5434—1912.

Ft. Dodge, Des Moines & Southern Railroad vs. Amelia Kessler.

Condemnation, Ft. Dodge, Webster County, Iowa.

Certificate of authority to condemn was not issued.

Filed September 1, 1911. Closed May 31, 1912.

No. 5435—1912.

Chicago, Burlington & Quincy Railroad Company vs. Harvey A. Skyles.

Condemnation, Lee County, Iowa.

Satisfactory settlement made with land owners by the company.

Filed December 22, 1911. Closed December 28, 1911.

No. 5436—1912.

St. Paul & Kansas City Short Line Railroad Company vs. Lillian H. Kurtz, et al, Chariton, Iowa.

Condemnation, Chariton, Lucas County, Iowa.

Petition dismissed, the railroad company advising that satisfactory settlement had been made with land owners.

Filed February 8, 1912. Closed February 17, 1912.

No. 5437—1912.

Chicago, Milwaukee & St. Paul Railway Company vs. J. E. O'Malley.

Condemnation, Dallas County, Iowa.

The railway company made satisfactory adjustment with the land owner.

Filed May 23, 1912. Closed May 31, 1912.

No. 5438—1912.

Chicago, Milwaukee & St. Paul Railway Company vs. Julia Thompson, et al.

Condemnation, Story County, Iowa.

Railway company made satisfactory settlement with the owners of the land in question.

Filed May 29, 1912. Closed July 18, 1912.

No. 5439—1912.

Chicago, Milwaukee & St. Paul Railway Company vs. Ella Myers, et al.

Condemnation, Story County, Iowa.

The railway company made satisfactory settlement with the land owners for the purchase of the property.

Filed May 29, 1912. Closed July 18, 1912.

No. 5440—1912.

Chicago, Milwaukee & St. Paul Railway Company vs. Anson Spencer, et al.

Condemnation, Boone County, Iowa.

The railway company advised that satisfactory settlement was made with the owners of the land in question.

Filed June 7, 1912. Closed June 14, 1912.

No. 5441—1912.

Chicago, Milwaukee & St. Paul Railway Company vs. F. M. Bolle.

Condemnation, Boone County, Iowa.

Satisfactory settlement was made by the railway company with the land owner.

Filed June 11, 1912. Closed June 17, 1912.

No. 5442—1912.

Chicago, Milwaukee & St. Paul Railway Company vs. August Gebhardt.

Condemnation, Carroll County, Iowa.

The railway company made satisfactory agreement for the purchase of the land in question.

Filed July 27, 1912. Closed August 3, 1912.

No. 5443—1912.

Chicago, Milwaukee & St. Paul Railway Company vs. Chas. Steckelberg.

Condemnation, Crawford County, Iowa.

The company advised that satisfactory settlement was made with the land owner.

Filed July 21, 1912. Closed August 2, 1912.

No. 5444—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. C. N. Elwell.

Condemnation, Crawford County, Iowa.

Satisfactory settlement made by the company with the land owner.

Filed August 6, 1912. Closed August 17, 1912.

No. 5445—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. J. R. James, et al.

Condemnation, Dallas County, Iowa.

Satisfactory settlement was made with the owners of the land by the railway company.

Filed August 24, 1912. Closed September 4, 1912.

No. 5446—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. W. Donner.

Condemnation, Carroll County, Iowa.

The railway company made satisfactory settlement with the owner of the land in question.

Filed August 26, 1912. Closed September 4, 1912.

No. 5447—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. Merrill M. Cooney.

Condemnation, Carroll County, Iowa.

The land was satisfactorily purchased by the railway company.

Filed August 26, 1912. Closed September 4, 1912.

No. 5448—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. Henry Lenz.

Condemnation, Carroll County, Iowa.

Settlement was made with the land owner by the railway company.

Filed August 26, 1912. Closed September 4, 1912.

No. 5449—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. Josiah Martin, et al.

Condemnation, Guthrie County, Iowa.

The railway company advised that satisfactory settlement had been made with the land owner.

Filed August 26, 1912. Closed September 4, 1912.

No. 5450—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. Henry Myers, et al.

Condemnation, Carroll County, Iowa.

Settlement made with land owner.

Filed August 30, 1912. Closed September 12, 1912.

No. 5451—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. Fred C. Grigsby.

Condemnation, Boone County, Iowa.

The railway company settled with the owner of the land for the purchase thereof.

Filed October 1, 1912. Closed October 5, 1912.

No. 5452—1912.

J. C. Jensen, et al, McCallsburg, vs. St. Paul & Des Moines Railroad Company and the Iowa Central Railway Company.

Union Station at McCallsburg.

Owing to a change in the management and ownership of one of the railroads involved, and not hearing further from the patrons of the companies, the case was closed without prejudice.

Filed June 10, 1909. Closed February 14, 1912.

No. 5453—1912.

Citizens of Ladora vs. Chicago, Rock Island & Pacific Railway Co.

Train Service.

Dismissed without prejudice.

Filed November 29, 1909. Closed May 25, 1912.

No. 5454—1912.

Citizens of Stilson, Iowa, vs. Minneapolis & St. Louis Railroad Co.

Station Service.

The Railroad Company agreed to employ a station agent and care taker, which was satisfactory to the citizens. See No. 4426—1910.

Re-opened April 2, 1912. Closed August 24, 1912.

No. 5455—1912.

L. C. Deets, et al, Des Moines, vs. Chicago, Great Western Railroad Company and Chicago, Burlington & Quincy Railroad Company.

Station Service—Afton Junction.

Satisfactorily adjusted. Companies agreed to erect joint depot.

Filed December 8, 1909. Closed March 9, 1912.

No. 5456—1912.

Boone Electric Company, Boone, vs. Chicago, & North Western Railway Company.

Installation of Switch.

Dismissed without prejudice.

Filed January 17, 1910. Closed May 2, 1912.

No. 5457—1912.

Citizens of Eldora vs. Iowa Central Railway Company.

Station Service.

The Commission referred the papers in this file to the Commerce Counsel for investigation, and on February 17, 1912, the case was returned by said department, suggesting that same be closed, as the conditions complained of were satisfactorily adjusted by the railway company.

Filed February 1, 1910. Closed May 2, 1912.

No. 5458—1912.

F. L. Kern, et al, Riverside, vs. Chicago, Rock Island & Pacific Railway Company.

Depot Service.

The papers in this file were referred to the Commerce Counsel for investigation and on July 29, 1912, the Assistant Commerce Counsel visited Riverside and inspected the conditions complained of. After further correspondence with the railway company the above department secured a satisfactory adjustment of the service, and returned the papers to the Board suggesting that the case be closed.

Filed June 8, 1910. Closed November 23, 1912.

No. 5459—1912.

R. Brocklesby, Vail, vs. Chicago & North Western Railway Company.

Drainage.

Satisfactorily adjusted.

Filed October 28, 1910. Closed March 20, 1912.

No. 5460—1912.

Citizens of James, vs. Illinois Central Railroad Company.

Application for Depot.

Dismissed without prejudice.

Filed November 7, 1910. Closed June 11, 1912.

No. 5461—1912.

C. R. Miller, Sylvia, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service at Louisa, Iowa.

Closed without prejudice.

Filed January 16, 1911. Closed February 14, 1912.

No. 5462—1912.

E. H. Emery & Company, Ottumwa, vs. Chicago, & North Western Railway Company and Chicago, Rock Island & Pacific Railway Company.

Track Connection at Atwood, Iowa.

This file was referred to the Commerce Counsel for investigation, and on February 16, 1912, that department returned the papers recommending that the file be closed, because sufficient evidence was not furnished by complainants.

Filed January 26, 1911. Closed May 2, 1912.

No. 5463—1912.

A. C. Minear, Kilbourne, vs. Chicago, Rock Island & Pacific Railway Company.

Station Service.

Satisfactorily adjusted. See No. 5391—1912.

Filed February 16, 1911. Closed June 5, 1912.

No. 5464—1912.

Board of Supervisors of Tama County, vs. Chicago, Rock Island & Pacific Railway Company.

Undergrade Crossing.

Satisfactorily adjusted. Expense of establishing undergrade crossing to be divided on basis agreeable to all parties.

Filed March 10, 1911. Closed June 28, 1912.

No. 5465—1912.

W. L. Kennedy, Osage, vs. Chicago, Great Western Railroad Company.

Stock Crossing, Undergrade.

Dismissed. No jurisdiction.

Filed March 13, 1911. Closed April 26, 1912.

No. 5466—1912.

N. E. Kendall, Albia, vs. Iowa Central Railway Company and Wabash Railroad Company.

Depot Accommodations.

Toilet facilities, lighting, heating, etc., in depot, improved so as to satisfy complainants.

Filed March 18, 1911. Closed January 4, 1912.

No. 5467—1912.

W. L. Garris, et al, Woodburn, vs. Chicago, Burlington & Quincy Railroad Company.

Train Service.

Dismissed without prejudice, complainants did not answer inquiry from the Board, apparently desiring case to be closed.

Filed March 31, 1911. Closed February 14, 1912.

No. 5468—1912.

C. J. Perdue, et al, Berwick, vs. Chicago Great Western Railroad Company.

Highway Crossing—Dangerous.

All papers in this file were referred to the Commerce Counsel for investigation, and after further correspondence by that department the file was returned to the Commission recommending that the same be closed as certain improvements were made by the railroad company.

Filed April 15, 1911. Closed May 2, 1912.

No. 5469—1912.

E. O. Kinsey, Madrid, vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Service.

Certain arrangements made with the complainant by the company, which appeared to be satisfactory.

Filed May 2, 1911. Closed February 14, 1912.

No. 5470—1912.

A. Hardow, Roelyn, vs. Chicago, Great Western Railroad Company.

Installation of an Agent.

Agent installed.

Filed May 3, 1911. Closed March 8, 1912.

No. 5471—1912.

Reliance Brick & Tile Company, Belle Plaine, vs. Chicago, & North Western Railway Company.

Industry Track to Smith Brick Yard.

Papers in this case were referred to the Commerce Counsel for investigation, and after further correspondence by the above department, complainant advised that track was constructed under contract submitted by the railway company.

Filed May 5, 1911. Closed May 2, 1912.

No. 5472—1912.

The Commercial Club, Des Moines, vs. Chicago, & North Western Railway Company.

Train Service—Des Moines to Sioux City, through Jewell Junction and Wall Lake.

Case withdrawn by complainants.

Filed May 8, 1911. Closed June 17, 1912.

No. 5473—1912.

Grain Belt Co-Operative Coal & Supply Company, Fort Dodge, vs. Illinois Central Railroad Company and the Chicago, Milwaukee & St. Paul Railway Company.

Switching Rate at Rockwell City.

Satisfactorily adjusted.

Filed May 8, 1911. Closed April 30, 1912.

No. 5474—1912.

J. L. Twining, Corning, vs. Chicago, Burlington & Quincy Railroad Company.

Train Service.

Complainant desired the Board to require an interstate passenger train to stop at Corning. Dismissed, no jurisdiction.

Filed May 8, 1911. Closed February 13, 1912.

No. 5475—1912.

Board of Railroad Commissioners, vs. Chicago, Great Western Railroad Company.

Blocking of Crossing at Marshalltown.

Satisfactorily adjusted.

Filed May 23, 1911. Closed June 5, 1912.

No. 5476—1912.

Delbert R. Lang, Avon, vs. Chicago, Burlington & Quincy Railroad Company.

Depot at Levey.

Dismissed without prejudice.

Filed May 27, 1911. Closed May 2, 1912.

No. 5477—1912.

E. B. Higley Company, Mason City, vs. Chicago, Milwaukee & St. Paul Railway Company.

Elimination of Twenty Gallon Carriers of Cream.

The papers in this case were referred to the Commerce Counsel on September 13, 1911, for investigation and such action as was deemed proper. The Assistant Commerce Counsel visited the plant of complainant on July 12, 1912, and after further correspondence with interested parties, suggested that the case be closed as requested by the complainant. In accordance therewith the case was dismissed without prejudice.

Filed May 27, 1911. Closed September 12, 1912.

No. 5478—1912.

J. G. Cherry Company, Cedar Rapids, vs. Railroads.

Elimination of Twenty Gallon Jacketed Cans for Shipping Cream.

Dismissed without prejudice.

Filed May 27, 1911. Closed March 8, 1912.

No. 5479—1912.

Thos. H. Thompson, Kanawha, vs. Iowa Central Railway Company.

Train Service.

Satisfactorily adjusted.

Filed June 12, 1911. Closed March 8, 1912.

No. 5480—1912.

W. C. Leonard, Rock Valley, vs. Chicago, Milwaukee & St. Paul Railway Company.

Flagman at Crossing.

Complainant was requested to advise the Board if hearing was desired, and as said request was not answered, the case was dismissed without prejudice.

Filed June 21, 1911. Closed April 26, 1912.

No. 5481—1912.

E. A. Schiefelbein, Waverly, vs. Chicago, Great Western Railroad Company.

Dangerous Crossings.

Papers in this case were referred to the Commerce Counsel for investigation and on July 10, 1912, the Assistant Commerce Counsel visited Waverly, making an inspection, with the complainants, of the situation. On July 24th, the above mentioned department made certain suggestions to the railroad company regarding protection of crossings complained of, and in accordance therewith the company placed a watchman at West Water Street and issued orders requiring trains to proceed slowly across Bremer Ave., and giving further protection in regard to switching.

The above arrangement satisfactorily adjusted this case.

Filed June 24, 1911. Closed September 12, 1912.

No. 5482—1912.

Dallas County Brick & Tile Works, Adel, vs. Chicago, Milwaukee & St. Paul Railway Company.

Method of Loading Tile.

Satisfactorily adjusted.

Filed July 10, 1911. Closed April 9, 1912.

No. 5483—1912.

Bradford & Johnson for S. G. Woodworth, Marshalltown, vs. Chicago, Great Western Railroad Company.

Undergrade Cattle Pass.

Dismissed, complainant not answering letters from the Board, regarding further investigation.

Filed July 11, 1911. Closed December 13, 1911.

No. 5484—1912.

Thos. H. Smith, Harlan, for D. L. Sullivan, Panama, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overhead Cattle Pass.

This was an application by D. L. Sullivan of Panama, Iowa, for an overhead cattle pass. After considerable correspondence the Board notified the interested parties that hearing would be held on the premises on May 28, 1912. As a result of said hearing a satisfactory agreement was made between the complainant and the railway company.

Filed July 11, 1911. Closed August 3, 1912.

No. 5485—1912.

Farmers Elevator Co., Bagley, Ia., vs. Chicago, Milwaukee & St. Paul Railway Company.

Elevator Site.

Satisfactorily adjusted.

Filed December 28, 1910. Closed November 23, 1912.

No. 5486—1912.

C. F. Davis, Bloomfield, for H. & C. Dodd, of Belknap, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Underground Cattle Pass.

Papers in this case were referred to the Commerce Counsel for investigation, and on February 12, 1912, that department returned the papers, suggesting that the complaint be dismissed without prejudice, the Commission not having authority to order an underground crossing constructed.

Filed July 15, 1911. Closed May 2, 1912.

No. 5487—1912.

W. L. Barker, Cresco, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Depot.

This case was referred to the Commerce Counsel for investigation, and on February 12, 1912, papers were returned to the Commission with the suggestion that the complaint be dismissed without prejudice, and as further advice was not received from the complainants regarding investigation, the case was closed as recommended.

Filed July 20, 1911. Closed May 2, 1912.

No. 5488—1912.

W. L. Hart, Otho, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Fence.

Satisfactorily adjusted.

Filed August 1, 1911. Closed December 6, 1911.

No. 5489—1912.

F. O. Naylor, Anita, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Stock Yards.

Satisfactorily adjusted.

Filed August 2, 1911. Closed January 26, 1912.

No. 5490—1912.

E. C. Nichols, West Liberty, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Station Service.

Satisfactorily adjusted.

Filed August 21, 1911. Closed May 25, 1912.

No. 5491—1912.

Chicago, Anamosa & Northern Railway Company, vs. Geo. Stronberg, Central City, Iowa.

Closing Gates.

Gates repaired so as to satisfy complainant.

Filed August 21, 1911. Closed May 16, 1912.

No. 5492—1912.

T. C. Robinson, Valley Junction, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Crossings.

Satisfactorily adjusted.

Filed August 24, 1911. Closed January 25, 1912.

No. 5493—1912.

Dubuque Shippers' Association, Dubuque, Iowa, vs. Chicago & North Western Railway Company.

Delay—Wall Lake to Schleswig.

Adjusted.

Filed September 6, 1911. Closed December 13, 1911.

No. 5494—1912.

C. W. Brink, et al, Matlock, Iowa, vs. Illinois Central Railroad Company.

Depot Accommodations.

New depot constructed by the railroad company, which was satisfactory to the complainants.

Filed September 15, 1911. Closed April 2, 1912.

No. 5495—1912.

V. C. Head, et al, Somers, Iowa, vs. Chicago, Great Western Railroad Company, and Chicago, Rock Island & Pacific Railway Company.

Station Facilities.

New station building constructed, which was satisfactory to the complainants.

Filed September 19, 1911. Closed April 2, 1912.

No. 5496—1912.

Chicago, Anamosa & Northern Railway Company, vs. James Burke, Prairieburg, Iowa.

Gates.

Closed without prejudice.

Filed September 23, 1911. Closed May 2, 1912.

No. 5497—1912.

Archie Johnson, Richland, Iowa, vs. Iowa Central Railway Company.

Drainage.

Proper drainage for the land in question was provided by the railway company, which was satisfactory to the complainant.

Filed September 23, 1911. Closed June 3, 1912.

No. 5498—1912.

E. D. Clagg, Ft. Dodge, Iowa, vs. Chicago & North Western Railway Company.

Routing.

Shipment made in accordance with routing instructions.

Filed September 23, 1911. Closed December 13, 1911.

No. 5499—1912.

Carl A. Olson, et al., Neils, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Establishment of Depot.

This case was referred to the Commerce Counsel for investigation on March 29, 1912. That department was advised that the complainant desired the case withdrawn.

Filed September 30, 1911. Closed May 2, 1913.

No. 5500—1912.

E. S. Fonda, et al, Osage, Iowa, vs. Chicago Great Western Railroad Company.

Train Service.

Additional train service was provided by the Railroad Company, and as further advice was not received from the complainants, the case was closed without prejudice.

Filed September 30, 1911. Closed April 29, 1912.

No. 5501—1912.

Fred B. Blair, Manchester, Iowa, vs. Illinois Central Railroad Company.

Crossing—Alleged Dangerous.

Satisfactorily adjusted.

Filed October 2, 1911. Closed September 4, 1912.

No. 5502—1912.

R. M. Chambers, City Clerk, Danville, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Train Service.

Complainant desired the Commission to require an interstate train to stop at Danville, and as the Board does not have authority, under the law, to make such an order, the case was closed without prejudice.

Filed October 2, 1911. Closed December 13, 1911.

No. 5503—1912.

J. S. Selby, Des Moines, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Obstruction of Drainage.

After making an investigation in this case, the Commerce Counsel returned the papers, recommending that the case be closed without prejudice, further action not being necessary.

Filed October 2, 1911. Closed May 2, 1912.

No. 5504—1912.

Wm. Lantz, Mason City, Iowa, vs. Illinois Central Railroad Company.

Fence.

Satisfactorily adjusted.

Filed October 11, 1911. Closed December 26, 1911.

No. 5505—1912.

J. W. Witham, De Sota, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Dangerous Crossing.

Certain suggestions were made to the complainant in regard to calling the matter to the attention of the Board of Supervisors, and as further advice was not received from the interested parties, the case was closed without prejudice.

Filed October 11, 1911. Closed April 26, 1912.

No. 5506—1912.

F. M. Aves, Melbourne, Iowa, vs. Chicago Great Western Railroad Company.

Fence.

Fence constructed as desired by complainant.

Filed October 11, 1911. Closed December 13, 1911.

No. 5507—1912.

Geo. Brunton, Boone, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Closed without prejudice account further advice not being received from complainant.

Filed October 11, 1911. Closed May 25, 1912.

No. 5508—1912.

Earl R. Ferguson, Shenandoah, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Freight Service.

Closed without prejudice, account further advice not being received from complainant.

Filed October 11, 1911. Closed August 3, 1912.

No. 5509—1912.

Jno. F. Ready, Fairfield, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Crossing.

Satisfactorily adjusted.

Filed October 11, 1911. Closed January 25, 1912.

No. 5510—1912.

W. A. Blakely, Grant Center, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Closing of Station.

Agent installed at this station, and depot reopened, which satisfied the people of Grant Center.

Filed October 16, 1911. Closed January 2, 1912.

No. 5511—1912.

Wm. Harding, et al., Shannon City, Iowa, vs. Chicago, Great Western Railroad Company.

Depot Service.

Satisfactorily adjusted.

Filed October 17, 1911. Closed December 26, 1911.

No. 5512—1912.

O. F. Edwards, Havelock, Iowa, vs. Chicago & North Western Railway Company.

Closing of Gates.

Satisfactorily adjusted.

Filed October 31, 1911. Closed April 6, 1912.

No. 5513—1912.

Tom J. Bray, Grinnell, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Scales at Turner.

Scales repaired to complainant's satisfaction.

Filed October 31, 1911. Closed January 25, 1912.

No. 5514—1912.

J. W. Kridelbaugh, Chariton, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Crossing—Underground.

Dismissed upon request of complainant.

Filed October 31, 1911. Closed December 6, 1911.

No. 5515—1912.

J. S. Stamen, Truesdale, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Elevator Site.

Satisfactorily adjusted.

Filed October 31, 1911. Closed January 25, 1912.

No. 5516—1912.

C. O. Swanson by Kelleher & O'Connor, Ft. Dodge, Iowa, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

Private Crossing.

After considerable correspondence, papers in this case were referred to the Commerce Counsel for attention, on March 25, 1912. That department returned the file, to the Commission on April 3, 1912, recommending that the same be closed without prejudice, as such action was suggested by the complainant.

Filed November 3, 1911. Closed May 2, 1912.

No. 5517—1912.

G. O. Wasmoen, Emmons, Minn., vs. Chicago & North Western Railway Company.

Station Service at Seareville.

Adjusted.

Filed November 10, 1911. Closed January 25, 1912.

No. 5518—1912.

W. M. Binkley, Villisca, Iowa, vs. Atlantic Northern & Southern Railway Company, and Chicago, Burlington & Quincy Railroad Company.

Wires Crossing Tracks.

Satisfactorily adjusted.

Filed November 13, 1911. Closed March 8, 1912.

No. 5519—1912.

Iowa State Board of Health, vs. Chicago Great Western Railroad Company.

Unsanitary Coaches.

Satisfactorily adjusted.

Filed November 16, 1911. Closed June 11, 1912.

No. 5520—1912.

August Doebel, Manly, Iowa, vs. Chicago Great Western Railroad Company.

Condition of Station.

Satisfactorily adjusted.

Filed November 17, 1911. Closed June 3, 1912.

No. 5521—1912.

Glass & Summers, Fort Atkinson, Iowa, vs. Chicago, Minneapolis & St. Paul Railway Company.

Failure to Furnish Stock Cars.

The delay complained of was unavoidable, and was satisfactorily explained by the railway company.

Filed November 20, 1911. Closed January 25, 1912.

No. 5522—1912.

Citizens of Morningside, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Station Facilities.

This case was referred to the Commerce Counsel for attention and investigation on July 20, 1912, and representative of that department visited Morningside and viewed the premises. On August 2, 1912, the papers were returned to the Commission with the suggestion that the case be closed, in as much as the requests of the complainants were fully complied with by the railway company.

Filed November 24, 1911. Closed August 10, 1912.

No. 5523—1912.

Citizens of Bassett, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Depot Facilities.

Railway Company constructed a new depot, which was entirely satisfactory to complainants.

Filed November 24, 1911. Closed June 7, 1912.

No. 5524—1912.

Elgin Canning Company, Elgin, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Switch.

Satisfactorily adjusted.

Filed November 24, 1911. Closed March 8, 1912.

No. 5525—1912.

W. H. Grover, Ames, Iowa, vs. Iowa Central Railway Company.

Locking Stations.

Satisfactorily adjusted.

Filed November 24, 1911. Closed March 28, 1912.

No. 5526—1912.

L. B. Ensign, New Hartford, Iowa, vs. Illinois Central Railroad Company.

Drainage.

Satisfactorily adjusted.

Filed December 1, 1911, Closed June 15, 1912.

No. 5527—1912.

C. F. Walsh, Dickens, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Station Service.

Satisfactorily adjusted.

Filed November 13, 1911. Closed December 28, 1912.

No. 5528—1912.

Bode Bros., Kelsey, Iowa, vs. Chicago & North Western Railway Company.

Failure to Furnish Cars.

This was a claim for damages over which the Commission does not have authority, and as the board was unable to satisfactorily adjust the case by correspondence, the complainant instituted proceedings in a court of proper jurisdiction.

Filed November 24, 1911. Closed January 25, 1912.

No. 5529—1912.

E. Sabotka, Diagonal, Iowa, vs. Chicago Great Western Railroad Company.

Dangerous Crossing.

Satisfactorily adjusted.

Filed December 1, 1911. Closed March 29, 1912.

No. 5530—1912.

Albert Anselme, State Center, Iowa, vs. Chicago & North Western Railway Company.

Train Service.

Satisfactorily adjusted.

Filed December 4, 1911. Closed December 15, 1911.

No. 5531—1912.

J. L. Shepard, Des Moines, Iowa, vs. Illinois Central Railroad Company.

Closing Stations.

Satisfactorily adjusted.

Filed December 4, 1911. Closed March 14, 1912.

No. 5532—1912.

E. M. Phillips, West Union, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Connections at Donnan Jct.

Satisfactorily adjusted.

Filed December 4, 1911. Closed July 18, 1912.

No. 5533—1912.

Edward Downey, Breda, Iowa, vs., Chicago & North Western Railway Company.

Dangerous Crossing—West Side.

Satisfactorily adjusted.

Filed December 6, 1911. Closed June 21, 1912.

No. 5534—1912.

Edward Downey, Breda, Iowa, vs. Chicago & North Western Railway Company.

Dangerous Crossing—Vail.

An electric alarm bell was installed at this crossing, which was satisfactory to complainant.

Filed December 6, 1911. Closed March 8, 1912.

No. 5535—1912.

P. H. Halligan, Moorland, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Drainage.

Satisfactorily adjusted.

Filed December 6, 1911. Closed March 8, 1912.

No. 5536—1912.

C. C. Redl, Sheldahl, Iowa, vs. Chicago & North Western Railway Company.

Train Service.

Satisfactorily adjusted.

Filed December 6, 1911. Closed March 8, 1912.

No. 5537—1912.

F. L. Phipps for Nels Morteson, Kellogg, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Drainage.

Satisfactorily adjusted.

Filed December 6, 1911. Closed January 12, 1912.

No. 5538—1912.

Black Hawk Coffee & Spice Co., Waterloo, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Freight Service.

Satisfactory improvement made in service complained of.

Filed December 11, 1911. Closed June 3, 1912.

No. 5539—1912.

Keokuk Brick & Tile Co., Keokuk, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Switch.

Satisfactorily adjusted.

Filed December 11, 1911. Closed March 8, 1912.

No. 5540—1912.

H. J. Brown, Le Grand, Iowa, vs. Chicago & North Western Railway Company.

Telephone in Depot.

Telephone installed in depot.

Filed December 16, 1911. Closed February 26, 1912.

No. 5541—1912.

Citizens of Kenwood, Kenwood, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Agent—Request For.

Agent installed at this station.

Filed December 16, 1911. Closed April 2, 1912.

No. 5542—1912.

Jno. F. Ready, County Attorney, Lee County, Fairfield, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Dangerous Crossing.

Crossing satisfactorily repaired.

Filed December 21, 1911. Closed March 8, 1912.

Re-opened April 10, 1912. Closed June 17, 1912.

No. 5543—1912.

Citizens of Randolph, Iowa, by W. W. Young, vs. Chicago, Burlington & Quincy Railroad Company.

Delay in notification of arrival of freight.

Satisfactorily adjusted.

Filed December 26, 1911. Closed March 8, 1912.

No. 5544—1912.

B. J. Smith, Ashawa, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Depot facilities and trains stopping on flag.

Adjusted.

Filed December 27, 1911. Closed March 8, 1912.

No. 5545—1912.

Datwayler, Jno. L., East Peru, Iowa, vs. Chicago, Great Western Railroad Company.

Fence.

The railroad company constructed fence, as requested.

Filed January 2, 1912. Closed March 8, 1912.

No. 5546—1912.

J. E. Buman, Harlan, Iowa, vs. Chicago Great Western Railroad Company.

Elevator Site at Tennant, Iowa.

Satisfactorily adjusted.

Filed January 3, 1912. Closed March 8, 1912.

No. 5547—1912.

Iowa Telephone Co., Des Moines, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Wires Crossing Tracks at Red Oak, Iowa.

Satisfactorily adjusted.

Filed January 3, 1912. Closed April 29, 1912.

No. 5548—1912.

L. Gray, Mapleton, Iowa, vs. Chicago & North Western Railway Company.

Gates.

Satisfactorily adjusted.

Filed January 6, 1912. Closed June 17, 1912.

No. 5549—1912.

Fred Schuler, Griswold, Iowa, vs. Atlantic Northern & Southern Railroad Company.

Fencing Right of Way.

Because of the financial condition of this road, the company being in the hands of receiver, this request for fence on right of way could not be complied with until after sale of the road by the receiver.

Filed January 6, 1912. Closed March 8, 1912.

No. 5550—1912.

City of Norway, Iowa, by Redmond & Stewart, Attorneys, vs. Chicago Great Western Railroad Company.

Crossing: Dangerous Euclid Avenue.

Flagman placed at crossing, and additional protection given by warning bell.

Filed January 12, 1912. Closed April 6, 1912.

No. 5551—1912.

Wm. S. Lynes, Plainfield, Iowa, vs. Illinois Central Railroad Company.

Crossing, Undergrade.

Satisfactorily adjusted.

Filed January 12, 1912. Closed March 8, 1912.

No. 5552—1912.

W. H. Bockhous, Tripoli, Iowa, vs. Chicago Great Western Railroad Company.

Delay in Transit.

Satisfactorily adjusted.

Filed January 12, 1912. Closed March 8, 1912.

No. 5553—1912.

H. H. McGhan, Stacyville, Iowa, vs. Illinois Central Railroad Company.

Train Service.

Satisfactorily adjusted.

Filed January 15, 1912. Closed April 12, 1912.

No. 5554—1912.

C. E. Miller, Des Moines, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Station Locked, at Ford, Iowa.

Railroad company advised the Board that station will be kept open as requested by complainants.

Filed January 15, 1912. Closed March 8, 1912.

No. 5555—1912.

S. F. Donhan Co., Marshalltown, Iowa, vs. Iowa Central Railway Company.

Coal Delay.

Satisfactorily adjusted.

Filed January 16, 1912. Closed March 8, 1912.

No. 5556—1912.

A. E. Ruse, Humboldt, Iowa, vs. Chicago & North Western Railway Company.

Coal Shortage.

Satisfactorily adjusted.

Filed January 16, 1912. Closed March 8, 1912.

No. 5557—1912.

E. W. McManus for Wm. Balbach, Keokuk, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Coal Delay.

Weather conditions cause for delay.

Filed January 16, 1912. Closed March 8, 1912.

No. 5558—1912.

Sam McClure, Ft. Dodge, Iowa, vs. Chicago Great Western Railroad Company.

Car Shortage.

Situation relieved.

Filed January 17, 1912. Closed March 8, 1912.

No. 5559—1912.

F. M. Nichols, Atlantic, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Coal Shortage.

Satisfactorily adjusted.

Filed January 16, 1912. Closed March 8, 1912.

No. 5560—1912.

F. B. Miller, Manager, Farmers' Elevator Co., Jefferson, Iowa, vs. St. Paul & Des Moines Railroad Company.

Coal Shortage.

Satisfactorily adjusted.

Filed January 17, 1912. Closed March 8, 1912.

No. 5561—1912.

Henry Wilkening, Sumner, Iowa, vs. Chicago Great Western Railroad Company.

Delay to Live Stock.

Stock moved as soon as weather permitted shipment.

Filed January 17, 1912. Closed March 8, 1912.

No. 5562—1912.

Geo. F. Meyer, Dows, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Live Stock Delay.

The commission requested that preference be given coal shipments during coal famine, which caused the delay to live stock shipments.

Filed January 17, 1912. Closed March 8, 1912.

No. 5563—1912.

L. B. Cox, Omaha, vs. Rock Island Lines.

No Lights in Coaches.

Satisfactorily adjusted.

Filed January 17, 1912. Closed March 8, 1912.

No. 5564—1912.

Mr. Potter, Battle Creek, Iowa, vs. Chicago & North Western Railway Company.

Poultry Cars.

Satisfactorily adjusted.

Filed January 17, 1912. Closed March 8, 1912.

No. 5565—1912.

John Mackin, St. Anthony, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Live Stock Delay.

Weather conditions cause for delay. Cars furnished as soon as weather would permit.

Filed January 17, 1912. Closed March 8, 1912.

No. 5566—1912.

N. G. O. Coad & Son, Hull, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Tracing Cars.

Car traced and delivered. Delay caused by extreme weather conditions.
Filed January 18, 1912. Closed March 8, 1912.

No. 5567—1912.

T. F. Baken & Co., Kensett, Iowa, vs. Rock Island Lines, and Minneapolis & St. Louis Railroad Company.

Hogs, Delay in Moving Same.

Weather conditions cause for delay. Shipment moved as soon as possible.

Filed January 18, 1912. Closed March 8, 1912.

No. 5568—1912.

Joe Baker, Whitten, Iowa, vs. Chicago & North Western Railway Company.

Crossing.

This case was referred to the Commerce Counsel, for investigation, on May 15, 1912, under the rules of practice adopted by the Commission. Papers were returned on September 10, 1912, with the recommendation that the file be closed, in as much as a crossing was provided, which was fully satisfactory to complainant.

Filed January 19, 1912. Closed July 6, 1912.

Re-opened July 11, 1912. Closed September 12, 1912.

No. 5569—1912.

C. W. Brotherton, Ramsen, Iowa, vs. Illinois Central Railroad Company.

Coal Shortage.

Shortage of coal, result of weather conditions.

Filed January 19, 1912. Closed March 8, 1912.

No. 5570—1912.

Mr. Saisfield, Colo, Iowa, vs. Chicago & North Western Railway Company.

Stock Delay in Moving.

Cars furnished for shipping stock, as soon as weather would permit delivery of the same.

Filed January 20, 1912. Closed March 8, 1912.

No. 5571—1912.

A. B. Larson, Thompson, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Car Shortage.

Situation relieved.

Filed January 20, 1912. Closed March 8, 1912.

No. 5572—1912.

P. R. Frazier & Co., Morrison, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Coal Shortage.

Cars traced and delivered.

Filed January 22, 1912. Closed March 20, 1912.

No. 5573—1912.

M. R. Gehrke, et al, Buckeye, Iowa, vs. Saint Paul and Kansas City Short Line Railroad Company.

Failure to Move Live Stock Promptly.

Satisfactorily adjusted. Stock cars furnished for shipments in question. Delay caused by severe weather.

Filed January 22, 1912. Closed March 8, 1912.

No. 5574—1912.

H. C. Foulkes, Lime Springs, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Freight Service.

Satisfactorily adjusted. Unsatisfactory service was due to delays caused by severe weather during the month of January.

Filed January 22, 1912. Closed April 6, 1912.

No. 5575—1912.

E. F. Wentz, Oakland, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Delivery of Coal Shipments.

Satisfactorily adjusted. Railway company located shipments and promptly delivered same.

Filed January 22, 1912. Closed February 29, 1912.

No. 5576—1912.

Marshalltown Pipe & Tile Co., Marshalltown, Iowa, vs. Chicago Great Western Railroad Company.

Delay in Delivery of Coal Shipments.

Satisfactorily adjusted. Railroad company located shipment and promptly delivered same.

Filed January 22, 1912. Closed March 8, 1912.

No. 5577—1912.

Excelsior Coal Company, Oskaloosa, Iowa, vs. Minneapolis & Saint Louis Railroad Company.

Coal Shortage.

Satisfactorily adjusted. Railroad company furnished cars.

Filed January 22, 1912. Closed March 8, 1912.

No. 5578—1912.

Smith, Lichty and Hillman Company, Waterloo, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Unsatisfactory Freight Service.

Satisfactorily adjusted. Railway company furnishing adequate freight service.

Filed January 22, 1912. Closed February 5, 1912.

No. 5579—1912.

Clinton Ice Cream Co., Clinton, Iowa, vs. Chicago & North Western Railway Company.

Application for Switch Track.

Case closed as Commission was unable to get a reply to letters addressed to complainant.

Filed January 22, 1912. Closed July 29, 1912.

No. 5580—1912.

M. J. Peters, Stuart, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Failure to Deliver Coal Shipments Promptly.

Satisfactorily adjusted. Railway company showed they were handling coal shipments promptly.

Filed January 22, 1912. Closed February 3, 1912.

No. 5581—1912.

Miller and Brockman, Clarksville, Iowa, vs. Chicago Great Western Railroad Company.

Failure to Furnish Grain Cars.

Satisfactorily adjusted. Railroad company promised relief promptly.

Filed January 24, 1912. Closed March 8, 1912.

No. 5582—1912.

A. C. Schluntz, Rembrant, Iowa, vs. Minneapolis & Saint Louis Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted. Railroad company promised to promptly relieve the situation.

Filed January 24, 1912. Closed March 8, 1912.

No. 5583—1912.

W. H. McSweeney, West Gate, Iowa, vs. Minneapolis & Saint Louis Railroad Company.

Failure to Move Live Stock.

Satisfactorily adjusted. Railroad company promised prompt relief.

Filed January 24, 1912. Closed March 8, 1912.

No. 5584—1912.

W. H. Harris, Truesdale, Iowa, vs. Minneapolis & Saint Louis Railroad Company.

Failure to Furnish Live Stock Cars.

Satisfactorily adjusted. Railroad company promised prompt relief.

Filed January 24, 1912. Closed March 28, 1912.

No. 5585—1912.

T. M. O'Brien, Kinross, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Delay to Coal Shipments.

Satisfactorily adjusted. Railway company traced and delivered shipments promptly.

Filed January 24, 1912. Closed March 8, 1912.

No. 5586—1912.

R. S. Males, Earlham, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Coal Shortage.

Satisfactorily adjusted. Railway company relieved situation by furnishing coal.

Filed January 24, 1912. Closed March 8, 1912.

No. 5587—1912.

W. H. Peck and Company, Wall Lake, Iowa, vs. Chicago Great Western Railroad Company.

Coal Shortage.

Satisfactorily adjusted. Railroad company furnished coal.

Filed January 25, 1912. Closed February 21, 1912.

No. 5588—1912.

L. E. Wheeler, Marshalltown, Iowa, vs. Chicago Great Western Railroad Company.

Failure to Move Carload of Hay.

Satisfactorily adjusted. Railroad company moved car.

Filed January 26, 1912. Closed March 8, 1912.

No. 5589—1912.

Ed Hill, Minburn, Iowa, vs. Minneapolis & Saint Louis Railroad Company.

Failure to Furnish Live Stock Cars.

Satisfactorily adjusted. Railroad company furnished equipment.

Filed January 22, 1912. Closed March 8, 1912.

No. 5590—1912.

Hans Nelson, Kimballton, Iowa, vs. Atlantic Northern & Southern Railroad Company.

Satisfactorily adjusted. Railroad company furnished equipment.

Filed January 26, 1912. Closed March 8, 1912.

No. 5591—1912.

O. O. Boatman, Gillett Grove, Iowa, vs. Atlantic Northern and Southern Railroad Company.

Failure to Furnish Cars for Live Stock.

Satisfactorily adjusted. Railroad company showing unsatisfactory service was due to severe weather conditions.

Filed January 26, 1912. Closed February 27, 1912.

No. 5592—1912.

K. M. Persing, Exira, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Delay in Delivery of Coal Shipment.

Satisfactorily adjusted. Railway company traced shipment and delivered same promptly.

Filed January 27, 1912. Closed April 2, 1912.

No. 5593—1912.

S. C. Moreland & Company, Earlham, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Delay in Delivery of Coal Shipments.

Satisfactorily adjusted. Railway company traced cars and delivered same promptly.

Filed January 27, 1912. Closed April 2, 1912.

No. 5594—1912.

H. W. Bockhaus, Tripoli, Iowa, vs. Chicago Great Western Railroad Company.

Failure to Furnish Stock Cars, and Discrimination in Furnishing Same.

Investigation developed the fact that the severe weather conditions which existed, were the cause of the complaint. The Railroad Company filed a denial to statement of complainant that there was any discrimination in distribution of cars. Copy of denial was submitted to complainant, to which no reply was made.

Filed January 29, 1912. Closed April 2, 1912.

No. 5595—1912.

J. L. Yapple, Dexter, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Delay to Coal Shipment.

Satisfactorily adjusted. Railway company traced shipment and delivered same promptly.

Filed January 29, 1912. Closed April 2, 1912.

No. 5596—1912.

J. N. Phillips, West Bend, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Failure to Furnish Stock Cars.

Investigation developed the fact that the severe weather conditions which existed were the cause for the complaint. Railway company promised better service.

Filed January 29, 1912. Closed April 2, 1912.

No. 5597—1912.

Geo. F. Meyer, Dows, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted. Railway company furnished cars.

Filed January 29, 1912. Closed April 2, 1912.

No. 5598—1912.

D. W. Cameron, Gracettinger, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted. Railway company furnished cars.

Filed January 29, 1912. Closed April 2, 1912.

No. 5599—1912.

H. H. Smith, Monona, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted. Railway company furnished cars.

Filed January 29, 1912. Closed March 3, 1912.

No. 5600—1912.

Jno. Fox, Union, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Satisfactorily adjusted. Railroad company furnished cars.

Filed January 30, 1912. Closed March 8, 1912.

No. 5601—1912.

H. C. Gates, Ladora, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Grain Cars.

Investigation developed the fact that the severe weather conditions which existed were cause of this complaint. Railway company promised to give prompt relief.

Filed January 30, 1912. Closed April 2, 1912.

No. 5602—1912.

R. J. Lehman, Lawton, vs. Chicago & North Western Railway Company.

Crossing.

As the complainant did not answer letters from the Board regarding further investigation, the case was closed.

Filed January 30, 1912. Closed August 3, 1912.

No. 5603—1912.

J. B. Kentetter, La Porte City, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed January 30, 1912. Closed March 8, 1912.

No. 5604—1912.

Tramel & Jeffries, Ira, vs. Chicago Great Western Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted. Delay in furnishing cars caused by weather conditions.

Filed January 30, 1912. Closed April 2, 1912.

No. 5605—1912.

H. J. Huibregts, Mgr., Farmers Co-operative Association, Hull, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted. Delay caused by extreme weather conditions.

Filed January 30, 1912. Closed April 27, 1912.

No. 5606—1912.

L. E. Wheeler, Marshalltown, vs. Chicago Great Western Railroad Company.

Delay in Transit—Car of Hay and Car of Straw.

Cars traced and delivered.

Filed January 31, 1912. Closed March 8, 1912.

No. 5607—1912.

H. B. Walling, Anthon, vs. Illinois Central Railroad Company.

Failure to Furnish Stock Cars.

Adjusted, delay in furnishing cars occasioned by extreme weather conditions.

Filed January 31, 1912. Closed April 24, 1912.

No. 5608—1912.

J. A. Halley, Nashville, vs. Chicago & North Western Railway Company.

Discontinuance of Agent.

Satisfactorily adjusted. Agent installed.

Filed January 31, 1912. Closed July 6, 1912.

No. 5609—1912.

A. Sykes, Des Moines, for J. F. Eisele, Malcom, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed January 31, 1912. Closed April 2, 1912.

No. 5610—1912.

Garwin Farmers Elevator Company, Garwin, vs. Chicago & North Western Railway Company.

Delay in Transit—Coal.

Car traced and delivered.

Filed January 31, 1912. Closed March 8, 1912.

No. 5611—1912.

F. P. Dain, et al, Dunkerton, vs. Chicago Great Western Railroad Company.

Failure to Furnish Cars.

Adjusted, delay in furnishing cars occasioned by severe weather.

Filed February 1, 1912. Closed April 24, 1912.

No. 5612—1912.

Fred Pemble, Paton, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Stock Cars.

Adjusted, delay in furnishing cars caused by severe weather.

Filed February 1, 1912. Closed April 2, 1912.

No. 5613—1912.

L. A. Marr & Sons, Keota, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Car of Shorts.

Car traced and delivered.

Filed February 1, 1912. Closed February 8, 1912.

No. 5614—1912.

A. W. Randall, Conrad, vs. Chicago & North Western Railway Company.

Delay in Transit—Car of Coal.

Car traced and delivered.

Filed February 2, 1912. Closed March 8, 1912.

No. 5615—1912.

E. C. Capper & Company, Dumont, vs. Chicago Great Western Railroad Company.

Delay in Transit—Car of Coal.

Car traced and delivered.

Filed February 2, 1912. Closed April 2, 1912.

No. 5616—1912.

J. F. Snyder, Robins, vs. Illinois Central Railroad Company.

Delay in Transit—Car of Coal.

Car traced; the railroad company advised that error was made in quotation of car number and as nothing further was heard from the complainant, the file was closed.

Filed February 2, 1912. Closed April 24, 1912.

No. 5617—1912.

C. P. Whitney, Keosauqua, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Hay.

Car traced and delivered.

Filed February 2, 1912. Closed April 6, 1912.

No. 5618—1912.

G. H. Mackrill, Griswold, vs. Chicago, Burlington & Quincy Railroad Company.

Drainage Along Right of Way.

Satisfactorily adjusted.

Filed February 3, 1912. Closed March 29, 1912.

No. 5619—1912.

Herman N. Reints, Kesley, vs. Chicago & North Western Railway Company.

Delay in Transit—Coal.

Cars traced and delivered.

Filed February 3, 1912. Closed March 23, 1912.

No. 5620—1912.

Joe Murray, Bancroft, vs. Chicago & North Western Railway Company.

Failure to Move Shipment of Hogs.

Delay caused by severe weather and as complainant did not answer letter from the Board regarding further investigation, the file was closed.

Filed February 3, 1912. Closed April 24, 1912.

No. 5621—1912.

L. A. Britson, Roland, vs. Minneapolis & St. Louis Railroad Company.

Delay in Transit—Coal.

Car traced and delivered.

Filed February 6, 1912. Closed April 2, 1912.

No. 5622—1912.

Howard-Schnieders Lumber Company, Pocahontas, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Coal.

Car traced and delivered.

Filed February 6, 1912. Closed April 2, 1912.

No. 5623—1912.

Hawkeye Pearl Button Company, Muscatine, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars.

Satisfactorily adjusted.

Filed February 6, 1912. Closed April 24, 1912.

No. 5624—1912.

H. T. Barber, Clarion, vs. Chicago, Rock Island & Pacific Railway Company, and the Chicago Great Western Railroad Company.

Delay in Transit.

Cars traced and delivered.

Filed February 6, 1912. Closed April 23, 1912.

No. 5625—1912.

W. M. Hunt, Allison, vs. Chicago Great Western Railroad Company.

Delay in Transit—Coal.

Cars traced and delivered.

Filed February 8, 1912. Closed April 24, 1912.

No. 5626—1912.

Mitchell Implement Company, Fort Dodge, vs. Minneapolis & St. Louis Railroad Company.

Delay in Transit—Coal.

Cars traced and delivered.

Filed February 8, 1912. Closed March 20, 1912.

No. 5627—1912.

Farmers Elevator Company, George, vs. Illinois Central Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted. Extreme weather conditions cause for delay in furnishing cars.

Filed February 8, 1912. Closed March 8, 1912.

No. 5628—1912.

A. J. Kelly, Kinross, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Adjusted.

Filed February 8, 1912. Closed April 25, 1912.

No. 5629—1912.

L. E. Yaryan, Knowlton, vs. Chicago Great Western Railroad Company.

Delay in Transit—Coal.

Car traced and delivered.

Filed February 8, 1912. Closed March 8, 1912.

No. 5630—1912.

L. A. Scott, Kanawha, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 8, 1912. Closed February 15, 1912.

No. 5631—1912.

H. W. Bockhaus, Tripoli, vs. Chicago Great Western Railroad Company.

Train Service—Waverly-Sumner Branch.

Satisfactorily adjusted.

Filed February 8, 1912. Closed June 3, 1912.

No. 5632—1912.

Citizens of Palmer, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

The company was delayed in furnishing cars because of weather conditions.

Filed February 10, 1912. Closed April 2, 1912.

No. 5633—1912.

Geo. England, Kalona, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 10, 1912. Closed March 8, 1912.

No. 5634—1912.

Citizens of Readlyn vs. Chicago Great Western Railroad Company.

Delay in Transit.

Cars traced and delivered.

Filed February 10, 1912. Closed April 25, 1912.

No. 5635—1912.

York & Matteson, Ladora, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 10, 1912. Closed March 4, 1912.

No. 5636—1912.

O. L. Saunders, Pulaski, vs. Chicago, Burlington & Quincy Railroad Company.

Depot Accommodations.

Satisfactorily adjusted.

Filed February 10, 1912. Closed June 8, 1912.

No. 5637—1912.

Citizens of Lanesboro vs. Chicago Great Western Railroad Company.

Failure to Furnish Stock Cars.

Situation was relieved as soon as the weather permitted.

Filed February 10, 1912. Closed March 8, 1912.

No. 5638—1912.

B. C. Hemphill, Dexter, vs. Chicago, Rock Island & Pacific Railway Co.

Delay in Transit: Coal.

Cars traced and delivered.

Filed February 8, 1912. Closed March 24, 1912.

No. 5639—1912.

W. H. Queal & Company, Minneapolis, Minn., vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit: Coal for Thompson, Iowa.

Cars traced and delivered.

Filed February 10, 1912. Closed March 8, 1912.

No. 5640—1912.

F. J. Oxley, et al, Corwith, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 13, 1912. Closed February 17, 1912.

No. 5641—1912.

A. W. Norman, Winthrop, vs. Illinois Central Railroad Company.

Delay in Transit: Coal.

Cars traced and delivered.

Filed February 13, 1912. Closed April 6, 1912.

No. 5642—1912.

Christian M. Good, Ida Grove, vs. Chicago & North Western Railway Co.

Freight Service.

Satisfactorily adjusted.

Filed February 13, 1912. Closed April 12, 1912.

No. 5643—1912.

J. P. Snipps, Forest City, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 13, 1912. Closed March 29, 1912.

No. 5644—1912.

Tripoli Implement Company, Tripoli, vs. Chicago Great Western Railroad Company.

Depot Platform for Unloading Freight.

The complainant was advised of the position taken by the company and as reply was not received regarding further investigation, the case was closed.

Filed February 13, 1912. Closed April 25, 1912.

No. 5645—1912.

L. J. Rogers, et al, Allison, vs. Chicago Great Western Railroad Company.

Failure to Furnish Cars.

Satisfactorily adjusted.

Filed February 14, 1912. Closed March 20, 1912.

No. 5646—1912.

Turner & Company, Pleasant Plain, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit: Coal.

Car traced and delivered.

Filed February 14, 1912. Closed February 15, 1912.

No. 5647—1912.

Mullen Brothers, Fonda, vs. Illinois Central Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 14, 1912. Closed April 25, 1912.

No. 5648—1912.

C. G. Messerole, Gowrie, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 14, 1912. Closed March 20, 1912.

No. 5649—1912.

Breda Savings Bank, Breda, vs. Chicago & North Western Railway Co.

Failure to Furnish Stock Cars.

Investigated and relief furnished.

Filed February 16, 1912. Closed March 26, 1912.

No. 5650—1912.

Silver Lake Creamery Company, Ayrshire, vs. Minneapolis & St. Louis Railroad Company.

Freight Service.

Satisfactorily adjusted. Unfavorable weather conditions cause for complaint of service.

Filed February 16, 1912. Closed April 6, 1912.

No. 5651—1912.

Henry Denzel, Forest City, vs. Minneapolis & St. Louis Railroad Company.

Routing Shipments of Stock.

Satisfactorily adjusted.

Filed February 16, 1912. Closed April 9, 1912.

No. 5652—1912.

G. M. Anderson, Inwood, vs. Chicago, Milwaukee & St. Paul Railway Co.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 16, 1912. Closed March 19, 1912.

No. 5653—1912.

Jos. Cockfield, President, Cedar Rapids Foundry & Machine Company, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

After considerable investigation the case was closed on request of the complainant.

Filed February 15, 1912. Closed August 24, 1912.

No. 5654—1912.

W. E. Hager, et al, La Porte City, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Extreme weather conditions cause for delay in furnishing cars. Satisfactorily adjusted.

Filed February 16, 1912. Closed April 2, 1912.

No. 5655—1912.

Andrew Lames, Chillicothe, vs. Chicago, Burlington & Quincy Railroad Company.

Telephone in Station.

Investigation disclosed the fact that a telephone exchange was not maintained at this station, and such being the case, the railroad could not be compelled under the law, to install a telephone in their depot.

Filed February 16, 1912. Closed May 1, 1912.

No. 5656—1912.

O. S. Chapman, Bromley, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 16, 1912. Closed April 2, 1912.

No. 5657—1912.

Beatrice Creamery Company, Des Moines, vs. Inter-Urban Railway Co.

Refusal to Give Receipts for Cream Cans.

After investigation, the complainant requested that the case be closed.

Filed February 16, 1912. Closed March 28, 1912.

No. 5658—1912.

F. M. Forney, Clarksville, vs. Chicago, Great Western Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 20, 1912. Closed March 28, 1912.

No. 5659—1912.

C. A. Pratt, for Henry Niemeyer, Traer, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 20, 1912. Closed February 26, 1912.

No. 5660—1912.

C. C. Haas, Woodbine, vs. Chicago & North Western Railway Company.

Depot Facilities.

Satisfactorily adjusted.

Filed February 20, 1912. Closed August 17, 1912.

No. 5661—1912.

Humphrey & Wheeler, Laurens, vs. Chicago & North Western Railway Company.

Failure to Furnish Stock Cars.

Cars furnished, satisfying complainant.

Filed February 20, 1912. Closed March 21, 1912.

No. 5662—1912.

J. J. Johnson, Dows, vs. Chicago, Rock Island & Pacific Railway Company.

Refusal to Accept Shipment of Eggs.

Satisfactorily adjusted.

Filed February 21, 1912. Closed April 21, 1912.

No. 5663—1912.

Troutner Brothers & Funk, Nashua, vs. Illinois Central Railroad Company.

Failure to Furnish Stock Cars.

On account of extreme weather conditions, there was delay in furnishing necessary equipment.

Filed February 21, 1912. Closed April 25, 1912.

No. 5664—1912.

Beal-Vincent Grain Company, Omaha, Neb., vs. Chicago Great Western Railroad Company.

Delay in Transit—Corn.

Adjusted.

Filed February 21, 1912. Closed April 25, 1912.

No. 5665—1912.

Farmers Mutual Telephone Company, Villisca, vs. Chicago, Burlington & Quincy Railroad Company.

Telephone in Depot.

Inasmuch as the railroad company had complied with the terms of the law of the state, the case was closed without prejudice.

Filed February 24, 1912. Closed March 29, 1912.

No. 5666—1912.

G. W. Webster, Lake Park, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 21, 1912. Closed April 25, 1912.

No. 5667—1912.

Geo. F. Smith, Taintor, vs. Minneapolis & St. Louis Railroad Company.

Depot Platform.

Satisfactorily adjusted.

Filed February 21, 1912. Closed May 31, 1912.

No. 5668—1912.

W. D. Joyce, Lidderdale, vs. Chicago Great Western Railroad Company.

Delay in Transit—Coal.

Satisfactorily adjusted.

Filed February 21, 1912. Closed February 23, 1912.

No. 5669—1912.

Chicago, Rock Island & Pacific Railway Company, vs. City of Waverly.

Electric Wire Over Right of Way.

Satisfactorily adjusted.

Filed February 21, 1912. Closed April 2, 1912.

No. 5670—1912.

L. Larsen, Carroll, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay in Transit—Butter.

The complainant was advised that the Commission had no authority to award claims for damages. The case was taken up with the railway company but a satisfactory adjustment could not be made.

Filed February 23, 1912. Closed April 25, 1912.

No. 5671—1912.

J. C. Roebuck, Rhodes, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay in Transit—Flour and Feed.

Car traced and delivered.

Filed February 23, 1912. Closed March 21, 1912.

No. 5672—1912.

A. D. Berry, Baxter, vs. Chicago Great Western Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 23, 1912. Closed April 6, 1912.

No. 5673—1912.

E. L. Riddell, Harcourt, vs. Chicago & North Western Railway Company.

Request for Return of Papers in Claim for Damages.

Papers returned by company.

Filed February 24, 1912. Closed April 17, 1912.

No. 5674—1912.

Jones & Company, Lake Park, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Company advised that this station had received its proportion of available equipment, and as nothing further was heard from the complainant, the case was closed without prejudice.

Filed February 24, 1912. Closed April 25, 1912.

No. 5675—1912.

Farmers Co-operative Elevator Company, Chapin, vs. St. Paul & Kansas City Short Line Railroad Company.

Failure to Furnish Grain Door Lumber.

Satisfactorily adjusted.

Filed February 24, 1912. Closed March 26, 1912.

No. 5676—1912.

Grady & Son, Kalona, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 27, 1912. Closed March 26, 1912.

No. 5677—1912.

S. C. Kerberg, for Frank Inman, Sanborn, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Stock Cars.

Weather conditions cause for delay in furnishing equipment.

Filed February 27, 1912. Closed April 27, 1912.

No. 5678—1912.

Edmond-Londergan Company, Marcus, vs. Illinois Central Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 27, 1912. Closed April 12, 1912.

No. 5679—1912.

C. W. Bailey, Pleasant Plain, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Groceries.

Car traced and delivered.

Filed February 27, 1912. Closed April 2, 1912.

No. 5680—1912.

Jas. E. Caine, Nora Springs, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Adjusted.

Filed February 27, 1912. Closed April 2, 1912.

No. 5681—1912.

T. G. Will, Aurelia, vs. Illinois Central Railroad Company.

Failure to Furnish Stock Cars.

Adjusted.

Filed February 27, 1912. Closed April 23, 1912.

No. 5682—1912.

Luzerne Telephone Company, Luzerne, vs. Chicago & North Western Railway Company.

Telephone in Station.

Company installed telephone.

Filed March 2, 1912. Closed April 23, 1912.

No. 5683—1912.

J. F. Wilson, Jolly, vs. Chicago, Milwaukee & St. Paul Railway Company.

Telephone in Station.

Telephone installed, satisfying complaint.

Filed March 2, 1912. Closed June 8, 1912.

No. 5684—1912.

A. J. Cook, Sheffield, vs. St. Paul & Kansas City Short Line Railroad Company.

Drainage.

Adjusted.

Filed March 2, 1912. Closed October 5, 1912.

No. 5685—1912.

Gitchell Bros., Auburnett, Iowa, vs. Illinois Central Railroad.

Failure to Furnish Cars for Grain Loading.

Satisfactorily adjusted.

Filed March 7, 1912. Closed April 9, 1912.

No. 5686—1912.

W. C. Ingham, Afton, Iowa, vs. Chicago Great Western Railroad Company.

Telephone in Depot at Arispe.

Telephone installed, which satisfied complaint.

Filed March 7, 1912. Closed March 26, 1912.

No. 5687—1912.

A. W. Savage, Coggon, Iowa, vs. Illinois Central Railroad Company.

Car Shortage.

On account of shortage of cars in Illinois, all surplus equipment was moved to that state by this company, which resulted in orders of shippers in Iowa not being promptly filled. However, relief was furnished shippers in Iowa at an early date.

Filed March 7, 1912. Closed April 25, 1912.

No. 5688—1912.

Co-operative Labor Association, Anthon, Iowa, vs. Illinois Central Railroad Company.

Delay in Transit.

Car traced and delivered.

Filed March 7, 1912. Closed April 25, 1912.

No. 5689—1912.

M. A. Hughett, Ft. Dodge, Iowa, vs. Illinois Central Railroad.

Stock Yards, Gypsum, Iowa.

The complainant was advised of investigation of railway company into the case, in which they found no necessity for construction of stock yards at Gypsum, and as the complainant did not answer letters from the Board regarding further investigation, the case was dismissed without prejudice.

Filed March 7, 1912. Closed June 25, 1912.

No. 5690—1912.

Fred Marburger, Bellevue, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

As complainant did not advise, as requested, whether the service was satisfactorily improved, the case was dismissed.

Filed March 7, 1912. Closed June 25, 1912.

No. 5691—1912.

Marquette Third Vein Coal Mining Co., Davenport, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Coal.

Interstate shipments. Railway company requested to trace cars and hasten delivery.

Filed March 9, 1912. Closed April 25, 1912.

No. 5692—1912.

H. C. Chapin, Union, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Failure to Receive Live Stock.

Dismissed without prejudice.

Filed March 9, 1912. Closed October 5, 1912.

No. 5693—1912.

Citizens of Mason City vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Satisfactorily adjusted.

Filed March 9, 1912. Closed April 13, 1912.

No. 5694—1912.

Fred Marburger, Bellevue, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Cars for Wood Shipments.

Railway company advised that cars were being furnished without discrimination, and as nothing further was heard from the complainant, the case was closed.

Filed March 7, 1912. Closed June 25, 1912.

No. 5695—1912.

The Fowler Company, Waterloo, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Satisfactorily adjusted.

Filed March 11, 1912. Closed May 12, 1912.

No. 5696—1912.

C. S. Allen, Laurens, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Cars for Stock.

Necessary equipment furnished.

Filed March 11, 1912. Closed April 25, 1912.

No. 5697—1912.

E. W. Wickham, Dumont, Iowa, vs. Chicago Great Western Railroad Company.

Private Crossing.

Satisfactorily adjusted.

Filed March 12, 1912. Closed May 25, 1912.

No. 5698—1912.

S. C. Bradford, for T. T. Walker, Truesdale, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed February 28, 1912. Closed June 3, 1912.

No. 5699—1912.

Carlin Brothers, Lawler, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Fence.

Satisfactorily adjusted.

Filed July 15, 1912. Closed October 5, 1912.

No. 5700—1912.

J. H. Hager, Waukon, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Loading Platform for Handling Heavy Machinery.

The railway company constructed platform which was satisfactory to complainant.

Filed March 13, 1912. Closed July 13, 1912.

No. 5701—1912.

H. J. Eusden, Marne, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Locking Depot.

Railway company arranged for accommodations at depot, which was satisfactory to complainant.

Filed March 16, 1912. Closed May 16, 1912.

No. 5702—1912.

Edw. Daley, Lake Mills, Iowa, vs. Chicago & North Western Railway Company.

Closing Gates.

Satisfactorily adjusted.

Filed March 16, 1912. Closed May 7, 1912.

No. 5703—1912.

C. M. McFtridge, Moravia, Iowa, vs. Wabash Railroad Company.

Night Agent in Depot.

Arrangements made by railroad company to keep the depot open so as to accommodate patrons of all night trains, which satisfied complaint.

Filed March 16, 1912. Closed May 16, 1912.

No. 5704—1912.

Waterloo Varnish Mfg. Co., Waterloo, Iowa, vs. Illinois Central Railroad Company.

Switching.

On July 15, 1912, all papers in this file were referred to the commerce counsel for investigation and action. On October 17, 1912, the file was returned to the Board, advising that the case had been satisfactorily adjusted.

Filed March 16, 1912. Closed October 21, 1912.

No. 5705—1912.

Newton Commercial Association, E. E. Lambert, Secy., Newton, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Satisfactorily adjusted.

Filed March 19, 1912. Closed June 5, 1912.

No. 5706—1912.

H. C. Wallace, Des Moines, Iowa, vs. Chicago Great Western; Minneapolis & St. Louis; Chicago, Rock Island & Pacific; Chicago, Burlington & Quincy; Illinois Central; Chicago & North Western; Chicago, Milwaukee & St. Paul.

Accommodations for Stock Shippers.

After a great deal of correspondence, this case was dismissed without prejudice.

Filed March 20, 1912. Closed June 5, 1912.

No. 5707—1912.

O. H. Jacobsen, Kimballton, Iowa, vs. Chicago, Rock Island & Pacific Railway.

Failure to Furnish Stock Cars.

Satisfactorily adjusted.

Filed March 23, 1912. Closed April 5, 1912.

No. 5708—1912.

W. C. Kirchheck, Delaware, Iowa, vs. Chicago, Milwaukee & St. Paul Railway.

Train Service—Connections at Calmar.

As nothing further was heard from complainant after he was advised of the position of the railway company, the case was dismissed without prejudice.

Filed March 23, 1912. Closed May 17, 1912.

No. 5709—1912.

W. F. Walker, Dubuque, Iowa, vs. Chicago, Milwaukee & St. Paul Railway.

Telephone in Depot at Hawkeys, Iowa.

Telephone installed, satisfying complaint.

Filed March 27, 1912. Closed May 31, 1912.

No. 5710—1912.

G. H. McIntosh, Modale, Iowa, vs. Chicago & North Western Railway Company.

Delay in Transit—Coal.

Car traced and delivered.

Filed March 27, 1912. Closed April 23, 1912.

No. 5711—1912.

H. L. Adams, for Elgin Creamery Co., Elgin, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Side Track.

Satisfactorily adjusted.

Filed March 27, 1912. Closed June 17, 1912.

No. 5712—1912.

J. R. Brewbaker, Spring Hill, Iowa, vs. Chicago, Rock Island & Pacific Railway.

Telephone in Depot.

Telephone installed.

Filed March 29, 1912. Closed August 10, 1912.

No. 5713—1912.

W. H. James, Waterloo, Iowa, vs. Chicago, Rock Island & Pacific Railway Co.

Tampering with household goods at Barr Oak. (enroute).

Damage Claim: No jurisdiction.

Filed March 30, 1912. Closed June 28, 1912.

No. 5714—1912.

J. S. Randolph, Hospers, Iowa, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Train Service.

Satisfactorily adjusted.

Filed April 2, 1912. Closed May 9, 1912.

No. 5715—1912.

J. S. Randolph, Hospers, Iowa, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

Dangerous Crossing.

Electric bell installed at crossing, which satisfied complaint.

Filed April 3, 1912. Closed June 11, 1912.

No. 5716—1912.

M. M. Mitchell, Oskaloosa, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Delay in Transferring Shipment.

Satisfactorily adjusted.

Filed April 4, 1912. Closed June 5, 1912.

No. 5717—1912.

Central Manufacturing Company, Iowa City, vs. Chicago, Rock Island & Pacific Railway Company.

Non-delivery of Prepaid Shipments.

Satisfactorily adjusted.

Filed April 4, 1912. Closed April 12, 1912.

No. 5718—1912.

E. L. Beard, Tama, vs. Chicago, Milwaukee & St. Paul Railway Company.

Train Service.

Adjusted.

Filed April 4, 1912. Closed August 10, 1912.

No. 5719—1912.

Moeller & Walter, Reinbeck, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

The railway company advised that the service would be restored within a reasonable time, which appeared to satisfy complaint.

Filed April 6, 1912. Closed May 15, 1912.

No. 5720—1912.

Arnold & Ide, Brayton, vs. Chicago, Rock Island & Pacific Railway Company.

Stock Scales.

Satisfactorily adjusted.

Filed April 6, 1912. Closed June 7, 1912.

No. 5721—1912.

Iowa Monument Company, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Car of Granite.

Car traced and delivered.

Filed April 9, 1912. Closed May 25, 1912.

No. 5722—1912.

A. W. Hawley, Pioneer, vs. Minneapolis & St. Louis Railroad Company.

Dangerous Condition of Bridge.

Satisfactorily adjusted.

Filed April 9, 1912. Closed May 16, 1912.

No. 5723—1912.

L. S. Helphrey, Newton, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

Fence.

Satisfactorily adjusted.

Filed April 12, 1912. Closed May 18, 1912.

No. 5724—1912.

W. J. Steckle, Bloomfield, vs. Chicago, Rock Island & Pacific Railway Company.

Stock Pens at Paris, Iowa.

Railway company made satisfactory repairs.

Filed April 17, 1912. Closed August 3, 1912.

No. 5725—1912.

J. C. Cressinger, Farnhamville, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

Wires Over Tracks Near Easley.

Satisfactorily adjusted.

Filed April 19, 1912. Closed July 6, 1912.

No. 5726—1912.

C. Foley, Elma, vs. Chicago, Great Western Railroad Company.

Overhead Crossing.

Satisfactorily adjusted.

Filed April 24, 1912. Closed August 17, 1912.

No. 5727—1912.

Hon. Matt Olig, et al, Panama, vs. Chicago, Milwaukee & St. Paul Railway Company.

Depot Service.

Satisfactorily adjusted.

Filed April 24, 1912. Closed September 28, 1912.

No. 5728—1912.

Jepson Brothers, Moneta, vs. Illinois Central Railroad Company.

Delay in Transit—Engines.

Shipment traced and delivered.

Filed April 24, 1912. Closed June 11, 1912.

No. 5729—1912.

C. H. Chapin, Cooper, vs. Chicago, Milwaukee & St. Paul Railway Company.

Telephone in Depot.

Telephone installed.

Filed April 24, 1912. Closed August 24, 1912.

No. 5730—1912.

H. R. Maiden, Woodward, vs. Inter-Urban Railway Company.

Telephone Wires Over Tracks.

Satisfactorily adjusted.

Filed April 25, 1912. Closed May 25, 1912.

No. 5731—1912.

Lee Glover, Stuart, vs. Chicago, Rock Island & Pacific Railway Company.

Defective Engine.

Satisfactorily adjusted.

Filed April 29, 1912. Closed June 11, 1912.

No. 5732—1912.

W. B. Nason, Melbourne, vs. Chicago, Milwaukee & St. Paul Railway Company.

Overhead Crossing.

Satisfactorily adjusted.

Filed April 29, 1912. Closed September 12, 1912.

No. 5733—1912.

A. Sykes, Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

Stock Scales at Luther, Iowa.

Satisfactorily adjusted.

Filed May 1, 1912. Closed July 11, 1912.

No. 5734—1912.

Ed Pfile, Melbourne, vs. Chicago Great Western Railroad Company.

Fence.

Satisfactorily adjusted.

Filed May 2, 1912. Closed July 20, 1912.

No. 5735—1912.

C. A. King, Maxwell, vs. Chicago, Milwaukee & St. Paul Railway Company.

Drainage.

Satisfactorily adjusted.

Filed May 3, 1912. Closed June 21, 1912.

No. 5736—1912.

D. R. Lang, Avon, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Railway company advised that fence would be constructed as desired by complainant.

Filed May 3, 1912. Closed June 3, 1912.

No. 5737—1912.

F. W. Bisbee, Turin, vs. Chicago & North Western Railway Company.

Drainage.

Withdrawn by complainant.

Filed May 4, 1912. Closed June 11, 1912.

No. 5738—1912.

H. Z. Calhoun, Maynard, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

Car traced and delivered.

Filed May 8, 1912. Closed June 28, 1912.

No. 5739—1912.

T. M. Rasmussen, Exira, vs. Chicago, Rock Island & Pacific Railway Company.

Refrigerator Service.

Satisfactorily adjusted.

Filed May 11, 1912. Closed July 29, 1912.

No. 5740—1912.

A. Christy, Eldon, vs. Chicago, Rock Island & Pacific Railway Company.

Loading Facilities at Laddsdale.

Satisfactorily adjusted.

Filed May 11, 1912. Closed August 24, 1912.

No. 5741—1912.

M. McDonald, Tyrone, vs. Chicago, Burlington & Quincy Railroad Company.

Train Service.

Certain improvements made in the service and as the complainant had moved from Tyrone after the filing of complaint, the case was closed without prejudice.

Filed May 10, 1912. Closed July 13, 1912.

No. 5742—1912.

Ole Ellefson, Callender, vs. Minneapolis & St. Louis Railroad Company.

Crossing.

On July 8, 1912, all papers in this file were referred to the Commerce Counsel for investigation and on August 18, 1912, the case was returned with the advice that same was satisfactorily adjusted.

Filed May 10, 1912. Closed August 24, 1912.

No. 5743—1912.

J. M. Ryan, Hartwick, vs. Chicago & North Western Railway Company.

Stock Train Service.

Satisfactorily adjusted.

Filed May 16, 1912. Closed July 9, 1912.

No. 5744—1912.

J. H. Allen, Pocahontas, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Satisfactorily adjusted.

Filed May 16, 1912. Closed June 28, 1912.

No. 5745—1912.

Ed. Hill, Shambaugh, vs. Chicago, Burlington & Quincy Railroad Company.

Discrimination.

Satisfactorily adjusted.

Filed May 2, 1912. Closed May 23, 1912.

No. 5746—1912.

T. G. Wickersham, Melbourne, vs. Chicago, Great Western Railroad Company.

Fence.

Railroad company satisfactorily repaired the fence.

Filed May 22, 1912. Closed July 29, 1912.

No. 5747—1912.

J. F. Huss, Norwalk, vs. Chicago, Great Western Railroad Company.

Fence.

Fence satisfactorily repaired by company.

Filed May 23, 1912. Closed July 29, 1912.

No. 5748—1912.

Guy R. Wallace, Dallas Center, vs. Great Northern Railway Company.

Delay in Transit.

Shipment delivered.

Filed May 23, 1912. Closed August 10, 1912.

No. 5749—1912.

C. Hafer Lumber Company, Council Bluffs, vs. Iowa & Omaha Short Line Railroad Company.

Prepaid Shipments.

Satisfactorily adjusted.

Filed May 25, 1912. Closed July 29, 1912.

No. 5750—1912.

W. P. Stebbins, Des Moines, vs. Chicago & North Western Railway Company.

Blocking Crossing.

Instructions issued by railway company so as to satisfy complaint.

Filed May 29, 1912. Closed August 3, 1912.

No. 5751—1912.

Luthe Hardware Company, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Service re-established by railway company, which was satisfactory to complainant.

Filed May 29, 1912. Closed August 17, 1912.

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No. 5752—1912.

Roy H. McVieker, Eagle Grove, vs. Chicago, Rock Island & Pacific Railway Company.

Elevator Site at Malcom.

Satisfactorily adjusted.

Filed May 31, 1912. Closed June 11, 1912.

No. 5753—1912.

L. B. Williams, Coon Rapids, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Cars for Sand Shipments.

Satisfactorily adjusted.

Filed June 5, 1912. Closed August 10, 1912.

No. 5754—1912.

A. M. Mason, Arispe, vs. Chicago, Great Western Railroad Company.

Telephone in Depot.

Telephone installed.

Filed June 5, 1912. Closed July 20, 1912.

No. 5755—1912.

S. C. Huber for Joseph Tesson, Tama, vs. Chicago, Milwaukee & St. Paul Railway Company.

Crossing.

Company agreed to build satisfactory crossing.

Filed June 5, 1912. Closed September 28, 1912.

No. 5756—1912.

W. C. Leonard, Rock Valley, vs. Chicago, Milwaukee & St. Paul Railway Company.

Sale of Sand by Carrier.

Satisfactorily adjusted.

Filed June 10, 1912. Closed August 17, 1912.

No. 5757—1912.

Sam Melick, Whitten, vs. Chicago & North Western Railway Company.

Stock Train Service.

Railway Company made certain improvements in the service, which was satisfactory to complainant.

Filed June 11, 1912. Closed August 3, 1912.

No. 5758—1912.

Board of Supervisors, Marshall County, vs. Chicago, Milwaukee & St. Paul Railway Company.

Crossing.

Satisfactorily adjusted.

Filed June 13, 1912. Closed July 29, 1912.

No. 5759—1912.

J. G. Hempel, Elkader, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay in Transit—Hats.

Shipments traced and delivered.

Filed June 14, 1912. Closed June 21, 1912.

No. 5760—1912.

H. J. Murray, Lida, vs. Chicago, Great Western Railroad Company.

Fence.

The railroad company satisfactorily repaired the fence.

Filed June 21, 1912. Closed July 9, 1912.

No. 5761—1912.

H. L. Watson, Carlisle, vs. Chicago, Rock Island & Pacific Railway Company.

Freight Delivery.

Complainant advised of the investigation and as nothing further was heard from interested parties, the case was closed without prejudice.

Filed July 6, 1912. Closed August 17, 1912.

No. 5762—1912.

E. M. Richards, Pocahontas, vs. Chicago, Rock Island & Pacific Railway Company.

Elevator Site.

Satisfactorily adjusted.

Filed July 6, 1912. Closed August 17, 1912.

No. 5763—1912.

Jepsen Brothers, Moneta, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Interstate.

Shipment traced and delivered.

Filed July 8, 1912. Closed July 29, 1912.

No. 5764—1912.

Jepsen Brothers, Moneta, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit.

Satisfactorily adjusted.

Filed July 8, 1912. Closed July 29, 1912.

No. 5765—1912.

Board of Supervisors, Marshalltown, vs. Chicago & North Western Railway Company.

Crossing Bell.

Investigated and complainants advised thereof. Not hearing further from interested parties, the case was closed.

Filed July 11, 1912. Closed August 10, 1912.

No. 5766—1912.

Board of Supervisors, Marshall County, vs. Chicago & North Western Railway Company and the Minneapolis & St. Louis Railroad Company.

Crossing.

Satisfactorily adjusted.

Filed July 11, 1912. Closed September 14, 1912.

No. 5767—1912.

Mead A. Kelsey, Oskaloosa, vs. Minneapolis & St. Louis Railroad Company.

Passenger Fares.

Company made refund of excess fare of ten cents collected on train.

Filed July 11, 1912. Closed September 12, 1912.

No. 5768—1912.

E. L. Beard, for citizens of Toledo, Radcliffe, Garwin, Whitten, Hubbard, Tama, Conrad and Gladbrook, vs. Chicago & North Western Railway Company.

Train Service.

Satisfactorily adjusted.

Filed July 17, 1912. Closed October 25, 1912.

No. 5769—1912.

Joseph Reynoldson, Primghar, vs. Illinois Central Railroad Co.

Freight Delivery.

Satisfactorily adjusted.

Filed July 17, 1912. Closed September 28, 1912.

No. 5770—1912.

H. W. Luers, West Chester, vs. Chicago, Milwaukee & St. Paul Railway Company.

Depot.

Satisfactorily adjusted.

Filed July 17, 1912. Closed December 2, 1912.

No. 5771—1912.

B. B. Anderson, Estherville, vs. Chicago, Rock Island & Pacific Railway Company.

Train Service.

Satisfactorily adjusted.

Filed July 23, 1912. Closed September 14, 1912.

No. 5772—1912.

Oliver Hill, Cambridge, vs. Chicago, Milwaukee & St. Paul Railway Company.

Crossing.

Satisfactorily adjusted.

Filed July 23, 1912. Closed October 5, 1912.

No. 5773—1912.

A. C. Fisher, Chairman, Board of Supervisors, Des Moines, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

Crossing.

Railroad company satisfactorily repaired crossing.

Filed July 23, 1912. Closed September 4, 1912.

No. 5774—1912.

C. T. Martin, Farmington, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Fence constructed by railway company, satisfactory to complainant.

Filed July 23, 1912. Closed September 28, 1912.

No. 5775—1912.

Farmers Co-Operative Elevator Company, Yale, vs. Chicago, Milwaukee & St. Paul Railway Company.

Elevator Site.

Satisfactorily adjusted.

Filed July 23, 1912. Closed August 3, 1912.

No. 5776—1912.

D. R. Lang, Avon, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Satisfactory repairs made by the railway company.

Filed July 27, 1912. Closed October 5, 1912.

No. 5777—1912.

Herman Huss, Churchville, vs. Chicago, Great Western Railroad Company.

Bridge.

Withdrawn by complainant.

Filed July 27, 1912. Closed September 4, 1912.

No. 5778—1912.

T. E. Johns, Prairie City, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Transit—Building Material.

Car traced and delivered.

Filed July 31, 1912. Closed September 12, 1912.

No. 5779—1912.

F. B. Blair, Lamoni, vs. Chicago, Burlington & Quincy Railroad Company

Wires Over Tracks.

Satisfactorily adjusted.

Filed July 31, 1912. Closed November 16, 1912.

No. 5780—1912.

Fred Lohman, Carlisle, vs. Chicago, Rock Island & Pacific Railway Company.

Crossing.

Crossing put in condition satisfactory to complainant.

Filed August 2, 1912. Closed October 21, 1912.

No. 5781—1912.

C. C. Young, East Peru, vs. Chicago, Great Western Railroad Company.

Fence.

Railroad company constructed fence as desired by complainant.

Filed August 2, 1912. Closed December 2, 1912.

No. 5782—1912.

B. A. Hardin, Knoxville, vs. Chicago, Burlington & Quincy Railroad Company.

Crossing.

Satisfactorily adjusted.

Filed August 2, 1912. Closed October 21, 1912.

No. 5783—1912.

Samuel Wood, Langdon, vs. Minneapolis & St. Louis Railroad Company.

Depot Facilities.

Company agreed to construct new depot, satisfying complaint.

Filed August 8, 1912. Closed November 16, 1912.

No. 5784—1912.

Bradford & Johnson for C. R. Lynch, Marshalltown, vs. Chicago, Great Western Railroad Company.

Crossing Near Green Mountain.

Satisfactorily adjusted.

Filed August 12, 1912. Closed October 25, 1912.

No. 5785—1912.

C. H. Hite, Coin, vs. Wabash Railroad Company.

Fence.

Fence satisfactorily repaired by the company.

Filed August 12, 1912. Closed October 25, 1912.

No. 5786—1912.

Wm. Beattie, Adelphi, vs. Wabash Railroad Company.

Drainage.

Satisfactorily adjusted.

Filed August 12, 1912. Closed November 16, 1912.

No. 5787—1912.

York & Matteson, Ladora, vs. Chicago, Rock Island & Pacific Railway Company.

Failure to Furnish Stock Cars.

Cars furnished.

Filed August 12, 1912. Closed September 21, 1912.

No. 5788—1912.

Harper & McIntire Company, Ottumwa, vs. Chicago, Rock Island & Pacific Railway Company.

Switching.

Company agreed to perform service desired.

Filed August 12, 1912. Closed October 5, 1912.

No. 5789—1912.

Stockdale & Dietz Company, Walcott, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in Moving Corn.

Investigated.

Filed August 12, 1912. Closed October 5, 1912.

No. 5790—1912.

Geo. Herman, Marshalltown, vs. Chicago & North Western Railway Company.

Crossing.

Satisfactorily adjusted.

Filed August 12, 1912. Closed October 12, 1912.

No. 5791—1912.

Geo. Herman, Marshalltown, vs. Minneapolis & St. Louis Railroad Company.

Crossings.

Company advised that certain improvements would be made, which appeared to be satisfactory to complainant.

Filed August 12, 1912. Closed October 21, 1912.

No. 5792—1912.

H. R. Straight, Supt., Adel Clay Products Company, Adel, vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Service.

Satisfactorily adjusted.

Filed August 15, 1912. Closed October 25, 1912.

No. 5793—1912.

H. W. Porter, Mayor, Glidden, vs. Chicago & North Western Railway Company.

Gates at Dangerous Crossing.

Company advised that gates would be constructed as desired.

Filed August 17, 1912. Closed October 12, 1912.

No. 5794—1912.

J. H. Braden, Mayor, Rowan, vs. Chicago, Rock Island & Pacific Railway Company.

Crossing.

Company advised that cement walk would be constructed, which was satisfactory to complainant.

Filed August 17, 1912. Closed October 21, 1912.

No. 5795—1912.

Merritt Greene, Marshalltown, vs. Minneapolis & St. Louis Railroad Company.

Crossing.

Satisfactorily adjusted.

Filed August 21, 1912. Closed October 5, 1912.

No. 5796—1912.

J. S. Lusch & Company, Ackley, vs. Minneapolis & St. Louis Railroad Company.

Foreign Cars for Grain Loading.

Adjusted.

Filed August 21, 1912. Closed October 5, 1912.

No. 5797—1912.

Martin-Woods Company, Davenport, vs. Chicago, Rock Island & Pacific Railway Company.

Refusal to Carry Express on Certain Train.

Investigated, and as nothing further was heard from the complainant in answer to the position taken by the railway company, the case was closed.

Filed August 21, 1912. Closed September 21, 1912.

No. 5798—1912.

James Whittle, Foster, vs. Chicago, Milwaukee & St. Paul Railway Company.

Agent.

Station re-opened and agent installed.

Filed August 21, 1912. Closed November 16, 1912.

No. 5799—1912.

Robert N. Carson, Iowa City, vs. Chicago, Rock Island & Pacific Railway Company.

Platform at Iowa Junction for Passengers.

Company advised that step boxes would be provided for passenger trains over the entire system, which appeared to satisfy complainant.

Filed August 21, 1912. Closed October 5, 1912.

No. 5800—1912.

Frank Marquart, Lawton, vs. Chicago & North Western Railway Company.

Fence.

The desired hog tight fence was constructed.

Filed August 22, 1912. Closed October 21, 1912.

No. 5801—1912.

D. T. Miles, Winterset, vs. Chicago, Rock Island & Pacific Railway Company.

Stock Train Service.

Satisfactorily adjusted.

Filed August 24, 1912. Closed November 16, 1912.

No. 5802—1912.

Tom J. White, Mayor, Whittemore, vs. Chicago, Milwaukee & St. Paul Railway Company.

Facilities for Watering Stock.

Satisfactorily adjusted.

Filed August 24, 1912. Closed October 12, 1912.

No. 5803—1912.

J. D. Buser, Conesville, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Furnish Cars.

Satisfactorily adjusted.

Filed August 26, 1912. Closed September 12, 1912.

No. 5804—1912.

C. H. Roberts, Jolley, vs. Chicago, Milwaukee & St. Paul Railway Company.

Drainage.

Satisfactorily adjusted.

Filed September 4, 1912. Closed October 5, 1912.

No. 5805—1912.

Lagomarcino-Grupe Company, Burlington, vs. Chicago, Burlington & Quincy Railroad Company.

Failure to Deliver Cars Promptly.

Withdrawn by complainant, satisfactorily adjusted.

Filed September 4, 1912. Closed September 28, 1912.

No. 5806—1912.

R. Burton Sheppard, Humeston, vs. Chicago, Burlington & Quincy Railroad Company.

Train Connections.

Instructions issued by the railway company regarding connections, and as nothing further was heard from the complainant the case was closed.

Filed September 6, 1912. Closed October 21, 1912.

No. 5807—1912.

L. J. Smith, West Chester, vs. Chicago, Rock Island & Pacific Railway Company.

Fence.

Hog tight fence constructed, which satisfied complaint.

Filed September 6, 1912. Closed December 2, 1912.

No. 5808—1912.

Adolph Phsny by Jos. Mekota, Cedar Rapids, vs. Chicago & North Western Railway Company.

Crossing.

Satisfactorily adjusted.

Filed September 6, 1912. Closed October 5, 1912.

No. 5809—1912.

Cardiff Gypsum Plaster Company, Fort Dodge, vs. Fort Dodge, Des Moines & Southern Railroad Company.

Discrimination in distribution of cars.

Withdrawn by complainant.

Filed September 10, 1912. Closed September 28, 1912.

No. 5810—1912.

Leonard Gray, Mapleton, vs. Chicago & North Western Railway Company.

Fence and Culvert.

Satisfactory repairs were made by the company.

Filed September 10, 1912. Closed October 21, 1912.

No. 5811—1912.

A. S. Blackman, Casey, vs. Chicago, Rock Island & Pacific Railway Company.

Blocking Crossing.

Satisfactorily adjusted.

Filed September 10, 1912. Closed October 21, 1912.

No. 5812—1912.

A. H. Walton, Haverhill, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay in Transit.

Shipment traced and delivered.

Filed September 14, 1912. Closed November 16, 1912.

No. 5813—1912.

Henry Field Seed Company, Shenandoah, vs. Chicago, Burlington & Quincy Railroad Company.

Delay in handling shipments.

Claim for damages—no jurisdiction.

Filed September 14, 1912. Closed October 21, 1912.

No. 5814—1912.

Chicago, Milwaukee & St. Paul Railway Company, vs. A. W. Newman, Mason City, et al.

Open Gates at Grade Crossings.

This dangerous practise of leaving crossing gates open was called to the attention of the parties complained of.

Filed September 16, 1912. Closed November 23, 1912.

No. 5815—1912.

Klauer Manufacturing Company by W. B. Martin, Dubuque, vs. Chicago, Milwaukee & St. Paul Railway Company.

Delay to shipments.

Adjusted.

Filed September 16, 1912. Closed October 12, 1912.

No. 5816—1912.

W. J. Maxwell, Maxwell, vs. Chicago, Milwaukee & St. Paul Railway Company.

Drainage.

Satisfactorily adjusted.

Filed September 21, 1912. Closed December 2, 1912.

No. 5817—1912.

G. F. Darling, Iowa City, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in transit.

Car traced and delivered.

Filed September 25, 1912. Closed October 25, 1912.

No. 5818—1912.

Joseph Reynoldson, Primghar, vs. Fort Dodge, Des Moines & Southern Railroad Company.

Failure to Deliver Passengers at Destination.

Satisfactorily adjusted.

Filed September 25, 1912. Closed October 21, 1912.

No. 5819—1912.

Malcom Peterson, Pomeroy, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in transit.

Car traced and delivered.

Filed September 27, 1912. Closed October 21, 1912.

No. 5820—1912.

H. B. Glover Company by W. B. Martin, Dubuque, vs. Illinois Central Railroad Company.

Delay in handling shipment.

Satisfactorily explained by company.

Filed October 1, 1912. Closed November 23, 1912.

No. 5821—1912.

S. A. Sumner, Mayor, Dallas Center, vs. Minneapolis & St. Louis Railroad Company.

Depot.

Railroad company advised that new depot would be constructed, which was satisfactory to complainants.

Filed October 1, 1912. Closed November 16, 1912.

No. 5822—1912.

Des Moines Elevator Company, Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

Inaccuracy of Track Scales.

Satisfactorily adjusted.

Filed October 4, 1912. Closed October 21, 1912.

No. 5823—1912.

H. B. Glover Company by W. B. Martin, Dubuque, vs. Illinois Central Railroad Company.

Delay in handling shipment.

Shipment traced and delivered and the company advised that action was taken to avoid future delays.

Filed October 1, 1912. Closed October 21, 1912.

No. 5824—1912.

Lodwick Brothers Coal Company, Mystic, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to furnish cars.

Satisfactorily adjusted.

Filed October 9, 1912. Closed November 23, 1912.

No. 5825—1912.

W. J. Jordan, Bailey, vs. Chicago, Great Western Railroad Company.

Failure to furnish cars.

Satisfactorily adjusted.

Filed October 18, 1912. Closed December 2, 1912.

No. 5826—1912.

F. C. Sheldon, et al, Riceville, vs. Chicago, Great Western Railroad Company.

Failure to furnish cars.

Adjusted.

Filed October 15, 1912. Closed November 23, 1912.

No. 5827—1912.

B. C. Hemphill, Dexter, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in transit.

Car traced and delivered.

Filed October 18, 1912. Closed October 25, 1912.

No. 5828—1912.

Central Lumber & Coal Company, Dubuque, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in moving grain.

Satisfactorily adjusted.

Filed October 22, 1912. Closed December 2, 1912.

No. 5829—1912.

Modern Construction Company, Grand Junction, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in transit.

Cars traced and delivered.

Filed October 22, 1912. Closed October 25, 1912.

No. 5830—1912.

Farmers Elevator Company, Dinsdale, vs. Chicago, Rock Island & Pacific Railway Company.

Delay in furnishing grain cars.

Satisfactorily adjusted.

Filed October 22, 1912. Closed October 25, 1912.

No. 5831—1912.

S. Hamill Company, Keokuk, vs. Chicago, Rock Island & Pacific Railway Company.

Delay to Shipments.

After considerable correspondence, during which time the railway company traced and delivered several cars for complainant, the case was satisfactorily closed.

Filed November 1, 1912. Closed December 2, 1912.

No. 5832—1912.

M. W. Baldwin, Traffic Manager, Sioux City Live Stock Exchange, Sioux City, vs. Chicago, Milwaukee & St. Paul Railway Company.
Refusal to Comply With Order of Board in Minimum Live Stock Case.

Satisfactorily adjusted.

Filed November 21, 1912. Closed December 2, 1912.

No. 5833—1912.

Central Lumber Company, Dubuque, vs. Chicago, Anamosa & Northern Railway Company.

Switching, Prairieburg, Iowa.

Papers in this case were referred to the Commerce Counsel for attention, and such department was advised by the complainants that no further action need be taken, inasmuch as the railway company had made a readjustment of track conditions at Prairieburg.

Filed October 8, 1910. Closed May 2, 1912.

No. 5834—1912.

W. H. Hoopes & Sons, Muscatine, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching charges and refrigerator service.

Dismissed without prejudice.

Filed January 3, 1911. Closed May 2, 1912.

No. 5835—1912.

W. H. Hoopes & Sons, Muscatine, vs. Muscatine, North & South Railway Company.

Alleged Excessive Switching Charges.

Dismissed without prejudice.

Filed January 3, 1911. Closed May 2, 1912.

No. 5836—1912.

W. W. Wise, Des Moines, vs. Chicago & North Western Railway Company.

Switching charge.

Dismissed on request of complainant.

Filed January 13, 1911. Closed November 23, 1912.

No. 5837—1912.

Jewett Lumber Company, Des Moines, vs. Des Moines Union Railway Company and Illinois & Iowa Demurrage Bureau.

Demurrage.

Satisfactorily adjusted.

Filed February 11, 1911. Closed December 28, 1911.

No. 5838—1912.

Des Moines Sand Company, Des Moines, vs. Chicago, Burlington & Quincy Railroad Company and Illinois & Iowa Demurrage Bureau.

Demurrage.

Paper in this case were referred to the Commerce Counsel for attention and that department advised on March 16, 1912, that the claim had been satisfactorily adjusted.

Filed February 4, 1911. Closed March 16, 1912.

No. 5839—1912.

W. W. Haines, Spencer, vs. Chicago, Rock Island & Pacific Railway Company

Claim, Interstate shipment.

No jurisdiction.

Filed February 21, 1911. Closed February 16, 1912.

No. 5840—1912.

John Deere Plow Company, Omaha, Neb., vs. Chicago & North Western Railway Company.

Alleged Overcharge.

Papers in this case were referred to the Commerce Counsel for attention, and on February 19, 1912, that department advised that complainants had requested that the case be closed.

Filed June 19, 1911. Closed May 2, 1912.

No. 5841—1912.

T. B. Grapes, Arlington, vs. Minneapolis & St. Louis Railroad Company.

Damage to Shipment of Cattle.

No jurisdiction.

Filed July 10, 1911. Closed March 15, 1912.

No. 5842—1912.

M. E. Scandrett, Manchester, vs. Chicago & North Western Railway Company.

Overcharge on Passenger Fare.

Refund made.

Filed July 25, 1911. Closed December 22, 1911.

No. 5843—1912.

J. M. Kemble, Muscatine, vs. Chicago, Rock Island & Pacific Railway Company.

Switching.

Satisfactorily adjusted.

Filed August 24, 1911. Closed February 14, 1912.

No. 5844—1912.

Clark Lumber Company, Grinnell, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge.

Refund made.

Filed September 8, 1911. Closed April 4, 1912.

No. 5845—1912.

Eddyville Commercial Club, Eddyville, vs. Chicago, Rock Island & Pacific Railway Company, et al.

Discrimination—Cement Rates.

Papers in this case were referred to the commerce counsel for attention, and on September 3, 1912, the case was returned by that department to the board, advising that the railroad companies had granted the desired rates on cement.

Filed September 8, 1911. Closed September 12, 1912.

No. 5846—1912.

Watrous Nursery Company, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

Damage to Nursery Stock.

No jurisdiction.

Filed September 11, 1911. Closed June 28, 1912.

No. 5847—1912.

Ed. Atkinson, Udell, vs. Wabash Railroad Company.

Fires Set by Engines.

Claims settled by railroad company.

Filed September 23, 1911. Closed March 12, 1912.

No. 5848—1912.

H. O. Seiffert Lumber Company, Davenport, vs. Chicago, Milwaukee & St. Paul Railway Company, et al.

Coal Rates.

Interstate rates—no jurisdiction.

Filed September 30, 1911. Closed June 28, 1912.

No. 5849—1912.

S. Love Kelley, Omaha, Neb., vs. Illinois Central Railroad Company.

Rates on Eggs—Denison to Havana, Cuba.

Satisfactorily adjusted.

Filed September 30, 1911. Closed June 28, 1912.

No. 5850—1912.

R. A. Racine, Aiden, vs. St. Paul & Des Moines Railroad Company.

Rates on Live Stock—Buckeye to Chicago.

Satisfactorily adjusted.

Filed September 30, 1911. Closed June 5, 1912.

No. 5851—1912.

Ben S. Schneider, Des Moines, vs. Chicago, Milwaukee & St. Paul Railway Company.

Excess Mileage Taken From Mileage Book.

Refund made.

Filed October 2, 1911. Closed June 21, 1912.

No. 5852—1912.

Sheffield Brick & Tile Company, Sheffield, vs. Minneapolis & St. Louis Railroad Company.

Damage Claims.

Complainants requested return of claim papers from railroad company.

Filed October 2, 1911. Closed June 5, 1912.

No. 5853—1912.

S. O. Vold, Northwood, vs. Chicago & North Western Railway Company.

Claims.

Ordered adjusted by company.

Filed October 11, 1911. Closed March 12, 1912.

No. 5854—1912.

E. E. Reed, Hopkinton, vs. Chicago, Milwaukee & St. Paul Railway Company.

Alleged Overcharge.

Adjusted.

Filed October 11, 1911. Closed December 15, 1911.

No. 5855—1912.

R. O. Youngerman, Waukee, vs. Minneapolis & St. Louis Railroad Company.

Switching Charges.

Satisfactorily adjusted.

Filed October 12, 1911. Closed January 25, 1912.

No. 5856—1912.

Kilgore & Miller, Talmage, vs. Chicago Great Western Railroad Company.

Damage by Fire.

Adjusted.

Filed November 10, 1911. Closed June 5, 1912.

No. 5857—1912.

J. W. Witham, DeSoto, vs. Chicago, Milwaukee & St. Paul Railway Company.

Alleged Overcharge.

No jurisdiction.

Filed November 20, 1911. Closed March 12, 1912.

No. 5858—1912.

E. G. Ridenour, Mallard, vs. Minneapolis & St. Louis Railroad Company.

Damage by Fire.

Claim adjusted.

Filed December 1, 1911. Closed April 10, 1912.

No. 5859—1912.

Blackhawk Coffee & Spice Company, Waterloo, vs. Illinois Central Railroad Company, et al.

Transfer Charges at Council Bluffs.

No jurisdiction.

Filed December 4, 1911. Closed June 5, 1912.

No. 5860—1912.

S. O. Davis, Mediapolis, vs. Chicago, Burlington & Quincy Railroad Company.

Alleged Overcharge.

Adjusted.

Filed December 4, 1911. Closed March 12, 1912.

No. 5861—1912.

Emery Skinner, Adel, vs. Chicago, Milwaukee & St. Paul Railway Company.

Alleged Overcharge.

Investigation developed that proper rates were charged.

Filed December 11, 1911. Closed March 12, 1912.

No. 5862—1912.

Sidney Commercial Club, Sidney, vs. Chicago, Burlington & Quincy Railroad Company.

Discrimination in Rates.

Withdrawn by complainants.

Filed December 16, 1911. Closed April 27, 1912.

No. 5863—1912.

P. H. Dethlefs, Manning, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Overcharge on Harness—Clarinda to Manning, Ia.

Satisfactorily adjusted.

Filed December 16, 1911. Closed March 12, 1912.

No. 5864—1912.

Elijah & Winne, Cedar Rapids, Iowa, vs. Chicago, Milwaukee and St. Paul Railway Company.

Overcharge on Coal—Interstate.

No jurisdiction.

Filed December 23, 1911. Closed March 12, 1912.

No. 5865—1912.

R. R. Ward, Richland, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Rates on Coke and Coal—Interstate.

No jurisdiction.

Filed January 4, 1912. Closed June 5, 1912.

No. 5866—1912.

F. J. Lewis Mfg. Co., Moline, Ill., vs. Chicago, Rock Island & Pacific Railway Company.

Rates on Coal Tar Ft. Dodge to Davenport, Iowa, and Moline and Rock Island, Illinois—Interstate.

Case dismissed.

Filed January 5, 1912. Closed April 30, 1912.

No. 5867—1912.

W. B. Mantle, Albion, Iowa, vs. Minneapolis & St. Louis Railroad Company.

Demurrage.

After investigation and refusal of railroad company to cancel charges, complainant was asked if he desired case brought to hearing before the Board. No reply being received, the file was closed.

Filed January 24, 1912. Closed June 5, 1912.

No. 5868—1912.

Alfred Williams, Laddsdale, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Contract for Special Train, Laddsdale to Ottumwa, Iowa.

Satisfactorily adjusted.

Filed February 6, 1912. Closed July 13, 1912.

No. 5869—1912.

Clark Coal & Coke Company, Davenport, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Rate on Coal From Davenport to Columbus Junction, Iowa.

Case dismissed. Complainant advised matter settled with railway company.

Filed February 6, 1912. Closed June 8, 1912.

No. 5870—1912.

Farmers Elevator Company, Dunbar, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Discrimination in Rates on Grain to St. Louis, Mo.—Interstate.

Case closed. No jurisdiction.

Filed February 16, 1912. Closed June 5, 1912.

No. 5871—1912.

Farmers Elevator Company, Dunbar, Iowa, by E. G. Dunn, Mason City, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Discrimination in Rates on Grain to Kansas City, Mo.—Interstate.

Closed. No jurisdiction.

Filed February 26, 1912. Closed August 24, 1912.

No. 5872—1912.

Ed. I. Ramsay, Albia, Iowa, vs. Wabash Railroad Company.

Overcharge on Tickets, Albia, Iowa, to Mincola, Kansas.

Overcharge refunded.

Filed February 20, 1912. Closed July 11, 1912.

No. 5873—1912.

Ed. Higbee, Waterloo, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Refund on Railroad Ticket.

Refund made.

Filed February 24, 1912. Closed March 1, 1912.

No. 5874—1912.

J. E. Reutter, Boxholm, Iowa, vs. Ft. Dodge, Des Moines & Southern Railroad Company.

Refusal to Furnish Return Transportation on Stock Contract.

Fare paid from Chicago to Boxholm, Iowa, refunded.

Filed March 7, 1912. Closed June 7, 1912.

No. 5875—1912.

Gier & Belz, Conrad, Iowa, vs. Chicago & North Western Railway Company.

Return of Lumber Furnished by Complainant for Grain Doors.

Lumber returned by railway company.

Filed March 7, 1912. Closed June 8, 1912.

No. 5876—1912.

Grinnell Brick & Tile Company, Grinnell, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Absorption of Switching Charges.

Satisfactorily adjusted.

Filed March 29, 1912. Closed June 5, 1912.

No. 5877—1912.

N. Middelroop, Pella, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Fire Set by Engines.

Claim settled.

Filed March 23, 1912. Closed April 27, 1912.

No. 5878—1912.

C. A. Holtry, Norwalk, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Overcharge on Shipment from Dawson, N. Mex., to Norwalk, Iowa.

Overcharge refunded.

Filed March 27, 1912. Closed June 7, 1912.

No. 5879—1912.

Dickson Brothers, West Grove, Iowa, vs. Wabash Railroad.

Overcharge on Shipment of Corn, Riverside to West Grove, Iowa.

Overcharge refunded.

Filed March 27, 1912. Closed May 7, 1912.

No. 5880—1912.

M. Plotts, Des Moines, Iowa, vs. Wabash Railroad Company.

Overcharge, Shipment Household Goods, Lowe, Kans., to Des Moines, Ia.

Closed. No jurisdiction.

Filed March 29, 1912. Closed June 11, 1912.

No. 5881—1912.

Sibley Mills Co., Sibley, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Overcharge on Flour and Feed From Sibley to Lester, Iowa.

Overcharge refunded.

Filed March 29, 1912. Closed May 11, 1912.

No. 5882—1912.

Dallas County Brick & Tile Works, Adel, Iowa, vs. Western Demurrage Bureau.

Demurrage.

Overcharge refunded.

Filed April 24, 1912. Closed September 4, 1912.

No. 5883—1912.

C. W. E. Snyder, Belle Plaine, Iowa, vs. Chicago & North Western Railway Company.

Increase in Passenger Fares Belle Plaine to Cedar Rapids, and Belle Plaine to Tama, Iowa.

Case closed. No jurisdiction.

Filed May 1, 1912. Closed October 25, 1912.

No. 5884—1912.

H. F. Keables, Pella, Iowa, vs. Chicago, Rock Island and Pacific Railway Company.

Claim for Damages to Household Goods Shipped From Oklahoma to Pella, Iowa.

Claim settled.

Filed May 2, 1912. Closed July 1, 1912.

No. 5885—1912.

B. B. Davis, Strawberry Point, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Claim for Loss of Shipment of Coffee.

Claim settled.

Filed May 6, 1912. Closed September 4, 1912.

No. 5886—1912.

Postville Clay Products Company, Postville, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Switching Charge.

Refund of switching charges made.

Filed May 6, 1912. Closed May 20, 1912.

No. 5887—1912.

John J. Keefe & Co., Sioux City, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Switching Charge.

After investigation, case was closed, inasmuch as complainant was not heard from further.

Filed May 6, 1912. Closed October 5, 1912.

No. 5888—1912.

S. Burgoon, Paton, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Claim for Loss of Hay by Fire.

Claim settled.

Filed May 29, 1912. Closed July 29, 1912.

No. 5889—1912.

R. E. Davis, Crawfordsville, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Claim for Loss of Sheep in Transit.

Case closed. No jurisdiction. Complainant withdrew claim papers.

Filed May 29, 1912. Closed September 12, 1912.

No. 5890—1912.

Ralph McCaughan, Des Moines, Iowa, vs. Wabash Railroad Company.
Overcharge, Shipment Household Goods, Des Moines, Iowa, to Mobile, Alabama.

Refund of overcharge made.

Filed June 5, 1912. Closed August 17, 1912.

No. 5891—1912.

Mathews & King, Woodbine, Iowa, vs. Chicago & North Western Railway Company.

Loss of Coal in Transit.

Claim adjusted.

Filed June 10, 1912. Closed September 12, 1912.

No. 5892—1912.

J. & W. C. Shull, Minneapolis, Minn., vs. Chicago, Rock Island and Pacific Railway Company, and St. Paul & Kansas City Short Line Railroad.

Drayage Charge at Iowa Falls, Iowa.

Satisfactorily adjusted.

Filed June 14, 1912. Closed July 18, 1912.

No. 5893—1912.

R. T. Malloy, Sac City, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Breakage of Tile Enroute Sac City to Luther, Iowa.

Claim adjusted.

Filed June 21, 1912. Closed August 3, 1912.

No. 5894—1912.

H. Boettcher & Son, Traer, Iowa, vs. Chicago, Rock Island & Pacific Railway Company.

Damage to Furniture.

Claim adjusted.

Filed June 25, 1912. Closed August 17, 1912.

No. 5895—1912.

W. R. Gilmore, University Park, Iowa, vs. Atchison, Topeka & Santa Fe Railroad Company, and Chicago, Burlington & Quincy Railroad Company.

Overcharge on Carload Hay From Cherokee, Okla., to Oskaloosa, Iowa.

Overcharge refunded.

Filed July 1, 1912. Closed August 2, 1912.

No. 5896—1912.

Clark Lumber Co., Grinnell, Ia., vs. Minneapolis & St. Louis Railroad Company.

Rate on Sand, Carloads, Marietta, to Grinnell, Ia.

After investigation, it was found that the proper rate was being applied. Complainant was asked if they had anything further to file, and no reply being received, case was closed.

Filed July 1, 1912. Closed November 23, 1912.

Fence.

Satisfactorily adjusted.

Filed September 5, 1911. Closed December 4, 1911.

No. 5187—1911.

W. T. Daniels, Moulton, vs. Chicago, Burlington & Quincy Railroad Company.

Telephone in Depot.

Station provided with one telephone as required by law.

Filed September 8, 1911. Closed December 4, 1911.

No. 5188—1911.

Harrison Knapp, Rolfe, vs. Chicago & North Western Railway Company.

Shipment of Cattle and Treatment Received.

Investigated. Dismissed at request of complainant.

Filed September 8, 1911. Closed October 23, 1911.

No. 5189—1911.

Chicago Great Western Railroad Company.

Extension of Time for Construction of Caboose Cars.

The Commission granted the Chicago Great Western Railroad Company an extension of time of one year from January 1, 1912, in which to comply with the requirements of Chapter 93 of the Acts of the 34th General Assembly, an act entitled "An act to regulate the size and construction of caboose cars, and providing penalties for violation thereof."

Filed September 15, 1911. Closed October 5, 1911.

No. 5190—1911.

C. J. Griffin, Montezuma, vs. Iowa Central Railway Company.

Train Service.

Filed September 15, 1911. Closed October 30, 1911.

No. 5191—1911.

A. E. Larson, Delaware, vs. Illinois Central Railroad Company.

Obstruction of Crossing.

Railroad company gave employes necessary instructions so that crossing would not be unnecessarily blocked.

Filed September 15, 1911. Closed November 14, 1911.

No. 5192—1911.

R. P. Villand, et al, Slater, vs. Chicago, Milwaukee & St. Paul and Chicago & North Western Railway Company.

Telephone in Depot and Interlocking Plant Tower.

Telephone installed in depot but the Board thought it unwise to install one in tower.

Filed September 19, 1911. Closed December 4, 1911.

No. 5193—1911.

Archie Johnson, Richland, vs. Iowa Central Railway Company.

Drainage.

Satisfactorily adjusted.

Filed September 23, 1911. Closed December 4, 1911.

No. 5194—1911.

J. Cliff Crawford, Waukon, vs. Chicago, Milwaukee & St. Paul Railway Company.

Unsanitary Condition of Coaches.

Coaches put in proper sanitary condition.

Filed September 30, 1911. Closed November 10, 1911.

No. 5195—1911.

E. M. Sabin, Northwood, vs. Chicago, Rock Island & Pacific Railway Company.

Depot Accommodations.

New depot constructed.

Filed September 30, 1911. Closed November 14, 1911.

No. 5196—1911.

U. N. Roberts Co., Davenport, vs. Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul and Chicago, Rock Island & Pacific.

Delivery of Chicago Freight.

Satisfactorily adjusted.

Filed October 2, 1911. Closed December 4, 1911.

No. 5197—1911.

D. L. Norris, Nora Springs, vs. Chicago, Milwaukee & St. Paul Railway Company.

No. 5908—1912.

L. W. Carson, Clearfield, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

Refusal to Accept Passenger Ticket.

Claim adjusted.

Filed October 5, 1912. Closed November 16, 1912.

No. 5909—1912.

R. D. Miller, Perry, Iowa, vs. Chicago, Milwaukee & St. Paul Railway Company.

Failure to Pay Employes Promptly.

Wages paid to complainants.

Filed October 5, 1912. Closed November 23, 1912.

No. 5910—1912.

W. B. Richards, Fenton, Iowa, vs. Chicago & North Western Railway Company.

Claim for Damages to Household Goods, Hollidaysburg, Pa., to Fenton, Ia.

Claim adjusted.

Filed October 15, 1912. Closed November 16, 1912.

CASES RELATING
TO
Classification Matters Closed
During the Year

Cases Relating to Classification Matters

No. 5911—1912.

Burlington Vinegar & Pickle Works, Burlington, et al.

Reduced Classification on Cucumbers in Brine.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed July 21, 1909. Closed October 21, 1912.

No. 5912—1912.

Iowa State Railroad Commission vs. Western Classification Committee.

Parts of Furnaces.

Presented to the Western Classification Committee, petition was not granted.

Filed April 15, 1910. Closed September 4, 1912.

No. 5913—1912.

Tower-Majors Candy Company, Ottumwa, by Iowa Railroad Commission vs. Western Classification Committee.

Reduced Classification on Chocolate Coating.

Presented to Western Classification Committee, petition was not granted.

Filed April 20, 1910. Closed September 4, 1912.

No. 5914—1912.

Board of Railroad Commissioners, Des Moines.

Cancellation of Note on Page 78 of Iowa Classification No. 14, Referring to Live Stock.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed September 15, 1910. Closed October 21, 1912.

No. 5915—1912.

Iowa State Manufacturers Association, Des Moines.

Application to Permit Mixing of Hogs and Calves Under Six Months Old in Carloads.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed March 31, 1911. Closed December 6, 1912.

No. 5916—1912.

John Wunderlich, Secretary, Commercial Club, Cedar Rapids.

Application for Rule in Iowa Classification to Provide a Rate on Mixed Carloads the Same as Provided in Rule 10 of Official Classification.

This petition was taken under advisement at the general rate and classification hearing on October 4, 1911, and at a session of the Board on October 12, 1911, was continued for further hearing. The case was then placed on docket for hearing on October 3, 1912, but before submission to the Board the petition was withdrawn by the complainant, and at the said hearing was ordered dismissed.

Filed April 26, 1911. Closed October 5, 1912.

No. 5917—1912.

Greater Des Moines Committee, Des Moines, by Iowa Railroad Commission, vs. Western Classification Committee.

Discrimination in Classification on Leather.

Presented to Western Classification Committee, petition was not granted.

Filed June 6, 1911. Closed September 4, 1912.

No. 5918—1912.

The Lagomarcino-Grupe Company, Davenport.

Refrigerator Service.

Withdrawn by petitioner and ordered dismissed.

Filed September 6, 1911. Closed October 5, 1912.

No. 5919—1912.

Iowa State Manufacturers Association, Des Moines.

Application for Privilege of Mixing Hogs and Calves (under six months old) in Carloads.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed December 1, 1911. Closed November 16, 1912.

No. 5920—1912.

The Queen Cupola Manufacturing Company, Cresco.

Classification on Cupolas.

Western Classification rating was granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed December 4, 1911. Closed October 21, 1912.

No. 5921—1912.

Iowa State Manufacturers Association, Des Moines.

Application for Adoption of Western Classification on Wooden Packing Boxes.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed November 28, 1911. Closed August 24, 1912.

No. 5922—1912.

Morey Clay Products Company, Ottumwa.

Classification on Stoneware.

Class C, minimum weight 24,000 pounds C. L., was granted.

Filed January 12, 1912. Closed November 16, 1912.

No. 5923—1912.

Hawkeye Pearl Button Company, Muscatine.

Reduced Rating on Waste Clam Shells.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed January 25, 1912. Closed October 5, 1912.

No. 5924—1912.

Excelsior Steel Furnace Company, Chicago, Illinois.

Change in Style of Packing Stovepipe Iron. Cut in Shape for Stovepipe.

Petition granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed February 23, 1912. Closed October 21, 1912.

No. 5925—1912.

W. B. Martin, Commissioner, Dubuque Shippers' Association, Dubuque.

Eggs in Wooden Egg Cases.

On March 1, 1912, protest was filed with reference to Index No. 127 of Supplement No. 9 to Iowa Classification No. 14, being rule relating to eggs in wooden egg cases, effective April 1, 1912, and on March 12, 1912, the Board suspended this item from taking effect pending re-hearing at the next rate and classification hearing. On October 4, 1912, at the said hearing the complainant withdrew his objections and the suspension notice was cancelled accordingly.

Filed March 13, 1912. Closed October 12, 1912.

No. 5926—1912.

Wagner Manufacturing Company, Cedar Falls, Iowa.

Application for First Class Rate on Fly Traps.

Petition granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed March 13, 1912. Closed October 21, 1912.

No. 5927—1912.

Fairbanks, Morse & Company, Chicago, Illinois.

Application to Cancel Privilege of Mixing Farm Scales With Agricultural Implements.

At the general rate and classification hearing on October 3, 1912, this case was taken under advisement, and at a meeting of the Board on October 25, 1912, the petition was denied.

Filed April 2, 1912. Closed October 25, 1912.

No. 5928—1912.

Chicago & North Western Railway Company, et al.

Regulations for the Transportation of Dangerous Articles.

Petition granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed April 4, 1912. Closed October 21, 1912.

No. 5929—1912.

Western Grocer Company by E. H. Draper, Marshalltown, Iowa, and Waterloo Canning Corporation, Waterloo, Iowa.

Application for Fifth Class C. L. Rate on Canned Fruits and Vegetables in Open Boxes.

Petition granted. See Supplement No. 11, to Iowa Classification No. 14. Filed April 9, 1912. Closed October 21, 1912.

No. 5930—1912.

Leo H. Hirsch & Company, New York City.

Application for Lower Rating on Waste Clam Shells.

The Commission granted slack coal rates to be applied on shipments in bulk. See Supplement No. 11 to Iowa Classification No. 14.

Filed April 24, 1912. Closed October 21, 1912.

No. 5931—1912.

C. L. Percival Company, Des Moines, Iowa.

Choice of Routes.

Case withdrawn.

Filed April 29, 1912. Closed October 5, 1912.

No. 5932—1912.

Erkes-Van Der Maaten Company, Orange City, Iowa.

Application for Reduced Rating on O. C. Rusks.

Petition granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed May 23, 1912. Closed October 21, 1912.

No. 5933—1912.

Iowa State Manufacturers Association, Des Moines, Iowa.

Amendment to Rule 6-B.

Interested parties agreed to certain interpretation of rule. Case withdrawn.

Filed July 1, 1912. Closed October 5, 1912.

No. 5934—1912.

Iowa State Manufacturers Association, Des Moines, Iowa.

Returned Rates on Gasoline Engines.

Case withdrawn.

Filed July 6, 1912. Closed October 5, 1912.

No. 5935—1912.

Des Moines Poultry & Butter Company, Des Moines, Iowa.
Live Poultry Pick-up Car.

Withdrawn.

Filed July 23, 1912. Closed August 17, 1912.

No. 5936—1912.

Rock Island Plow Company, Rock Island, Illinois.
Mixing of Cream Separators with Agricultural Implements, Carload.
Granted. See Supplement No. 11 to Iowa Classification No. 14.
Filed August 6, 1912. Closed October 21, 1912.

No. 5937—1912.

Iowa State Manufacturers Association, Des Moines, Iowa.
Definition of Mill Stuffs.

Satisfactorily adjusted.

Filed August 12, 1912. Closed October 21, 1912.

No. 5938—1912.

S. G. Lutz, Traffic Manager, Minneapolis & St. Louis R. R. Co.
Rate on Clay, Gifford to Marshalltown, Iowa
Acting under authority of Section 2146 of the Code of Iowa, the Commission approved a special rate on clay.
Filed August 12, 1912. Closed November 16, 1912.

No. 5939—1912.

Chicago, Rock Island & Pacific Railway Company, et al.
Application to Cancel Commodity Rate on Harness and Saddlery.
Petition granted.
Filed August 12, 1912. Closed October 21, 1912.

No. 5940—1912.

Geo. T. Bell, Commissioner, Sioux City Commercial Club, Sioux City, Ia.
Classification on Hand Sprayers.
Petition granted.
Filed August 12, 1912. Closed October 21, 1912.

No. 5941—1912.

Groneweg & Schoentgen Company, Council Bluffs, Iowa, et al.
Application that Metal Seal be used in place of Lead Seals on Shipments of Cigars.

Application granted.

Filed August 26, 1912. Closed October 21, 1912.

No. 5942—1912.

Aluminum Manufacturing Company, Des Moines, Iowa.
Change in Classification on Aluminum.
Petition granted as to changing Iowa Classification to agree with Western Classification.
Filed August 28, 1912. Closed October 21, 1912.

No. 5943—1912.

Goodyear Tire & Rubber Company, Akron, Ohio.
Classification on Pneumatic Rubber Tires.
Petition granted.
Filed August 30, 1912. Closed October 21, 1912.

No. 5944—1912.

W. B. Martin, Commissioner, Dubuque Shippers' Association, Dubuque, Ia.
Definition of Term "All Kinds" as it Appears in Commodity Rate on Stone.
The Commission issued ruling as follows:
You are hereby notified that the Board, on October 3, 1912, at the general rate and classification hearing, ruled that the term "all kinds" as it appears in the heading of commodity rate on stone of Supplement No. 9 to Iowa Classification No. 14, includes stone, rough or dressed, not polished, lettered or figured.
Des Moines, Iowa, October 11, 1912.

No. 5945—1912.

Peerless V. Belt Company, Cedar Rapids, Iowa.
Application for Classification on Chain Belling.
Granted. See Supplement No. 11 to Iowa Classification No. 14.
Filed September 4, 1912. Closed October 21, 1912.

No. 5946—1912.

Lagomarcino Grupe Company, Burlington, Iowa.

Classification on Bananas Loaded Loose in Car.

Petition denied.

Filed September 4, 1912. Closed October 5, 1912.

No. 5947—1912.

J. K. & W. H. Gilcrest Company, Des Moines, Iowa.

Reduced Classification on Cherry Lumber.

Petition granted as to L. C. L. ratings desired.

Filed September 10, 1912. Closed October 21, 1912.

No. 5948—1912.

Western Weighing & Inspection Bureau, Des Moines, Iowa.

Classification on Unfinished Hosiery.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed September 14, 1912. Closed October 21, 1912.

No. 5949—1912.

Iowa State Manufacturers Association, Des Moines, Iowa.

Change in Description of Tongued Agricultural Implement Truck.

Petition granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed September 23, 1912. Closed October 21, 1912.

No. 5950—1912.

Iowa State Manufacturers Association, Des Moines, Iowa.

Classification on Kilns.

Petition granted.

Filed September 23, 1912. Closed October 21, 1912.

No. 5951—1912.

Board of Railroad Commissioners of the State of Iowa.

Change in Requirement as to Trunks being Boxed and Strapped.

Granted. See Supplement No. 11 to Iowa Classification No. 14.

Filed October 1, 1912. Closed October 21, 1912.

No. 5952—1912.

The Martin Company, Sac City, Iowa.

Classification on Corn Racks.

Petition granted.

Filed October 1, 1912. Closed October 5, 1912.

No. 5953—1912.

W. E. Huncke, Traffic Manager, Iowa State Manufacturers Association,
Des Moines.

Choice of Routes.

Case withdrawn and ordered dismissed.

Filed October 12, 1911. Closed October 5, 1912.

CASES RELATING
TO
Complaints Against Express Companies
Closed by Correspondence

Cases Relating to Complaints Against Express Companies.

No. 5954—1912.

Hawkeye Pearl Button Co., Muscatine, Iowa, vs. United States Express Company.

Delay in Delivering Express.

The matter was thoroughly investigated by the Commission, but not hearing further from the complainant, the case was closed.

Filed December 14, 1910. Closed June 5, 1912.

No. 5955—1912.

Geo. M. Craig, Allison, Iowa, vs. Wells Fargo & Company Express.

Complaint as to Non-Delivery of Express.

Satisfactorily adjusted.

Filed May 5, 1911. Closed July 1, 1912.

No. 5956—1912.

Citizens of Lamont, Iowa, vs. Wells Fargo & Company Express.

Non-Collection and Non-Delivery of Express in City Limits.

Satisfactorily adjusted.

Filed August 5, 1911. Closed March 12, 1912.

No. 5957—1912.

Feiner Fish Co., Clinton, Iowa, vs. United States Express Company.

Uncertainty as to Delivery of Shipments of Perishable Goods.

The case was thoroughly investigated, and not having heard further from the complainant, was closed.

Filed September 30, 1911. Closed December 14, 1911.

No. 5958—1912.

Cudahy Packing Co., Chicago, Ill., vs. American Express Company, et al.

Refusal of Adams Express Company to Accept Shipments at Tara, Originating at Sioux City, via American Express, Destined to Exclusive Points on the M. & St. L. Rd. Co.

Satisfactorily adjusted by the Adams Express Company agreeing to accept shipments from Sioux City destined to exclusive offices of that company on the M. & St. L. Rd. Co.

Filed November 13, 1911. Closed June 5, 1912.

No. 5959—1912.

Citizens of Randolph, Iowa, by W. W. Young, vs. Adams Express Company.

Delay in Returning Chicken Coops.

The case was thoroughly investigated, but not hearing further from the complainant, was closed.

Filed December 26, 1911. Closed March 12, 1912.

No. 5960—1912.

Ed. Pierce, Nevada, Iowa, vs. United States Express Company.

Overcharge on Shipments of Dressed Poultry From Shipley, Iowa, to Chicago, Illinois.

Satisfactorily adjusted by refund of overcharge by express company.

Filed January 4, 1912. Closed March 12, 1912.

No. 5961—1912.

H. B. Dull, Glenwood, Iowa, vs. Adams Express Company.

Overcharge on Shipment from Glenwood, Iowa, to Ames, Iowa.

Satisfactorily adjusted by express company refunding overcharge.

Filed January 17, 1912. Closed March 12, 1912.

No. 5962—1912.

J. C. Kates, Glenwood, Iowa, vs. Adams Express Company.

Overcharge on Shipment of Poultry From Farley, Iowa, to Glenwood, Ia.

Thoroughly investigated by Board, and charges having been found to be correct, the case was closed.

Filed January 25, 1912. Closed June 5, 1912.

No. 5963—1912.

H. B. Walling, Anthon, Iowa, vs. American Express Company.

Establishment of Free Delivery.

Satisfactorily adjusted by express company installing free delivery in business district of Anthon, Iowa.

Filed February 13, 1912. Closed June 15, 1912.

No. 5964—1912.

W. H. Topp, West Gate, Iowa, vs. Wells Fargo & Company Express.

Refusal to Accept Shipments of Eggs.

Satisfactorily adjusted.

Filed February 20, 1912. Closed June 25, 1912.

No. 5965—1912.

W. F. Kollman, West Gate, Iowa, vs. Wel's Fargo & Company Express.

Failure to Load Shipments Promptly.

Satisfactorily adjusted by express company promising better service. Complainant advised conditions were satisfactory.

Filed March 7, 1912. Closed June 5, 1912.

No. 5966—1912.

M. J. Severson, Jewell, Iowa, vs. American Express Company.

Request for Free Delivery of Express to Business Houses.

Satisfactorily adjusted by express company installing free delivery service in business district.

Filed March 11, 1912. Closed July 1, 1912.

No. 5967—1912.

F. L. Hupp, Woodbine, Iowa, vs. American Express Company.

Request for Free Delivery of Express in Business District.

Satisfactorily adjusted by the express company establishing free delivery service.

Filed March 30, 1912. Closed July 11, 1912.

No. 5968—1912.

L. E. Koenig, Fairfield, Iowa, vs. United States Express Company.

Loss in Transit of Chickens, From St. Louis to Fairfield, Iowa.

Satisfactorily adjusted by express company settling claim.

Filed April 6, 1912. Closed April 23, 1912.

No. 5969—1912.

Campbell Heating Company, Des Moines, Iowa, vs. Adams Express Company.

Non-Delivery of Shipment to Mrs. Frank Wigginjoist, Sawyer, Iowa.

Satisfactorily adjusted by express company returning shipment without charge, and refunding charge on second shipment.

Filed April 11, 1912. Closed April 23, 1912.

No. 5970—1912.

Luther O'Laughlin, Kalona, Iowa, vs. United States Express Company.

Delay to Express Shipments From Des Moines and Colfax to Kalona, Iowa. Request for Putting Express Service on Certain C., R. I. & P. Trains Between Muscatine, Iowa, and Montezuma, Iowa.

After investigation and advice from the express company that they could not install express service on trains requested, having no agents to meet trains, case was closed.

Filed April 24, 1912. Closed June 21, 1912.

No. 5971—1912.

Frank Foy, Des Moines, Iowa, vs. Wells Fargo & Company Express.

Excessive Express Rate to Blakesburg, Iowa, From Des Moines, Iowa.

Satisfactorily adjusted by express company publishing lower rate in their Iowa Tariff, R. C. No. 30.

Filed April 24, 1912. Closed June 5, 1912.

No. 5972—1912.

Jones Plano Company, Des Moines, Iowa, vs. Wells Fargo & Company Express.

Overcharge on Organ Shipped to Linden, Iowa.

Satisfactorily adjusted by charges being reduced by express company to proper amount.

Filed April 25, 1912. Closed May 7, 1912.

No. 5973—1912.

L. S. Parsons Music House, Waterloo, Iowa, vs. United States Express Company.

Overcharge on Organ Shipped From Waterloo to Traer, Iowa.

Satisfactorily adjusted by express company refunding overcharge.

Filed May 10, 1912. Closed June 21, 1912.

No. 5974—1912.

W. R. Smith, Lake City, Iowa, vs. American Express Company.

Refusal to Accept and Deliver Shipments at Lake Mills, Iowa.

After investigation, this case was found to have no merit, and was closed, without prejudice.

Filed May 25, 1912. Closed July 29, 1912.

No. 5975—1912.

J. T. Malloy, Albion, Iowa, vs. Wells Fargo & Company Express.

Overcharge on Shipment and Routing of Same, From Keystone, Iowa, to Albion, Iowa.

Satisfactorily adjusted by express company promising better service and properly adjusting express charges.

Filed June 17, 1912. Closed October 21, 1912.

No. 5976—1912.

C. C. Reynolds, Indianola, Iowa, vs. United States Express Company.

Complaint as to Express Service, Des Moines to Indianola, Iowa.

Satisfactorily adjusted by correcting train service.

Filed June 25, 1912. Closed August 3, 1912.

No. 5977—1912.

L. Iten & Sons, Clinton, Iowa, vs. Express Companies.

Advance in Rate on Crackers.

Satisfactorily adjusted.

Filed July 1, 1912. Closed August 10, 1912.

No. 5978—1912.

Willard Secor, Forest City, Iowa, vs. Adams Express Company.

Refusal to Accept Cut Flowers.

Satisfactorily adjusted by express company routing business via Lake Mills, as formerly.

Filed July 11, 1912. Closed November 23, 1912.

No. 5979—1912.

H. Korn Baking Company, Davenport, Iowa, vs. Wells Fargo & Company Express.

Delay in Transit to Basket of Bread, Shipped From Davenport, to Delhi, Iowa.

Satisfactorily adjusted.

Filed July 23, 1912. Closed October 5, 1912.

No. 5980—1912.

E. B. Higley Company, Mason City, Iowa, vs. Adams Express Company.
Express Service to Rockwell, and Failure of Wagon Drivers to Collect Ice Cream Shipments Promptly.

Satisfactorily adjusted by express company arranging for prompt handling of business in question.

Filed July 27, 1912. Closed October 21, 1912.

No. 5981—1912.

E. B. Higley, Mason City, Iowa, vs. Wells Fargo & Company Express.
Delay in Returning Poultry Coops.

Satisfactorily adjusted.

Filed August 2, 1912. Closed September 14, 1912.

No. 5982—1912.

Jepson Brothers, Moneta, Iowa, vs. United States Express Company.
Claim for Damages Account Non-Delivery of Tubing.

The express company offered \$3.36 in settlement, which was the actual value of the tubing, but would not pay damages. Inasmuch as the shipment was an interstate shipment, this Commission had no jurisdiction, and so notified the complainant.

Filed August 8, 1912. Closed August 24, 1912.

No. 5983—1912.

Marshalltown Sewer Pipe and Tile Co., Marshalltown, Iowa, vs. Wells Fargo & Company Express.

Refusal of Wells Fargo to Deliver and Call for Packages.

Satisfactorily adjusted. Express company granted daily pick up service, and agreed to make delivery of express when received.

Filed August 28, 1912. Closed November 16, 1912.

No. 5984—1912.

J. M. Wonderly, Ridgeway, Iowa, vs. Wells Fargo & Company Express.
Express Service Between Austin, Minn., and Calmar, Iowa.

Satisfactorily adjusted.

Filed September 10, 1912. Closed November 16, 1912.

No. 5985—1912.

R. Worstell, Knoxville, Iowa, vs. United States Express Company.

Claim for Damages to Cherries, and Loss in Transit.

Express company expressed willingness to pay damages for seven baskets lost in transit, but declined to pay claimant for damages sustained by cherries which were received. This information was conveyed to complainant, and not receiving reply, the case was closed.

Filed September 13, 1912. Closed October 21, 1912.

INTERSTATE CASES

Interstate Cases

Most of the interstate cases prosecuted by the Commission have been handled by the Commerce Counsel, the Hon. J. H. Henderson, and his assistant, Mr. Dwight N. Lewis. In a few of the more important cases, which will be indicated in the following pages, a member of the Commission took active part in the handling of the same before the Interstate Commerce Commission. A summary of the different cases which have been handled will be given on the following pages.

WESTERN CLASSIFICATION NO. 51.

(The decision in this case was not rendered until December 14, 1912, but the hearings, lasting almost a year, were held during the year for which this report is made, and the case was submitted before the termination of the said year, and, therefore, the said case is included in this report.)

A western classification of freight fixes the relative rates on over eight thousand articles throughout three-fourths of the nation. No. 51 proposed more changes than any other tariff ever filed by any railroad or railroads. And the decision in this case is the most epoch-making on classification matters ever rendered by the Interstate Commerce Commission.

Western Classification No. 51 was a tariff published by the railroads, causing about two thousand changes in rates affecting interstate traffic to and from points in Iowa, and all points in Illinois, Wisconsin, and all points west of the Mississippi river to the Pacific coast. Over a thousand of the changes, as proposed, were advances. This single case is the equivalent of hundreds of cases, because of the vast number of matters at issue. A member of the Iowa Commission, as chairman of the committee representing sixteen western state commissions, represented this Board in a protest to the Interstate Commerce Commission against the advances proposed. The investigation by the Commission lasted almost one year, resulting in a very important decision. The carriers, in partial compliance with the orders of the Commission have, up to date, filed several hundred changes.

Amongst the important items was an advance of 100 per cent on binding twine, 50 per cent on silos, 23 per cent on sweat pads and collars, 50 per cent on essential oils, 40 per cent on cattle and sheep dip, and 150 per cent on litter carriers mixed with agricultural implements.

A few of the important phases of the decision of the commission in this case are as follows:

First in importance are the rules and regulations. The carriers proposed many things. These are applicable to every city west of the Mississippi river. The state commissions made objections to fourteen of these rules; and changes were made or ordered in twelve of them.

A concrete illustration of these concerns the dunnage allowance. Prior to the issuance of No. 51, the carriers permitted shippers to use lumber and boards to prop up machinery in a car, the railroads hauling 500 pounds of such lumber free of charge. No. 51 abolished this dunnage privilege, and the commission ordered it reinstated.

Another change of importance to the western half of the United States concerns green hides. The carriers put in a rule permitting them to refuse to take green hides for shipment. It was pointed out that they could be stored or handled in live stock cars, and not contaminate other commodities and claimed that the carriers should be compelled to accept same for transportation. This position was sustained by the commission.

Second, several hundred advances were proposed by the railroads in minimum weights. They announced their policy to be the establishment of minimums upon the physical capacity of the cars, refusing to take into consideration the commercial conditions surrounding the transportation.

A concrete illustration of the result of this policy is as follows: Ferris wheels are never loaded more than one to a car in actual traffic, but a car will hold two wheels with a combined weight of considerably more than 24,000 pounds. This was used as a justification to raise the minimum weight fifty per cent—from 16,000 to 24,000. Commercial conditions dictate the 16,000 minimum, and the carriers are ordered to reinstate the same. This decision crystalizes the policy of the federal government in favor of considering both the physical capacity of the car and the commercial conditions in the establishment of minimum weights.

Third. (Mixtures). One of the most important parts of this case concerns carload mixtures. The carriers have proposed the elimination of carload mixtures on 234 articles, and have proposed changes restricting carload mixtures on more than three hundred other articles. One of the most important changes affecting carload mixtures, which serves as an illustration of the effect of such changes, concerns binding twine. Prior to the issuance of No. 51, the carriers permitted binding twine to be shipped mixed with agricultural implements, all of which took carload rates. In No. 51, they proposed to apply L. C. L. rates on all shipments of binding twine made in this manner. This would have caused an advance of about one hundred per cent in the freight rates on binding twine and more than ninety per cent of all binding twine shipments, it was stated by one of the largest shippers in the country, would be affected by this hundred per cent advance.

As indicating the policy of the carriers; thirty-two articles had carload mixtures granted to them, while over five hundred articles were totally eliminated from carload mixtures, or the mixtures were changed

or restricted. The Interstate Commerce Commission in their decision has ordered the carriers to pursue diametrically the opposite course. Instead of restricting mixtures, they are instructed to make them more liberal.

On these three great phases of the case, the representatives of the nine hundred railroads who were defendants, and the representatives of the sixteen state railroad commissions differed. The state commissions opposed the railroads on fourteen of their rules, on the proposition that commercial conditions are properly considered in the framing of carload minimum weights, and lastly, on the proposition that mixtures should be made more liberal instead of being restricted. In all three of these positions taken by the carriers, the tendency was against the small shipper, increasing the carload minimums, limiting the carload mixtures, and making the rules more burdensome; three matters of truly national importance.

Frequently generalizations are not nearly so instructive as concrete illustrations. For that reason, we have compiled the following itemized list of the recommendations urged by the state commissions, and the decisions of the Interstate Commerce Commission on all articles where specific complaint was made by us, and sustained by the Interstate Commerce Commission.

(ADVANCES DISAPPROVED BY THE INTERSTATE COMMERCE COMMISSION IN WESTERN CLASSIFICATION NO. 51.)

RULES.

Rule 2. This rule, as proposed by the railroads, placed the burden upon the shipper of knowing whenever articles take different rates because of the value of said commodity, and required the shipper to prepare and sign a statement for the railroad. Our contention was that where two rates were applicable on the same shipment because of different values, it is the duty of the carrier to notify the shipper of this fact. The commission decides:

"This rule should be so reconstructed, as to place upon the carriers the positive duty to first print those conditions, and not require the shippers to write them, and upon the carrier's agent, the duty to notify the shipper of the alternative rates and present for his signature, the necessary bill of lading, to secure the desired rate."

Rule 4. This rule gave to the carriers the right to refuse to carry freight on which they have a rating. Objections came chiefly from the shippers of green hides. The commission decides:

"We think the rule should be modified so as to eliminate the carriers' right to refuse shipments of green hides when they are in proper condition for transportation."

Rule 6-A. Section 1. State commissions asked that the phrase "one loading point" should be stricken from the rule. And the commission so decided.

Rule 6-A. Sec. 4. The state commissions said:

"If this rule is allowed to go into effect, and is obeyed, the agent can, by failing to perform duties required of him, or for the purpose of discriminating, or for any other reason which may occur to him, or through carelessness or ignorance, wrongfully distribute a carload of freight, and penalize the consignor by causing said shipment to draw less than carload rate.

"We respectfully submit that the provision is exceedingly unjust and unfair, and should be stricken in its entirety from the classification, or else the clause 'on written request of the consignor, consignee or owner,' be inserted before the word 'destination.'"

The Interstate Commerce Commission decides:

"This punishes the shipper for the derelictions of the carriers' agents. We cannot approve of such a rule."

Rule 6-B. Two main issues concerning this rule had to do, first, with the unit, and second, with its application. It was suggested by the state commissions that on some articles cubical contents rather than linear feet be taken as a proper basis, and the Interstate Commerce Commission so decided. On the direct issue as to whether or not commercial conditions are factors to be considered in estimating minimum weights, the carriers took the position that they should not be considered, and the state commissions took the position that they should be considered; and the Interstate Commerce Commission decided as follows:

"If individual rates, with respect to which the commission is required to make orders, or which the carriers establish, may be determined as they have been, by so-called commercial conditions, why should not minimum weights be affected and established in the light of these same conditions. It is our conclusion, therefore, that carriers should take into consideration both the physical minimum and the commercial minimum in deciding upon a classification minimum to govern carload shipments throughout the country, and provide themselves with cars of corresponding sizes."

Rule 7. Par. 2. Note E. This rule required all overflow shipments, no matter how large, to be marked by the shipper.

The state commissions said:

"This rule is not complained of, nor are objections made to the same if it is to apply only when a shipper is, in fact, forwarding an overflow shipment and such overflow is not caused by the act of the carrier, and it does not exceed 6,000 pounds. However, when the overflow does exceed 6,000 pounds, or in the direct results of the failure on the part of the carrier to furnish the size of the car ordered by the shipper, it does not seem fair or just or reasonable that the penalty for such failure should fall upon the shipper."

The Interstate Commerce Commission ruled as follows:

"'Follow lot' shipments should be marked by the shipper of the 'follow lot' whenever they constitute an overflow, resulting from the failure of the shipper to designate the dimensions of cars required for his shipment. But where the shipment could be loaded in a car of the size ordered by the shipper and two cars are furnished by the carrier, the marking where necessary should be done by the carrier."

Rule 7. By this rule the carriers sought to require a certain form of tag to mark shipments, made with metal eyelets. The state commissions objected to this, and the Interstate Commerce Commission disapproved the change.

Rule 10. This is a new rule providing a change in the nested rule, requiring three or more articles to be packed in a certain given manner in order to secure interstate ratings, which are much lower than others. If this change had gone into effect, it would have caused an increase in freight rates of more than fifty per cent to the sellers and purchasers of iron tanks on the farms generally throughout this territory.

State commissions objected to the rule, and were sustained by the Interstate Commerce Commission.

Rule 18. State commissions protested against the rule because of the large advance in freight rates whenever the carriers load or unload a large shipment. Carriers make application of the minimum carload rate on the L. C. L. shipments wholly conditional upon the shipper loading or unloading.

State commissions claimed the charge for less than carloads should not exceed the charge for carloads, plus the reasonable charge or cost which should be allowed for the carrier to handle it. In the past, this has been one and one-fourth cents. The commission orders the continuance of one and one-fourth cents per hundred pounds, as in the past, and disapproves the change proposed by the carriers, causing the advance stated.

Rule 24. Sec. 2. State commissions objected to the phrase "one loading point," and the same was stricken from the rule by order of the Interstate Commerce Commission.

Rule 27. This is the dunnage rule described above. Carriers heretofore have allowed 500 pounds in Western Classification, and a thousand pounds dunnage on many articles in Southern Classification, and 500 pounds in Official Classification territory.

Here there was a lack of uniformity, and in an attempt to make it uniform, the railroads attempted to remove all dunnage. The commission ordered the 500 pounds dunnage reinstated.

Rule 30. Carriers attempted to eliminate provisions allowing for returning stoves, and the transportation of caretakers. The commission ordered:

"The classification should either provide for the transportation of a necessary caretaker of perishable freight free of charge, or require

carriers to take care of stoves and replenish fuel in transit when such protection is required."

ADVANCES WHICH WERE DISAPPROVED ON SPECIFIC ITEMS.

Boracic Acid.—Carriers made an advance from second to first class, or 23 per cent on boracic acid, in fibre or metal cans or cartons, in barrels or boxes.

Oxalic Acid.—Carriers made an advance from second to first class, or 23 per cent on oxalic acid.

Muriatic, Nitric, and Sulphuric Acids.—Carriers proposed to advance carload rating from fourth to third class, and to eliminate the mixture which would have caused an advance of 40 per cent on mixed shipments. Carriers, during the progress of the case, agreed to reinstate the old rating and mixture.

Potato Planters.—Carriers made an advance from third to first class, or 77 per cent on potato planters, K. D.

Condiments.—Carriers made an advance from fourth to first class, or 150 per cent on condiment mixtures, when not compounded, by having the words "mixtures" and "compounded" stricken out. Minimum weight advanced from 24,000 to 30,000.

Mail Bags.—Carriers made an advance on mail bags mixed with pouches by eliminating the mixture; this would cause an advance from third to first class, or 77 per cent on mixed carlots of mail bags and pouches. During the progress of the case, the carriers agreed to re-establish the old mixture.

Box Toes.—Carriers made an advance on box toes in bags from second to one and one-half times first class, or 84 per cent; on box toes in barrels or boxes from second to first class, or 23 per cent.

Litter Carriers.—Carriers eliminated the mixture with agricultural implements, and did not provide for any carload rating. These are usually manufactured and shipped with other agricultural implements. This change would have increased the rate 150 per cent on litter carriers mixed with agricultural implements.

Cattle and Sheep Dip, Liquid.—The carriers made an advance on less than carloads from fourth to third class, or 40 per cent, on cattle or sheep dip, liquid, in metal cans in boxes.

Whiting.—Carriers eliminated the mixture of whiting with dry paint in carloads, which was disapproved by the commission.

Also advanced the rating on whiting L. C. L., in cans or cartons, in barrels or boxes from fourth to second class, or 100 per cent.

Also advanced the carload minimum weight from 36,000 to 40,000 pounds, or 11 per cent.

Feed Cookers.—Ambiguous wording by carriers.

Binding Twine.—Carriers eliminated mixture with agricultural implements, carload, which would have caused an advance of about 100 per cent on shipments of binding twine.

Portable Corn Cribs.—Carriers advanced the carload rating from Class C to fifth class, or 22 per cent, and reduced the minimum weight from 24,000 to 20,000 pounds, subject to Rule 6-B.

The commission disapproved of this. "The necessity for the reduction in minimum should be established and data on values submitted before this change is approved."

Essential Oils.—Carriers advanced the rating on essential oils L. C. L., packed in barrels or boxes, from double first class to three times first class, or 50 per cent.

In copper or iron drums, from first to three times first class, or 200 per cent.

In metal cans in boxes from first to double first class, or 100 per cent.

In bulk in barrels from second to double first class, or 146 per cent.

Ferris Wheels.—Carriers eliminated the mixture of ferris wheels and merry-go-rounds (carousals) and advanced the minimum weight from 16,000 to 24,000 pounds, or 50 per cent.

Gloves or Mittens, Hats or Caps, Fur.—Carriers advanced the L. C. L. ratings on cheap grade of fur gloves or mittens, hats and caps, from first class to double first class, or 100 per cent.

Sweat Collars and Pads.—Carriers eliminated the carload mixtures on sweat collars and sweat pads (not leather or leather covered) and advanced the rating on L. C. L. from second to first class, or 23 per cent.

Junk.—Carriers eliminated the mixture of brass and copper scrap, paper scrap, rags and tin scrap, from junk, C. L., causing an advance on these articles of 104 per cent.

Blue Print Machines.—Carriers advanced the L. C. L. rating on blue print machines from one and one-half times, to double first class, or 33 1-3 per cent.

Marbles.—Carriers advanced the L. C. L. rating on hollow steel marbles from second to first class, or 23 per cent.

Mop Handles.—The carriers advanced the L. C. L. rating on mop handles in boxes or crates from fourth to third class, or 40 per cent.

Mop handles in bundles from third to second class, or 44 per cent.

Patent Insides.—The carriers advanced the L. C. L. rating on patent insides from second to first class, or 23 per cent.

Oilers.—Carriers eliminated the mixture of oilers with tinware, carload, and also eliminated carload rating. This would have caused an increase of 150 per cent in the rate.

Flat Writing Paper.—Carriers advanced the L. C. L. rating on flat writing paper (less than 31 united inches) from third to first class, or 77 per cent, and on carloads from fifth to third class, or 66 per cent.

Paper Pads and Tablets.—Carriers advanced the L. C. L. rating on paper pads and tablets (writing paper) from third to first class, or 77 per cent and fourth to third class, on carloads, or 40 per cent.

Tobacco Pipes.—Carriers eliminated the carload rating on tobacco pipes, advancing the rating from fourth to second class, or 103 per cent.

Quassia Chips.—Carriers made an advance from third to first class, or 77 per cent on quassia chips.

School Desks and Seats.—Carriers eliminated the mixture of school desks and seats with furniture.

Cattle Stanchions.—Carriers eliminated the carload rating on cattle stanchions, causing an advance from C. L. to L. C. L. ratings, or 103 per cent on carload shipments.

Scythe Stones.—Carriers eliminated the carload mixture of scythe stones with agricultural implements.

Pine Tar.—Carriers made an advance from fourth to third class, or 40 per cent on L. C. L. shipments of pine tar in metal cans in barrels or boxes.

Sleighs.—It has been the practice for years to ship sleighs as crated with runner protruding. Carriers changed the rule to read "so that no part will protrude."

Phosphate of Lime.—Carriers made an advance from fourth to first class, or 150 per cent on L. C. L. shipments of phosphate of lime in cans or cartons, in barrels or boxes.

Carbonate of Lime.—Carriers made an advance from fourth to second class, or 103 per cent, on L. C. L. shipments of carbonate of lime in bags, barrels or boxes.

Magnesium, Sulphate of.—Carriers made an advance from third to second class or 40 per cent, on L. C. L. sulphate of magnesium in cans or cartons, in barrels or boxes.

Chlorate of Potash.—The carriers proposed an advance, from third to first class, or 77 per cent on L. C. L. shipments of chlorate of potash in cans or cartons, in barrels or boxes.

Permanganate of Potash.—Carriers proposed an advance from fourth to second class, or 103 per cent, on permanganate of potash, L. C. L., in metal cans, in barrels, or boxes.

Arsenate of Sodium.—Carriers proposed an advance from third to first class, or 77 per cent, on arsenate of sodium, in fibre or metal cans or cartons, in barrels or boxes.

Phosphate of Sodium.—Carriers proposed an advance from fourth to first class, or 250 per cent, on phosphate of sodium in fibre or metal cans, or cartons, in barrels or boxes, L. C. L.

Sodium Sulphate.—Carriers proposed an advance from fourth to first class, or 150 per cent on sodium sulphate, in cans or cartons, in barrels or boxes.

Sodium Sulphite.—Carriers proposed an advance from fourth to first class, or 150 per cent, on sodium sulphite, in fibre or metal cans or cartons, in barrels or boxes.

Zinc Chloride. (Dry).—Carriers proposed an advance from fourth to first class, or 150 per cent, on chloride of zinc, in metal cans, in barrels or boxes.

Sulphate of Zinc.—Carriers proposed an advance from third to first class, or 77 per cent, on sulphate of zinc, in fibre or metal cans, or cartons, in barrels or boxes.

Hemp Seed.—Carriers proposed an advance from fourth to third class on L. C. L. shipments, or 40 per cent.

Coriander Seed.—Carriers proposed an advance from second to first class, or 23 per cent.

CARLOAD MIXTURES.

Machinery.—Carriers restricted the mixture of carload machinery on the following articles:

Item 13, page 197, belt tighteners.

Item 19, page 197, boilers, steel boiler drums, air tanks, air receiver tanks, boiler plate iron.

Item 21, page 198, bulldozers.

Item 7, page 200, concrete mixer hoist buckets.

Item 8, page 203, hammers, steam or power trip.

Item 14, page 205, machines for shearing bar iron.

Item 24, page 206, shoes, dies, cams, heads, tappets, cast iron or steel for stamp mills.

Item 12, page 208, pulleys.

Item 19, page 208, punching machines used for punching plate and bar iron.

Item 20, page 208, purifier boilers, including steam jacket heaters and condensers, feed water heaters and purifiers, steel tank filters.

Item 11, page 209, saw frames, circular or drag.

Item 16, page 209, screens formed by punching holes in sheet iron or steel.

Item 4, page 210, shafting, wrought or cast, with pulleys or wheels attached.

Item 17, page 210, smokestacks.

Item 1, page 211, stills, copper or iron, including worms.

Item 21, page 211, water wheels.

The foregoing eliminations and restricted mixtures would have caused large advances on all carload shipments of these articles, and the same are disapproved by the commission.

Canned Goods.—Carriers proposed an advance on canned goods, eliminating carload mixtures of fruits and vegetables. The commission disapproved this advance, and ordered the following mixtures on food products, fruits and vegetables.

Pimentos (canned peppers), baked beans and pork, canned hominy and canned corn, corned beef, dried or smoked meats, corned beef hash, canned meats and soups, canned sausage, meats potted and pickled, chill con carne, chicken tamales, spaghetti-meat-chili, canned meats with vegetable ingredients.

(Fruit) canned or preserved, (in juice or syrup, or in liquid other than brine, or alcoholic liquor). Fruit jelly, fruit butter, crushed fruit, fruit jam, fruit pulp.

Egg Cases.—Carriers proposed to eliminate the mixture of egg cases and egg carrier fillers, causing an advance on such mixed shipments of 140 per cent.

Peas and Beans.—Carriers proposed to eliminate the carload rating on such mixed shipments of dried peas and dried beans, causing an advance of 66 per cent on such mixed shipments.

In addition to these decisions upon specific cases, the commission laid down certain definite rules, outlined above, for the revision of the rest of the classification, stating:

"It is expected that carriers will revise No. 51 and direct the future development in accordance with the views expressed in this report."

If this is done in a bona fide manner it will mean more than a thousand changes. That the carriers have seriously undertaken this task in a fair manner, is evidenced by the fact that their first installment of changes in No. 51, covers three hundred and twenty-five subjects, equivalent to over six hundred items.

PROCEDURE IN THE FUTURE.

In addition to the establishment of the basic principles for three important factors of the classification framing carload mixtures, minimum weights and rules described in the fore part of this analysis, probably the most fundamental change resulting from this investigation is the order of the commission prescribing specifically the manner in which classification shall be made in the future.

In their decision the commission says:

"The making of a freight classification is a great public function. In the past the hearings before the classification committees have been semi-public rather than public, and in a certain sense they have been private, although in later years the tendency has been toward greater publicity. Public business can not be conducted in a private way. The failure to recognize this fact fully, and to proceed in accordance with it, has been largely responsible for the commotion centering about Classification No. 51."

As to the future, the commission states:

"The formal hearings of classification committees hereafter should be made public, after due notice to the interested parties, including state commissions and the Interstate Commerce Commission. A record of the facts and arguments for and against a certain classification should be kept. As rapidly as items, or groups of items, have been disposed of by the classification committee they should be published in accordance with law. In case of a protest to this commission, the record made up before the committee should be promptly transmitted to the commission. On the basis of this record, supplemented when necessary by additional inquiries, the commission will be able to decide whether or not to suspend a proposed change in the classification. We believe that this manner of procedure will obviate nearly all formal proceedings in the future, and will confine investigations on the part of this commission to the relatively few and large matters decisive of principles and possibly also affecting great material interests."

POULTRY, BUTTER AND EGGS

About July 12, 1912, the Iowa Commission was advised that the railway companies in Official Classification Territory were considering an advance from second to first class in the freight rates on butter, eggs and poultry. The commission received numerous requests from Iowa shippers asking the Iowa Commission to intervene in behalf of interested shippers and associations at the hearing before the Official Classification committee.

The chairman of the Official Classification committee advised that the commission could be heard at New York on July 23d, at which time a member of the Iowa Commission and the Commerce Counsel appeared before the committee protesting against the proposed advances. This matter was of vast importance to the Iowa shippers. We asked the State Dairy Food department to give us a conservative estimate of the volume of traffic moving from Iowa points to the Atlantic coast, which would be affected by the change; we asked for the same figures from the State Poultry Dealers' Association. With this as the basic figures, and knowing the advance in cents per hundred pounds, we found that the proposed advance in the rates would have cost Iowa approximately \$356,000.00 annually. A very courteous hearing was granted the Iowa representatives, as well as those from several other states. After the hearing the Official Classification committee did not advance the rates.

IMPORTANT INTERSTATE CASES NOW PENDING

MISSISSIPPI RIVER CASE.

On July 11, 1911, the Iowa commission instituted proceedings before the Interstate Commerce Commission relative to class rates (this includes over 8,000 articles) between points on the Atlantic seaboard and in Central Freight Association territories, which includes all eastern points, and cities located on the Mississippi river between Dubuque and Keokuk. This action was brought at the request of commercial organizations in Dubuque, Clinton, Davenport, Muscatine, Burlington and Keokuk. Later Ft. Madison joined with the other cities.

At the present time, St. Louis is enjoying 117 per cent of the Chicago rate on shipments from the east, while the Mississippi river cities pay 122 per cent of the Chicago rate, plus the bridge toll, which is 5 cents per hundred pounds on first class, and graduated down for the other classes.

Hearings were held at Des Moines, Iowa, on November 1, 1911, before the Interstate Commerce Commission, and by request of this commission, a special hearing was held at Keokuk, Iowa, on January 18, 1912. This hearing was requested at Keokuk because of the importance a readjustment in the rates would mean to the growth of this city on account of the industries which will be located there after the completion of the dam. A member of the commission, the commerce counsel and his assistant, attended these hearings and examined and cross-examined witnesses.

At a later date a printed brief and reply brief were filed in the name of the commission, and on November 15, 1912, this commission presented oral argument at Washington, D. C., before the Interstate Commerce Commission.

INTERIOR IOWA CASE.

One June 3, 1910, the Iowa commission instituted proceedings before the Interstate Commerce Commission regarding the class rates between interior Iowa points and eastern points. This was brought at the request of commercial organizations in Des Moines, Marshalltown, Ottumwa, Ft. Dodge, Waterloo, and of business men at various other Iowa cities.

Hearings were held at Des Moines, Iowa, on October 30 and 31, 1911, at which time a large number of witnesses were examined and cross-examined by a member of the commission, the commerce counsel and his assistant.

This commission filed a printed brief and reply brief, and on March 22, 1912, presented oral argument to the Interstate Commerce Commission at Washington, D. C. The rate department of the Iowa commission prepared 159 exhibits which were filed in this case and the Mississippi river case.

The main proposition insisted upon by the Iowa commission as to interior Iowa points is that there should be a complete revision of the interstate rates to and from these interior points. At the present time, there is a haphazard, unreasonable series of groups throughout Iowa. The Interstate Commerce Commission, in the *Burnham-Hanna-Munger* decision as subsequently modified in the *Warnock* case, has held 55 cents to be the reasonable differential across the state of Iowa on first class traffic from the Atlantic seaboard. In other words, this 55 cents is the amount to be added to the first class rate up to the Mississippi river, in order to equal the Missouri river rate. It is our claim that this 55 cents should be equitably distributed across Iowa. At present, we find more than one-half of this 55 cents absorbed before we get beyond the first tier of counties west of the Mississippi river. There was a radical change in the groupings of the live stock rates throughout Iowa, and it is the desire of the commission in the present contest to effect just as radical a change in the groupings of these class rates.

WESTERN RATE CASE.

This proceeding was instituted by the commission on its own motion. The petition was filed with the Interstate Commerce Commission on October 23, 1912, and covers rates between approximately 1,000 Iowa towns, and points in the western part of the United States. The case involves many thousands of rates, both class and commodity, which vitally interest and affect Iowa cities.

INTERSTATE CASES HANDLED BY COMMERCE COUNSEL

ADVANCE IN COAL RATES.

The commission was advised that the carriers had issued supplements to their freight tariffs advancing the rates on coal from the Iowa mines to points in South Dakota and Montana. The Commerce Counsel appeared at the hearing in Omaha, on November 22, 1912, opposing the said advance.

At the conclusion of the hearing the carriers voluntarily announced that the advanced rates would be withdrawn.

FEEDING CATTLE RATE.

At the present time rate on feeding cattle on interstate traffic to Iowa points is 75 per cent of the fat cattle rate. Last year the railroads sought to advance this to the regular fat cattle rate. If this advance had gone into effect it would have cost Iowa, according to the estimate of the president of the Corn Belt Meat Producers' Association, more than \$200,000.00 annually.

The attempt was defeated, the decision of the Interstate Commerce Commission being against the railroads. In this case Iowa was represented by the Commerce Counsel, Judge Henderson.

Dubuque Shippers' Association vs. C. & N. W., et al.

This case affects less-than-carload shipments from Dubuque to points in Wisconsin. On September 5, 1912, petition, or complaint was filed with the Interstate Commerce Commission. Hearing was held at Des Moines on November 16, 1912. The case is now pending.

Dubuque Shippers' Association vs. Ill. Cent. R. R., et al.

On November 11, 1912, complaint was made to the Interstate Commerce Commission on account of rates on excelsior.

Marshall Oil Company, Marshalltown, Iowa, vs. C. & N. W., et al.

On September 10, 1912, a petition was filed with the Interstate Commerce Commission concerning rates on axle grease in mixed carloads. The case was assigned for hearing at Des Moines, November 16, 1912.

State of Iowa vs. Atlantic Coast Line R. R. Co., et al.

This case affected rates on glucose from Iowa points to the Atlantic seaboard. It was submitted May 17, 1912, and decision rendered by the Interstate Commerce Commission in favor of complainant.

Iowa and Southwestern Ry. Co. vs. C., B. & Q. R. R.

Complaint has been filed in this case which affects through traffic arrangements but date for hearing has not yet been fixed.

EXPRESS RATES, RULES AND PRACTICES.

A general investigation was made by the Interstate Commerce Commission of express rates, rules and practices. The Iowa Commission appeared in the said case through a member of the Commission, the Commerce Counsel and the Assistant Commerce Counsel. Different protests were filed by Iowa shippers against existing conditions and rates, the most important of which related to doubling the charge on shipments sent C. O. D. This was ordered changed by the Interstate Commerce Commission.

The Interstate Commerce Commission rendered an epoch-making decision, completely overhauling the entire express rate structure in the country, and placing the same chiefly on a distance basis; also the Commission has abolished many of the abuses and wrong practices that have grown up about this business.

TRANSCONTINENTAL RATES.

The Iowa Railroad Commission, through the Commerce Counsel, intervened in the case of the suspension of certain tariffs raising and readjusting transcontinental rates. Case has been submitted and is now pending.

WEIGHING OF FREIGHT BY CARRIERS.

The state of Iowa has been represented by the Commerce Counsel and Assistant at a number of hearings in the matter of investigation of alleged irregularities and discrepancies in the weighing of freight by the carriers. Other hearings will be held in the near future.

CEMENT RATES.

This case affected the rates on cement from producing points to Eddyville, Iowa. The matter was adjusted by the department of the Commerce Counsel with the railway company without the necessity of a formal complaint to the Interstate Commerce Commission.

LITTER CARRIERS.

A substantial change has been made in the practice of the carriers in handling litter carriers, causing an advance in the freight charges. At the request of Lowden Brothers, of Fairfield, a petition for suspension of a new tariff on the subject was filed with the Interstate Commerce Commission. This was denied.

LUMBER RATES.

Complaint was made in regard to rates on lumber from southern producing points to certain Iowa cities on the C., R. I. & P. Some of the rates have already been adjusted by the railway company, and others are in the process of adjustment, which, if consummated, will remove the necessity to bring formal complaint before the Interstate Commerce Commission.

COFFIN STOCK CASE.

State of Iowa vs. Railway Companies. This case affected rates on coffin stock. On August 30, 1912, complaint was filed with the Interstate Commerce Commission. Hearing will be held at Des Moines on December 16, 1912.

RULES OF PRACTICE

Before the Commission

RULES OF PRACTICE

The Commission, on December 22, 1911, adopted the following Rules of Practice, to be effective January 1, 1912.

RULES OF PRACTICE.

Rule 1. Sessions of Board. a. The Board of Railroad Commissioners of Iowa shall be considered in session at the office of the said Board in Des Moines, Iowa, at all times; and at any time that a quorum of the said Board shall be present shall be considered a session for considering petitions, informal complaints, applications and other communications, and also for considering and acting upon any business of the Commission other than complaints.

b. There shall be held regular sessions at the office of the Board in Des Moines during the week, commencing on the first Tuesday of each month, except in the months of July and August, for considering and hearing and acting upon informal complaints.

c. There shall also be held at its office in Des Moines regular sessions of the Board, commencing on the second Tuesday of each month, except in the months of July and August, for the hearing, considering and acting upon formal complaints and contested cases.

d. Special sessions may be held at other times at the office of the Board at Des Moines and at other places in this state when dates for the same shall have been set by the said Commission, or at any other time when the entire Board is present.

e. Sessions of the Board to revise or change classifications, and schedules of rates wherein notice is required by publication in two weekly newspapers as required by law, shall be held twice each year on the first Tuesday in April and October. If any day designated for any of the sessions shall fall upon an election day or legal holiday then the same shall be held upon the second succeeding day thereafter.

Rule 2. Informal complaints: Informal complaints are those presented to the Commission which may be taken up by the Commission and adjusted by correspondence through the secretary without requirement of service of notice or fixing any special date for hearing. But if such action fails to result in the adjustment of the informal complaint to the satisfaction of all parties thereto, then the said secretary shall refer the matters to the Commerce Counsel for investigation by him and presentation to the Board for its determination of the issues in-

volved. If, in the judgment of the Board, it seems necessary, or if either party to the said matter makes a written request for the same, a hearing of said matters shall be held before the Board at its office in Des Moines at one of its regular sessions as hereinbefore provided. In the event that such formal hearing is desired, a formal complaint shall be prepared by the party complaining or by the Commerce Counsel, and same shall be filed and proceedings had as provided for formal complaints.

Rule 3. Formal complaints: All complaints other than these defined as informal complaints must be by petition printed or written, or partly printed and partly written, setting forth briefly the facts claimed to constitute a violation of the law and the relief demanded, and which complaint must be filed by a party in interest and may be filed by any person in his own behalf or in behalf of a class of persons similarly situated, or a firm, corporation, association, or any mercantile, agricultural or manufacturing society or any body politic or municipal organization, and in which complaint the name of the carrier or carriers complained against must be stated in full and the address of the petitioner, and if presented by an attorney, with the name and address of the attorney or counsellor, which must appear upon the petition. The complainant must furnish as many copies of the petition as there may be parties complained against to be served, and four additional copies for the use of the Commission and Commerce Counsel.

Rule 4. Service of Notice: The Commission will cause a copy of the petition or complaint to be served upon defendant railway company or companies with notice to satisfy or answer the same at the regular session for such hearings, and as stated in said notice. It may be served personally or by mail in the discretion of the Commission, and such service of notice must be had and served twenty days prior to the next regular session of the Board for the hearing of formal complaints and contested matters, provided said petition shall be filed twenty days before said date. If not, then such notice must be served twenty days prior to the next succeeding regular session.

Rule 5. Answers: The carrier or carriers complained against must answer such complaint at least five days before the first day of the session of which due notice has been given, unless further time shall be granted by the Commission for the filing of such answer. The answers must be filed with the secretary of the Commission at its office in Des Moines. The answer must specifically admit, deny, or otherwise answer all material allegations of the petition and also briefly set forth the affirmative grounds relied upon to support such answer. If the defendant shall make satisfaction before answering, a written statement thereof must be filed both by the complainant or petitioner and the carrier or carriers complained against.

Rule 6. Demurrer: Any defendant who deems the petition of complaint insufficient to show a breach of legal duty may, instead of answering, demur thereto. And in such case the facts stated in the petition will be deemed admitted. A copy of the demurrer must at the

same time be filed with the Secretary of the Commission. The filing of the answer, however, will not be deemed an admission of the sufficiency of the petition. Nor will the ruling on the demurrer be considered as a final adjudication of the questions raised by the demurrer; and no petition shall be held sufficient, on account of the failure to demur thereto, but a motion to dismiss for insufficiency may be made at the hearing.

Rule 7. Amendments: Amendments to any petition or answer to any proceeding or investigation may be allowed by the Commission at its discretion.

Rule 8. Extension of time: Extension of time may be granted upon the application of any party to a proceeding at the discretion of the Commission.

Rule 9. Service of papers: The notice or other papers which are required to be served upon the adverse party or parties may be served personally or by mail and when any party has appeared by attorney, such service upon the attorney shall be deemed proper service upon the party.

Rule 10. Stipulations: The parties to any proceeding or investigation before the Commission may by stipulation in writing filed with the secretary, agree upon the facts or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing.

Rule 11. Formal hearings: a. The complaint or petition shall be heard at the office of the Commission in Des Moines unless otherwise ordered. The witnesses may be examined orally before the Commission, their testimony taken down and filed in the case, or depositions may be taken upon the notice as prescribed for the taking of depositions in the district courts of this state, and upon any stipulation made and upon documentary evidence pertinent to the questions at issue. The complainant must establish the facts alleged to constitute a violation of the law or entitle him to the relief prayed, unless the defendant admits the same or fails to answer the petition, or where the burden of proof is by statute placed upon the defendant. In case of a failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable. Oral arguments may be had by the parties with right to the Commission to limit the time thereof and either party may have the right to furnish briefs, and if briefs are filed they must be either printed or typewritten, and copies thereof served upon the opposite party, and such briefs filed within the time fixed by the Commission.

b. In all contested cases the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the general rules of evidence in the district courts of the State of Iowa and such other evidence as in the judgment of the Commission may be pertinent, material and admissible and in the hearing of such cases the Commission will be governed by the rules and practice which obtains in the district courts of the state of Iowa, so far as the same are applicable and as herein provided.

Rule 12. **Re-hearings:** Applications for reopening a case after final submission, or for rehearing after decision made by the Commission, must be by petition, and must state specifically the grounds upon which the application is based. If such application be to reopen the case for further evidence, the nature and purpose of such evidence must be briefly stated, and the same must not be merely cumulative. If the application be for a rehearing, the petition must specify the findings of fact and conclusions of law claimed to be erroneous, with a brief statement of the grounds of error; and when any decision, order, or requirement of the Commission is sought to be reversed, changed, or modified on account of facts and circumstances arising subsequent to the hearing, or of consequences resulting from compliance with such decision, order, or requirement which are claimed to justify a reconsideration of the case, the matters relied upon by the applicant must be fully set forth.

Rule 13. **Transcripts of record:** The testimony in hearings before this Board shall be taken by a shorthand reporter appointed by the Board. The said shorthand notes shall be translated into longhand only on direction of the Board of Railroad Commissioners, and such shorthand notes, extension or translation of the same, together with all exhibits offered in evidence, shall be filed with and become a part of the record. The Board does not furnish copies of such extension or translation of said notes, or exhibits, but in the event that either party shall desire a copy thereof, the same will be furnished by the reporter, on application, at a rate not exceeding the legal rates authorized by law.

Rule 14. **Subpoenas:** Subpoenas shall be issued by the secretary of this Board under seal of the Board at the request of either party to any complaint or hearing, requiring the attendance of witnesses or the production of evidence, as provided by statute.

Rule 15. **Information furnished:** The secretary of the Commission will, upon request, furnish information from the files of the Commission as will conduce to the proper presentation of facts material to the controversy, and the Commerce Counsel will, upon request, advise any party as to the form of petition, answer or other paper necessary to be filed in any case.

OFFICERS AND DIRECTORS

OF

Steam Railway Companies

Officers and Directors of Steam Railway Companies

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Edward J. Berwind.....	New York.....	October, 1912
John G. McCullough.....	Vermont.....	October, 1912
Henry C. Frick.....	Pittsburgh.....	October, 1912
Andrew C. Jobes.....	Wichita.....	October, 1912
Benjamin P. Cheney.....	Boston.....	October, 1913
Augustus D. Juilliard.....	New York.....	October, 1913
T. DeWitt Cuyler.....	Philadelphia.....	October, 1913
Edward P. Ripley.....	Chicago.....	October, 1914
Byron L. Smith.....	Chicago.....	October, 1914
Charles Steele.....	New York.....	October, 1914
Howel Jones.....	Topeka.....	October, 1914
H. Rieman Duval.....	New York.....	October, 1915
Thomas P. Fowler.....	New York.....	October, 1915
Walker D. Hines.....	New York.....	October, 1915
Charles S. Gleed.....	Topeka.....	October, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	E. P. Ripley.....	Chicago
Vice President.....	W. B. Storey, Jr.....	Chicago
Vice President.....	G. T. Nicholson.....	Chicago
Vice President.....	W. E. Hodges.....	Chicago
Secretary and Treasurer.....	E. L. Copeland.....	Topeka
Assistant Secretary and Treasurer.....	G. Holterhoff, Jr.....	Los Angeles
General Counsel.....	Walker D. Hines.....	New York
General Solicitor.....	Gardiner Lathrop.....	Chicago
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
Assistant General Auditor.....	A. L. Conrad.....	Chicago
General Manager Eastern Lines.....	C. W. Kouns.....	Topeka
General Manager Western Lines.....	F. C. Fox.....	Amarillo
General Manager Coast Lines.....	A. G. Wells.....	Los Angeles
General Manager S. F. P. & P. Lines.....	W. A. Drake.....	Prescott
Chief Engineer System.....	C. A. Morse.....	Topeka
General Superintendent.....	R. J. Parker.....	Topeka
General Superintendent.....	E. Raymond.....	Newton
General Superintendent.....	J. M. Kurn.....	La Junta
General Superintendent.....	G. C. Starkweather.....	Amarillo
General Superintendent.....	I. L. Hibbard.....	Los Angeles
Freight Traffic Manager.....	F. B. Houghton.....	Chicago
Passenger Traffic Manager.....	W. J. Black.....	Chicago
General Freight Agent.....	J. R. Koontz.....	Topeka
General Freight Agent.....	W. G. Barnwell.....	Los Angeles
General Freight and Passenger Agent.....	P. P. Hastings.....	Prescott
General Passenger Agent.....	J. M. Connell.....	Topeka
Land Commissioner.....	Howel Jones.....	Topeka

ATLANTIC NORTHERN & SOUTHERN RAILWAY COMPANY.

DIRECTORS.

E. S. Harlan, Atlantic, Iowa, Receiver.

PRINCIPAL OFFICERS.

Title	Name	Official Address
Attorneys for Receiver	W. A. Follett and J. B. Rockafellow	Atlantic, Iowa
Auditor	W. A. Follett	Atlantic, Iowa
General Superintendent	Wm. Osborne	Atlantic, Iowa
General Freight and Passenger Agent	F. B. LeFeber	Atlantic, Iowa

CHARLES CITY WESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. W. Hart	Charles City, Iowa	January 13, 1913
A. E. Ellis	Charles City, Iowa	January 13, 1913
N. Frudden	Charles City, Iowa	January 13, 1913
C. D. Ellis	Charles City, Iowa	January 13, 1913
E. M. Sherman	Charles City, Iowa	January 13, 1913
C. H. Parr	Charles City, Iowa	January 13, 1913
F. W. Fisher	Charles City, Iowa	January 13, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	C. W. Hart	Charles City, Iowa
President	C. W. Hart	Charles City, Iowa
First Vice President	E. M. Sherman	Charles City, Iowa
Secretary	C. H. Parr	Charles City, Iowa
Treasurer	C. H. Parr	Charles City, Iowa
General Manager	C. W. Hart	Charles City, Iowa
Assistant General Manager	H. E. Bennett	Charles City, Iowa
Traffic Manager	H. E. Bennett	Charles City, Iowa

CHICAGO, ANAMOSA AND NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Peter Klene	Dubuque, Iowa	December 10, 1912
Henry Klene	Dubuque, Iowa	December 10, 1912
Louis E. Myers	Chicago, Ill.	December 10, 1912
Ralph Van Vechten	Chicago, Ill.	December 10, 1912
Geo. B. Caldwell	Chicago, Ill.	December 10, 1912
Midland Railway Construction Co.	Dubuque, Iowa	December 10, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Henry Klene	Dubuque, Iowa
Vice President	Louis E. Myers	Chicago, Ill.
Secretary	Otto M. Lorenz	
Treasurer	Clifford L. Niles	Dubuque, Iowa
Attorney or General Counsel	H. C. Kenline	Dubuque, Iowa
General Manager	Louis E. Myers	Chicago, Ill.
Traffic Manager	Frank Rauch	Anamosa, Iowa

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
George F. Baker	New York, N. Y.	November 6, 1912
George C. Clark	New York, N. Y.	November 6, 1912
William P. Clough	New York, N. Y.	November 6, 1912
Howard Elliott	St. Paul, Minn.	November 6, 1912
George B. Harris	Chicago, Ill.	November 6, 1912
James J. Hill	St. Paul, Minn.	November 6, 1912
James N. Hill	New York, N. Y.	November 6, 1912
Darius Miller	Chicago, Ill.	November 6, 1912
Edward T. Nichols	New York, N. Y.	November 6, 1912
Norman B. Ream	New York, N. Y.	November 6, 1912
Samuel Thorne	New York, N. Y.	November 6, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Geo. B. Harris	Chicago, Ill.
President	D. Miller	Chicago, Ill.
Assistant to President	H. Holden	Chicago, Ill.
Vice President	C. G. Burnham	Chicago, Ill.
Vice President	H. E. Byram	Chicago, Ill.
Vice President	T. S. Howland	Chicago, Ill.
Vice President	W. W. Baldwin	Burlington, Iowa
Secretary	T. S. Howland	Chicago, Ill.
Treasurer	T. S. Howland	Chicago, Ill.
General Counsel	C. M. Dawes	Chicago, Ill.
General Solicitor	O. M. Spencer	St. Joseph, Mo.
Solicitor	Byron Clark	Omaha, Neb.
General Auditor	C. I. Sturgis	Chicago, Ill.
Assistant General Auditor	H. D. Foster	Chicago, Ill.
Auditor	W. P. Durkee	Omaha, Neb.
General Manager	F. E. Ward	Chicago, Ill.
General Manager	G. W. Holdrege	Omaha, Neb.
Chief Engineer	T. E. Calvert	Chicago, Ill.
General Superintendent	E. S. Koller	Galesburg, Ill.
General Superintendent	F. L. Johnson	Burlington, Iowa
General Superintendent	F. H. Ustick	St. Louis, Mo.
General Superintendent	L. B. Allen	Lincoln, Neb.
General Superintendent	F. E. Young	Alliance, Neb.
Freight Traffic Manager	G. H. Crosby	Chicago, Ill.
General Freight Agent	E. R. Puffer	Chicago, Ill.
General Freight Agent	W. Gray	St. Louis, Mo.
General Freight Agent	C. E. Spens	Omaha, Neb.
Passenger Traffic Manager	P. S. Eustis	Chicago, Ill.
General Passenger Agent	John Francis	Chicago, Ill.
General Passenger Agent	L. W. Wakely	Omaha, Neb.

CHICAGO GREAT WESTERN RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Jas. S. Bell	Minneapolis, Minn.	October, 1912
A. H. Gillard	New York, N. Y.	October, 1912
John A. Spoor	Chicago, Ill.	October, 1912
E. N. Hurley	Chicago, Ill.	October, 1913
E. F. Swinney	Kansas City, Mo.	October, 1913
F. Weyerhauser	St. Paul, Minn.	October, 1913
S. M. Felton	Chicago, Ill.	October, 1914
J. R. Marron	Chicago, Ill.	October, 1914
Chas. Steele	New York, N. Y.	October, 1914
Clyde M. Carr	Chicago, Ill.	October, 1915
C. H. Conover	Chicago, Ill.	October, 1915
A. A. Sprague, 2nd	Chicago, Ill.	October, 1915
E. C. Finkbine	Des Moines, Iowa	October, 1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	Jas. W. Blabon	Chicago, Ill.
Vice President	F. L. Purdy	New York, N. Y.
Assistant Secretaries	A. H. Gillard and M. P. Nugent	New York, N. Y.
Secretary	J. F. Coykendall	Chicago, Ill.
Treasurer	J. F. Coykendall	Chicago, Ill.
Attorney or General Counsel	John Barton Payne	Chicago, Ill.
Auditor	Con F. Krebs	Chicago, Ill.
General Manager	H. J. Silfer	Chicago, Ill.
Chief Engineer	L. C. Fritch	Chicago, Ill.
General Freight Agent	O. Townsend	Chicago, Ill.
General Passenger Agent	A. L. Craig	Chicago, Ill.
Transfer Agents	J. P. Morgan & Co.	New York, N. Y.

MASON CITY & FORT DODGE RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. W. Blabon	Chicago, Ill.	September, 1912
Luther Drake	Omaha, Neb.	September, 1912
S. M. Felton	Chicago, Ill.	September, 1912
E. C. Finkbine	Des Moines, Iowa	September, 1912
G. W. Wattles	Omaha, Neb.	September, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Secretary	J. F. Coykendall	Chicago, Ill.
Treasurer	J. F. Coykendall	Chicago, Ill.
Auditor	Con F. Krebs	Chicago, Ill.

WISCONSIN, MINNESOTA & PACIFIC RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
S. M. Felton	Chicago, Ill.	September, 1912
James S. Bell	Minneapolis, Minn.	September, 1912
John H. Rich	Red Wing, Minn.	September, 1912
Benjamin Sommers	St. Paul, Minn.	September, 1912
C. J. McConville	St. Paul, Minn.	September, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. S. Bell	Minneapolis, Minn.
Secretary	J. F. Coykendall	Chicago, Ill.
Treasurer	J. F. Coykendall	Chicago, Ill.
Auditor	Con F. Krebs	Chicago, Ill.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Donald G. Geddes	New York	September, 1912
Roswell Miller	New York	September, 1912
William Rockefeller	New York	September, 1912
John A. Stewart	New York	September, 1912
J. Ogden Armour	Chicago	September, 1913
Stanley Field	Chicago	September, 1913
L. J. Petit	Milwaukee	September, 1913
P. A. Rockefeller	New York	September, 1913
Walter P. Bliss	New York	September, 1914
A. J. Earling	Chicago	September, 1914
Charles W. Harkness	New York	September, 1914
John D. Ryan	New York	September, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Roswell Miller	New York
President	A. J. Earling	Chicago
Vice President	E. W. McKenna	Chicago
Vice President	J. H. Hilland	Chicago
Vice President	E. S. Keeley	Chicago
Secretary	E. W. Adams	Milwaukee
Treasurer	F. G. Ranney	Chicago
General Counsel	Burton Hanson	Chicago
Comptroller	W. N. D. Winne	Chicago
Assistant to the Comptroller	J. W. Taylor	Chicago
Auditor	W. F. Dudley	Chicago
Assistant Auditor	B. A. Dousman	Chicago
General Manager	D. L. Bush	Chicago
Assistant General Manager	H. B. Earling	Chicago
Chief Engineer	C. F. Loweth	Chicago
Freight Traffic Manager	E. S. Keeley	Chicago
General Freight Agent	H. E. Pierpont	Chicago
General Passenger Agent	F. A. Miller	Chicago

CHICAGO AND NORTH WESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Chauncey M. Depew	New York, N. Y.	October, 1912
James C. Fargo	New York, N. Y.	October, 1912
Henry C. Frick	Pittsburgh, Pa.	October, 1912
David P. Kimball	Boston, Mass.	October, 1912
John V. Farwell	Chicago, Ill.	October, 1912
Homer A. Miller	Des Moines, Iowa	October, 1912
Marvin Hughitt	Chicago, Ill.	October, 1913
William K. Vanderbilt, Jr.	New York, N. Y.	October, 1913
James Stillman	New York, N. Y.	October, 1913
Oliver Ames	Boston, Mass.	October, 1913
Zenas Crane	Dalton, Mass.	October, 1913
William K. Vanderbilt	New York, N. Y.	October, 1914
Frederick W. Vanderbilt	New York, N. Y.	October, 1914
Byron L. Smith	Chicago, Ill.	October, 1914
Cyrus H. McCormick	Chicago, Ill.	October, 1914
Chauncey Keep	Chicago, Ill.	October, 1914
William A. Gardner	Chicago, Ill.	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Marvin Hughitt	Chicago, Ill.
President	William A. Gardner	Chicago, Ill.
Vice President	Samuel A. Lynde	New York, N. Y.
Vice President	Hiram R. McCullough	Chicago, Ill.
Vice President	Richard H. Aishton	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer and Assistant Secretary	Milton B. Van Zandt	New York, N. Y.
General Solicitor	Carl C. Wright	Chicago, Ill.
General Counsel	Edward M. Hyzer	Chicago, Ill.
Comptroller	Lewis A. Robinson	Chicago, Ill.
General Auditor	Charles D. Brandriff	Chicago, Ill.
General Manager	William D. Cantillon	Chicago, Ill.
General Manager	Frank Walters	Omaha, Neb.
Assistant General Manager	Samuel G. Strickland	Chicago, Ill.
Chief Engineer	Edward C. Carter	Chicago, Ill.
General Superintendent	Walter J. Towne	Chicago, Ill.
General Superintendent	Chester T. Dike	Huron, S. D.
General Superintendent	Stanley M. Braden	Norfolk, Neb.
Freight Traffic Manager	Marvin Hughitt, Jr.	Chicago, Ill.
Passenger Traffic Manager	Alexander C. Johnson	Chicago, Ill.
Assistant Freight Traffic Manager	Edmund D. Brigham	Chicago, Ill.
Assistant Freight Traffic Manager	Frank P. Eyman	Chicago, Ill.
General Freight and Passenger Agent	Samuel F. Miller	Omaha, Neb.
General Passenger and Ticket Agent	Charles A. Cairns	Chicago, Ill.
Land Commissioner	Josiah F. Cleveland	Chicago, Ill.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY

COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Oliver Ames	Boston, Mass.	October, 1912
James T. Clark	St. Paul, Minn.	October, 1912
Samuel A. Lynde	New York, N. Y.	October, 1912
John D. Caldwell	Chicago, Ill.	October, 1912
William K. Vanderbilt	New York, N. Y.	October, 1913
Wm. K. Vanderbilt, Jr.	New York, N. Y.	October, 1913
Frederick W. Vanderbilt	New York, N. Y.	October, 1913
William A. Gardner	Chicago, Ill.	October, 1913
Marvin Hughitt	Chicago, Ill.	October, 1914
Byron L. Smith	Chicago, Ill.	October, 1914
Chauncey M. Depew	New York, N. Y.	October, 1914
David P. Kimball	Boston, Mass.	October, 1914
Zenas Crane	Dalton, Mass.	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Marvin Hughitt	Chicago, Ill.
President	Wm. A. Gardner	Chicago, Ill.
Vice President and Assistant Secretary	S. A. Lynde	New York, N. Y.
Second Vice President	J. T. Clark	St. Paul, Minn.
Secretary	T. A. Polleys	Hudson, Wis.
Treasurer and Assistant Secretary	M. B. Van Zandt	New York, N. Y.
General Solicitor	J. B. Sheean	St. Paul, Minn.
Comptroller	L. A. Robinson	Chicago, Ill.
General Auditor	Chas. Jenseh	St. Paul, Minn.
General Manager	A. W. Trenholm	St. Paul, Minn.
Chief Engineer	C. W. Johnson	St. Paul, Minn.
General Superintendent	F. R. Pechin	St. Paul, Minn.
Traffic Manager (Freight)	H. M. Pearce	St. Paul, Minn.
General Freight Agent	E. B. Ober	St. Paul, Minn.
General Passenger Agent	G. H. McRae	St. Paul, Minn.
General Ticket Agent	G. H. McRae	St. Paul, Minn.
Land Commissioner	G. W. Bell	Hudson, Wis.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
J. H. Moore	Chicago, Ill.	1912
F. L. Hine	New York	1912
Arthur Curtiss James	New York	1912
Ogden Mills	New York	1912
W. T. Graham	New York	1912
W. H. Moore	New York	1913
H. U. Mudge	Chicago, Ill.	1913
Geo. G. McMurtry	New York	1913
James McLean	New York	1913
D. G. Reid	New York	1914
E. S. Moore	Chicago, Ill.	1914
Roberts Walker	New York	1914
John J. Mitchell	Chicago, Ill.	1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	D. G. Rehl.....	New York
President.....	H. U. Mudgett.....	Chicago
First Vice President.....	J. E. Gorman.....	Chicago
Second Vice President.....	A. C. Ridgway.....	Chicago
Third Vice President.....	John Sebastian.....	Chicago
Vice President.....	E. S. Moore.....	Chicago
Vice President and General Counsel.....	F. C. Dillard.....	Chicago
Vice President, Secretary and Treasurer.....	Geo. H. Crosby.....	Chicago
Assistant to President.....	H. M. Sloan.....	Chicago
Comptroller.....	Frank Nag.....	Chicago
General Auditor.....	W. H. Burns.....	Chicago
	W. M. Whittenon.....	Des Moines, Iowa
	A. E. Sweet.....	Topeka, Kan.
	C. W. Jones.....	Fort Worth, Texas
	F. J. Easley.....	Des Moines, Iowa
	V. B. Smalley.....	Topeka, Kan.
	T. H. Beacoin.....	El Reno, Okla.
	J. B. Berry.....	Chicago
	C. H. Hubbell.....	Chicago
	H. Gower.....	Chicago
	L. M. Allen.....	Chicago
	T. J. Newkirk.....	Chicago
General Managers.....		
Assistant General Managers.....		
Chief Engineer.....		
Superintendent of Telegraph.....		
Freight Traffic Manager.....		
Passenger Traffic Manager.....		
Real Estate and Tax Agent.....		

COLFAX NORTHERN RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Oscar Strauss.....	Des Moines, Iowa.....	June 30, 1911
J. L. Parrish.....	Des Moines, Iowa.....	June 30, 1911
P. H. Griggs.....	Davenport, Iowa.....	June 30, 1911
T. W. Griggs.....	Davenport, Iowa.....	June 30, 1911
Frank B. Hooper.....	Davenport, Iowa.....	June 30, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	Oscar Strauss.....	Des Moines, Iowa
Vice President.....	J. L. Parrish.....	Des Moines, Iowa
Secretary.....	Frank B. Hooper.....	Davenport, Iowa
Treasurer.....	W. Blakely.....	Colfax, Iowa
General Manager.....	W. Blakely.....	Colfax, Iowa

COLFAX NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Thos. W. Griggs.....	Davenport, Iowa.....	June 17, 1913
W. A. Severs.....	Des Moines, Iowa.....	June 17, 1913
M. B. Severs.....	Des Moines, Iowa.....	June 17, 1913
Robert Ryan.....	Des Moines, Iowa.....	June 17, 1913
J. B. Ryan.....	Colfax, Iowa.....	June 17, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	Thos. W. Griggs.....	Davenport, Iowa
Vice President.....	M. B. Severs.....	Des Moines, Iowa
Secretary.....	W. Blakely.....	Colfax, Iowa
Treasurer.....	M. B. Severs.....	Des Moines, Iowa
General Manager.....	W. Blakely.....	Colfax, Iowa

CROOKED CREEK RAILROAD AND COAL COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
G. E. Burnham.....	Milwaukee, Wis.....	September 17, 1912
F. Paul Stone.....	Geonowocaw, Wis.....	September 17, 1912
M. M. Wilson.....	Webster City, Iowa.....	September 17, 1912
Chas. I. Burnham.....	Milwaukee, Wis.....	September 17, 1912
F. M. Johnston.....	Boone, Iowa.....	September 17, 1912
C. H. Crooks.....	Chicago, Ill.....	September 17, 1912
H. W. Wallace.....		

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	G. E. Burnham.....	Milwaukee, Wis.
Secretary.....	Chas. I. Burnham.....	Milwaukee, Wis.
Treasurer.....	F. M. Johnston.....	Boone, Iowa
Auditor.....	L. D. Kenworthy.....	Webster City, Iowa
General Superintendent.....	C. M. Kellogg.....	Boone, Iowa
General Freight Agent.....	John L. Sullivan.....	Boone, Iowa
General Passenger Agent.....	John L. Sullivan.....	Boone, Iowa
General Ticket Agent.....	John L. Sullivan.....	Boone, Iowa

DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. L. Bush.....	Chicago, Ill.....	January 14, 1913
J. M. Dering.....	Chicago, Ill.....	January 14, 1913
J. H. Hilland.....	Chicago, Ill.....	January 14, 1913
J. C. Hutchins.....	Chicago, Ill.....	January 14, 1913
C. S. Jefferson.....	Chicago, Ill.....	January 14, 1913
Darius Miller.....	Chicago, Ill.....	January 14, 1913
F. E. Ward.....		

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. E. Ward.....	Chicago, Ill.
Vice President.....	J. C. Hutchins.....	Chicago, Ill.
Secretary.....	P. L. Hinricks.....	Davenport, Iowa
Treasurer.....	P. L. Hinricks.....	Davenport, Iowa
Auditor.....	J. H. Ellis.....	Davenport, Iowa
Assistant Treasurer.....	J. H. Ellis.....	Davenport, Iowa
General Manager.....	O. B. Grant.....	Davenport, Iowa

THIRTY-FIFTH ANNUAL REPORT OF THE
DUBUQUE & SIOUX CITY RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Hy De Forest	New York	October, 1912
John J. Astor (deceased)	New York	October, 1912
C. H. Markham	Chicago	October, 1912
Chas. A. Peabody	New York	October, 1912
Cornelius Vanderbilt	New York	October, 1912
J. U. Auchincloss	New York	October, 1912
A. G. Hackstaff	New York	October, 1912
Walter Luttgen	New York	October, 1912
Robt. W. Goellett	New York	October, 1912
R. S. Lovett	New York	October, 1912
A. R. Loomis	New York	October, 1912
Jno. T. Adams	Fort Dodge, Iowa	October, 1912
W. L. Park	Dubuque, Iowa	October, 1912
E. T. H. Gibson	Chicago	October, 1912
D. R. Burbank	New York	October, 1912
	New York	October, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. H. Markham	Chicago
Vice President	A. G. Hackstaff	New York
Second Vice President	W. L. Park	Chicago
Secretary and Assistant Treasurer	Miss F. E. Couch	Dubuque, Iowa
Treasurer	E. T. H. Gibson	New York
Assistant Secretary	D. R. Burbank	New York
Comptroller	M. P. Blauvelt	Chicago
Assistant Secretary in Chicago	Burt A. Beck	Chicago
General Manager	T. J. Foley	Chicago

GREAT NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Carl R. Gray	St. Paul, Minn.	October, 1912
W. H. Dunwoody	Minneapolis, Minn.	October, 1912
E. T. Nichols	New York, N. Y.	October, 1912
R. A. Jackson	St. Paul, Minn.	October, 1913
Wm. B. Dean	St. Paul, Minn.	October, 1913
Samuel Thorne	St. Paul, Minn.	October, 1913
James J. Hill	New York, N. Y.	October, 1913
Frederick Meyerhauser	St. Paul, Minn.	October, 1914
Louis W. Hill	St. Paul, Minn.	October, 1914
	St. Paul, Minn.	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	James J. Hill	St. Paul, Minn.
President	Carl R. Gray	St. Paul, Minn.
Vice President	R. A. Jackson	St. Paul, Minn.
Vice President	R. I. Farrington	St. Paul, Minn.
Vice President	E. T. Nichols	New York, N. Y.
Secretary and Assistant Treasurer	L. E. Katzenbach	St. Paul, Minn.
Treasurer and Assistant Secretary	E. T. Nichols	New York, N. Y.
General Solicitor	F. C. Lindley	St. Paul, Minn.
General Counsel	R. A. Jackson	St. Paul, Minn.
Comptroller	G. R. Martin	St. Paul, Minn.
Assistant Comptroller	F. H. Parker	St. Paul, Minn.
Auditor	F. E. Draper	St. Paul, Minn.
Assistant Auditor	W. H. Fortier	Spokane, Wash.
General Manager	J. M. Gruber	St. Paul, Minn.
Assistant General Manager	G. H. Emerson	St. Paul, Minn.
Chief Engineer	A. H. Hogeland	St. Paul, Minn.
General Superintendent (Lake District)	J. H. Taylor	Superior, Wis.
General Superintendent (Eastern Dis.)	F. Bell	St. Paul, Minn.
General Superintendent (Central Dis.)	C. O. Jenks	Great Falls, Mont.
General Superintendent (Western Dis.)	W. D. Scott	Seattle, Wash.
General Superintendent of Transportat'n	W. C. Watrous	St. Paul, Minn.
General Traffic Manager	W. P. Kenney	St. Paul, Minn.
General Passenger Agent	H. A. Noble	St. Paul, Minn.
R. of W. Tax and Land Commissioner	James T. Maher	St. Paul, Minn.

IOWA AND OMAHA SHORT LINE RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Geo. W. Adams	Council Bluffs, Iowa	
Peter Kathmann	Council Bluffs, Iowa	
A. L. Ingram	Treynor, Iowa	
Andrew Luffbarry, Jr.	Omaha, Neb.	
John J. Hess	Council Bluffs, Iowa	
Aug. F. Dammrow	Treynor, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Geo. W. Adams	Council Bluffs, Iowa
President	Geo. W. Adams	Council Bluffs, Iowa
First Vice President	C. L. Kirkwood	North Branch, Iowa
Secretary	Peter Kathmann	Treynor, Iowa
Treasurer	J. A. L. Ingram	Treynor, Iowa
General Solicitor	John J. Hess	Council Bluffs, Iowa
Attorney or General Counsel	John J. Hess	Council Bluffs, Iowa
Auditor	A. E. Smith	Council Bluffs, Iowa
General Manager	Geo. W. Adams	Council Bluffs, Iowa
Chief Engineer	Andrew Luffbarry	Council Bluffs, Iowa
General Agent	A. E. Smith	Council Bluffs, Iowa

IOWA CENTRAL RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. H. Davis	New York, N. Y.	September, 1912
A. C. Doan	New York, N. Y.	September, 1912
F. P. Shonts	New York, N. Y.	September, 1913
E. C. Bradley	San Francisco, Cal.	September, 1913
H. E. Huntington	New York, N. Y.	September, 1913
Henry A. Gardner	Chicago, Ill.	September, 1914
Newman Erb	New York, N. Y.	September, 1914
Wm. Shillaber	New York, N. Y.	September, 1914
Joy Morton	Chicago, Ill.	September, 1915
Geo. H. Ross	Los Angeles, Cal.	September, 1915
W. S. Crandall	New York, N. Y.	September, 1915
F. P. Frazier	New York, N. Y.	September, 1916
Frank Trumbull	New York, N. Y.	September, 1916
J. J. Slocum	New York, N. Y.	September, 1916

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Newman Erb	New York, N. Y.
Vice President	F. H. Davis	New York, N. Y.
Vice President	W. G. Bierd	Minneapolis, Minn.
Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
General Counsel	Geo. W. Seevers	Minneapolis, Minn.
Auditor	L. G. Scott	Minneapolis, Minn.
General Manager	W. G. Bierd	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
Traffic Manager	S. G. Lutz	Minneapolis, Minn.

MANCHESTER AND ONEIDA RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
A. S. Blair	Manchester, Iowa	1913
L. Matthews	Manchester, Iowa	1913
Hubert Carr	Manchester, Iowa	1913
Jos. Hutchinson	Manchester, Iowa	1913
Wm. Hockaday	Manchester, Iowa	1913
A. R. LeRoy	Manchester, Iowa	1914
M. T. LeRoy	Manchester, Iowa	1914
A. A. Morse	Manchester, Iowa	1914
R. W. Tirrill	Manchester, Iowa	1914
J. S. Jones	Manchester, Iowa	1914
Chas. Seeds	Manchester, Iowa	1914
E. M. Carr	Manchester, Iowa	1915
E. H. Hoyt	Manchester, Iowa	1915
Geo. W. Dunham	Manchester, Iowa	1915
W. H. Hutchinson	Manchester, Iowa	1915

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Hon. E. M. Carr	Manchester, Iowa
President	Jos. Hutchinson	Manchester, Iowa
1st Vice President	Hon. E. H. Hoyt	Manchester, Iowa
Secretary	L. Matthews	Manchester, Iowa
Treasurer	M. F. LeRoy	Manchester, Iowa
Attorney or General Counsel	Hon. A. S. Blair	Manchester, Iowa
Auditor	Chas. Seeds	Manchester, Iowa
Traffic Manager	C. J. Bourdoug	Manchester, Iowa
General Freight Agent	W. H. Hutchinson	Manchester, Iowa
General Passenger Agent	Hubert Carr	Manchester, Iowa

THE MINNEAPOLIS AND ST. LOUIS RAILROAD CO.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Frank P. Frazier	New York	October, 1912
F. H. Davis	New York	October, 1912
Newman Erb	New York	October, 1912
W. M. Wadden	New York	October, 1913
W. J. Wollman	New York	October, 1913
A. C. Doan	New York	October, 1913
T. P. Shonts	New York	October, 1914
H. E. Huntington	New York	October, 1914
Frank Trumbull	New York	October, 1914

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Newman Erb	New York, N. Y.
Vice President	F. H. Davis	New York, N. Y.
Vice President	W. G. Bierd	Minneapolis, Minn.
Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
General Counsel	Geo. W. Seevers	Minneapolis, Minn.
Auditor	L. G. Scott	Minneapolis, Minn.
General Manager	W. G. Bierd	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
Traffic Manager	S. G. Lutz	Minneapolis, Minn.

THIRTY-FIFTH ANNUAL REPORT OF THE
MUSCATINE NORTH AND SOUTH RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. H. Griggs	Davenport, Iowa	2nd Mon., Feb., 1913
D. H. McKee	Davenport, Iowa	2nd Mon., Feb., 1913
S. S. Brown	St. Joseph, Mo.	2nd Mon., Feb., 1913
John E. Dollman	St. Joseph, Mo.	2nd Mon., Feb., 1913
Charles Howard	Muscatine, Iowa	2nd Mon., Feb., 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Charles Howard	Muscatine, Iowa
Vice President	D. H. McKee	Davenport, Iowa
Vice President	H. B. Holbert	Muscatine, Iowa
Secretary	James A. Coe	Muscatine, Iowa
Auditor	A. H. Kohlhammer	Muscatine, Iowa
General Manager	H. B. Holbert	Muscatine, Iowa
Superintendent	James A. Coe	Muscatine, Iowa
General Freight Agent	C. B. Woodul	Muscatine, Iowa
General Passenger Agent	C. B. Woodul	Muscatine, Iowa

ST. PAUL AND DES MOINES RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
H. U. Mudge	Chicago	1911
J. E. Gorman	Chicago	1911
F. O. Melcher	Chicago	1911
Geo. H. Crosby	Chicago	1911
H. M. Sloan	Chicago	1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	H. U. Mudge	Chicago, Ill.
President	H. U. Mudge	Chicago, Ill.
1st Vice President	Roberts Walker	New York
2nd Vice President	J. E. Gorman	Chicago, Ill.
3rd Vice President	F. O. Melcher	Chicago, Ill.
Secretary	C. S. Moore	Chicago, Ill.
Vice President, Treasurer, and Assistant Secretary	John Sebastian	Chicago, Ill.
Comptroller	Carroll Wright	Des Moines, Iowa
General Auditor	Geo. H. Crosby	Chicago, Ill.
General Manager	Frank Nay	Chicago, Ill.
Chief Engineer	W. H. Burns	Chicago, Ill.
General Superintendent	F. C. MacMillan	Des Moines, Iowa
General Freight Agent	H. L. Jackson	Des Moines, Iowa
General Passenger Agent	W. A. Sours	Des Moines, Iowa
	W. R. Sterrett	Des Moines, Iowa
	W. R. Sterrett	Des Moines, Iowa

ST. PAUL AND KANSAS CITY SHORT LINE RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
H. U. Mudge	Chicago, Illinois	1912
J. E. Gorman	Chicago, Illinois	1912
A. C. Ridgway	Chicago, Illinois	1912
Geo. H. Crosby	Chicago, Illinois	1912
A. T. Hert	Chicago, Illinois	1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	H. U. Mudge	Chicago, Ill.
Vice President	J. E. Gorman	Chicago, Ill.
Vice President	A. C. Ridgway	Chicago, Ill.
Vice President	J. Sebastian	Chicago, Ill.
Vice President	J. J. Quinlan	New York, N. Y.
Secretary and Assistant Treasurer	J. L. Parrish	Des Moines, Iowa
Vice President, Treasurer and Assistant Secretary	Geo. H. Crosby	Chicago, Ill.
Vice President and General Counsel	F. C. Dillard	Chicago, Ill.
Comptroller	Frank Nay	Chicago, Ill.
General Auditor	W. H. Burns	Chicago, Ill.
Vice President	E. S. Moore	Chicago, Ill.
Vice President and General Manager	F. C. MacMillan	Des Moines, Iowa
Chief Engineer	H. L. Jackson	Des Moines, Iowa
Freight Traffic Manager	H. Gower	Chicago, Ill.
Passenger Traffic Manager	L. M. Allen	Chicago, Ill.
Real Estate and Tax Agent	T. J. Newkirk	Chicago, Ill.

SOUTHERN IOWA TRACTION COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. A. Boland	New York City	December 31, 1913
J. L. Sawyers	Centerville, Iowa	December 31, 1913
Romaine H. Crosby	New York City	December 31, 1913
F. D. Sargent	Centerville, Iowa	December 31, 1913
G. M. Barnett	Centerville, Iowa	December 31, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. A. Boland	New York City
Vice President	J. L. Sawyers	Centerville, Iowa
Secretary	G. M. Barnett	Centerville, Iowa
Treasurer	G. M. Barnett	Centerville, Iowa
General Manager	J. P. Boyle	Centerville, Iowa

TABOR AND NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
R. McClelland.....	Tabor, Iowa	June 10, 1915
Thos. McClelland.....	Galesburg, Ill.	June 10, 1915
R. S. McClelland.....	Austin, Colorado	June 10, 1916
J. M. Harbour.....	Los Angeles, Calif.	June 10, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	R. McClelland	Tabor, Iowa
President.....	R. McClelland	Tabor, Iowa
1st Vice President.....	Thos. McClelland	Galesburg, Ill.
Secretary and Treasurer.....	D. W. Houston	Tabor, Iowa
Auditor.....	D. W. Houston	Tabor, Iowa

UNION PACIFIC RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Oliver Ames.....	Boston, Mass.	October, 1912
A. J. Farling.....	Chicago, Ill.	October, 1912
Henry W. DeForest.....	New York, N. Y.	October, 1912
Robert W. Gould.....	Newport, R. I.	October, 1912
Marvin Hugbitt.....	Chicago, Ill.	October, 1912
Otto H. Kahn.....	Morrisstown, N. J.	October, 1912
J. Kruttschnitt.....	New York, N. Y.	October, 1912
Robert S. Lovett.....	New York, N. Y.	October, 1912
Charles H. Peabody.....	New York, N. Y.	October, 1912
Wm. Rockefeller.....	New York, N. Y.	October, 1912
Wm. G. Rockefeller.....	New York, N. Y.	October, 1912
Mortimer L. Schiff.....	Oyster Bay, N. J.	October, 1912
Joseph P. Smith.....	Salt Lake City, Utah.	October, 1912
W. V. S. Thomas.....	New York, N. Y.	October, 1912
Frank A. Vanderbilt.....	New York, N. Y.	October, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Executive Committee.....	R. S. Lovett	New York, N. Y.
President.....	H. J. Mohler	Omaha, Neb.
Director of Maintenance and Operation.....	J. Kruttschnitt	New York, N. Y.
Director of Traffic.....	L. J. Spence	New York, N. Y.
Secretary.....	Alex. Millar	New York, N. Y.
Treasurer.....	F. V. S. Crosby	New York, N. Y.
General Solicitor.....	N. H. Loomis	Omaha, Neb.
General Counsel.....	Maxwell Evaris	New York, N. Y.
Comptroller.....	Wm. Mahl	New York, N. Y.
Asst. Comptroller.....	H. S. Bradt	New York, N. Y.
Deputy Comptroller.....	C. B. Seger	Omaha, Neb.
Auditor.....	H. J. Stirling	Omaha, Neb.
Assistant Auditor.....	H. M. Watkins	Omaha, Neb.
Vice Pres. and Gen. Manager.....	W. J. Scott	Omaha, Neb.
Asst. Gen. Manager.....	Charles Ware	Omaha, Neb.
Asst. Gen. Manager.....	C. E. Fuller	Omaha, Neb.
Asst. Gen. Manager.....	B. L. Huntley	Omaha, Neb.
Vice Pres. in charge of Traffic.....	J. A. Munroe	Omaha, Neb.
Freight Traffic Manager.....	Elmer H. Wood	Omaha, Neb.
General Freight Agent.....	C. J. Lane	Omaha, Neb.
Passenger Traffic Manager.....	Gerrit Fort	Omaha, Neb.
Land Commissioner.....	J. A. Griffith	Omaha, Neb.

THE WABASH RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Gro. J. Gould.....	New York City	See. Tues. in Oct. 1912
Edward T. Jeffery.....	New York City	See. Tues. in Oct. 1912
A. W. Krohn.....	New York City	See. Tues. in Oct. 1912
Winslow A. Pierce.....	New York City	See. Tues. in Oct. 1912
Frederick A. Delano.....	New York City	See. Tues. in Oct. 1912
Robert E. Godet.....	Chicago, Ill.	See. Tues. in Oct. 1912
S. C. Reynolds.....	Toledo, Ohio	See. Tues. in Oct. 1912
Robert C. Clowry.....	New York City	See. Tues. in Oct. 1912
Thos. H. Hubbard.....	New York City	See. Tues. in Oct. 1912
John T. Terry.....	New York City	See. Tues. in Oct. 1912
J. J. Slocum.....	New York City	See. Tues. in Oct. 1912
Edwin Hawley.....	New York City	See. Tues. in Oct. 1912
Robert M. Galloway.....	New York City	See. Tues. in Oct. 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	Winslow S. Pierce	New York City
President.....	Frederic A. Delano	Chicago, Ill.
Vice President.....	Edgar T. Wells	New York City
Vice President.....	Wells H. Blodgett	St. Louis, Mo.
Vice President.....	E. H. Fryor	St. Louis, Mo.
Secretary.....	J. C. Orosco	New York City
Treasurer.....	F. L. O'Leary	St. Louis, Mo.
General Solicitor.....	J. L. Minnis	St. Louis, Mo.
General Counsel.....	Wells H. Blodgett	St. Louis, Mo.
Auditor.....	T. J. Tobin	St. Louis, Mo.
Vice President and General Manager.....	Henry Miller	St. Louis, Mo.
Chief Engineer.....	A. O. Cunningham	St. Louis, Mo.
Gen. Superintendent.....	S. E. Collier	St. Louis, Mo.
Traffic Manager.....	W. C. Maxwell	St. Louis, Mo.
General Freight Agent.....	C. H. Stinson	St. Louis, Mo.
General Passenger Agent.....	J. D. McNamara	St. Louis, Mo.

OFFICERS AND DIRECTORS
OF
Terminal Railway Companies

Officers and Directors of Terminal Railway Companies

DES MOINES TERMINAL COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	Jan. 2, 1913
H. D. Thompson.....	Des Moines, Iowa.....	Jan. 2, 1913
C. Huttenlocker.....	Des Moines, Iowa.....	Jan. 2, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	F. M. Hubbell.....	Des Moines, Iowa
Vice President	H. D. Thompson.....	Des Moines, Iowa
Secretary	C. Huttenlocker	Des Moines, Iowa
Treasurer	C. Huttenlocker	Des Moines, Iowa
Auditor	Walter Mauthe	Des Moines, Iowa
General Superintendent.....	C. H. Hueston	Des Moines, Iowa

DES MOINES UNION RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	Jan. 7, 1913
F. C. Hubbell.....	Des Moines, Iowa.....	Jan. 7, 1913
G. C. Hubbell.....	Des Moines, Iowa.....	Jan. 7, 1913
H. D. Thompson.....	Des Moines, Iowa.....	Jan. 7, 1913
N. T. Guernsey.....	Des Moines, Iowa.....	Jan. 7, 1913
E. W. McKenna.....	Chicago, Ill.	Jan. 7, 1913
C. A. Vroman.....	Chicago, Ill.	Jan. 7, 1913
E. B. Pryor.....	St. Louis, Mo.....	Jan. 7, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	F. C. Hubbell.....	Des Moines, Iowa
Vice President	H. D. Thompson.....	Des Moines, Iowa
Secretary	F. M. Hubbell.....	Des Moines, Iowa
Treasurer	H. D. Thompson.....	Des Moines, Iowa
Attorney	N. T. Guernsey.....	Des Moines, Iowa
Auditor	Geo. W. Barnes.....	Des Moines, Iowa
Chief Engineer	A. L. Morgan.....	Des Moines, Iowa
Gen. Superintendent	J. A. Wagner.....	Des Moines, Iowa

THIRTY-FIFTH ANNUAL REPORT OF THE
DES MOINES WESTERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	
H. D. Thompson.....	Des Moines, Iowa.....	
C. Huttenlocker.....	Des Moines, Iowa.....	
N. T. Guernsey.....	Des Moines, Iowa.....	
Oliver Thompson.....	Des Moines, Iowa.....	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. M. Hubbell.....	Des Moines, Iowa
Vice President.....	N. T. Guernsey.....	Des Moines, Iowa
Secretary.....	H. D. Thompson.....	Des Moines, Iowa
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa
General Superintendent.....	C. H. Hueston.....	Des Moines, Iowa

IOWA TRANSFER RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
A. T. Abbott.....	Des Moines, Iowa.....	Jan. 4, 1913
F. C. Hubbell.....	Des Moines, Iowa.....	Jan. 4, 1913
F. L. Johnson.....	Burlington, Iowa.....	Jan. 4, 1913
J. L. Parrish.....	Des Moines, Iowa.....	Jan. 4, 1913
H. J. Slifer.....	Chicago, Ill.....	Jan. 4, 1913
J. A. Wagner.....	Des Moines, Iowa.....	Jan. 4, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. C. Hubbell.....	Des Moines, Iowa
Vice President.....	F. L. Johnson.....	Burlington, Iowa
Secretary.....	J. A. Wagner.....	Des Moines, Iowa
Treasurer.....	J. A. Wagner.....	Des Moines, Iowa
Auditor.....	W. A. Hahnen.....	Des Moines, Iowa
Gen. Superintendent.....	J. A. Wagner.....	Des Moines, Iowa

BOARD OF RAILROAD COMMISSIONERS
SIOUX CITY TERMINAL RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
F. L. Eaton.....	Sioux City, Iowa.....	Oct. 8, 1912
Wm. Milchrist.....	Sioux City, Iowa.....	Oct. 8, 1912
Edward Tilden.....	Chicago, Ill.....	Oct. 8, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. L. Eaton.....	Sioux City
Vice President.....	Wm. Milchrist.....	Sioux City
Secretary.....	Geo. E. Burdick.....	Sioux City
Treasurer.....	Geo. E. Burdick.....	Sioux City
Attorney or Gen. Counsel.....	Wm. Milchrist.....	Sioux City
Gen. Superintendent.....	C. F. Morrison.....	Sioux City
Traffic Manager.....	W. H. Benn.....	Sioux City

OFFICERS AND DIRECTORS
OF
Railway Bridge Companies

Officers and Directors of Railway Bridge Companies

DUNLEITH AND DUBUQUE BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. H. Markham.....	Chicago, Ill.	June, 1913
W. L. Park.....	Chicago, Ill.	June, 1913
M. P. Blauvelt.....	Chicago, Ill.	June, 1913
Blewett Lee.....	Chicago, Ill.	June, 1913
A. G. Hackstaff.....	New York, N. Y.	June, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. H. Markham.....	Chicago, Ill.
Vice President	W. L. Park.....	Chicago, Ill.
Secretary	F. E. Couch.....	Dubuque, Iowa
Treasurer	E. T. H. Gibson.....	New York, N. Y.
Local Treasurer	Otto F. Nau.....	Chicago, Ill.
Comptroller	M. P. Blauvelt.....	Chicago, Ill.
Asst. Secretary	D. R. Burbank.....	New York, N. Y.
Asst. Secretary in Chicago.....	Burt A. Beck.....	Chicago, Ill.
General Manager	T. J. Foley.....	Chicago, Ill.
Superintendent	T. H. Sullivan.....	Dubuque, Iowa

KEOKUK AND HAMILTON BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Andrew Carnegie.....	New York, N. Y.	June, 1913
Theodore F. Hicks.....	New York, N. Y.	June, 1913
David Paton.....	New York, N. Y.	June, 1913
Joseph J. Asch.....	New York, N. Y.	June, 1913
Mathias Nicoll.....	New York, N. Y.	June, 1913
James F. Secor, Jr.....	New York, N. Y.	June, 1913
W. S. Gilman.....	New York, N. Y.	June, 1913
Theodore Gilman.....	New York, N. Y.	June, 1913
Henry E. Smith.....	Philadelphia, Pa.	June, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Andrew Carnegie.....	New York City
Vice President	Mathias Nicoll.....	New York City
Secretary	Theodore Gilman.....	New York City
Treasurer	Theodore Gilman.....	New York City
Auditor	Mathias Nicoll.....	New York City
General Superintendent.....	J. H. Cole.....	Keokuk, Iowa

MISSOURI VALLEY AND BLAIR RAILWAY AND BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	May, 1913
David P. Kimball	Boston, Mass.	May, 1913
William A. Gardner	Chicago, Ill.	May, 1913
Hiram R. McCullough	Chicago, Ill.	May, 1913
John D. Caldwell	Chicago, Ill.	May, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Marvin Hughitt	Chicago, Ill.
Vice President	William A. Gardner	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer	Arthur B. Jones	Chicago, Ill.
Comptroller	Lewis A. Robinson	Chicago, Ill.
Assistant Treasurer	Harry L. Armstrong	Chicago, Ill.
Assistant Secretary	James C. Davis	Des Moines, Iowa

OMAHA BRIDGE AND TERMINAL RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
C. H. Markham	Chicago, Ill.	October, 1912
Blewett Lee	Chicago, Ill.	October, 1912
W. L. Park	Chicago, Ill.	October, 1912
J. W. Newlean	Chicago, Ill.	October, 1912
M. P. Blauvelt	Chicago, Ill.	October, 1912
F. B. Boves	Chicago, Ill.	October, 1912
John R. Webster	Omaha, Neb.	October, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. H. Markham	Chicago, Ill.
Vice President	W. L. Park	Chicago, Ill.
Secretary	John R. Webster	Omaha, Neb.
Treasurer	Otto F. Nau	Chicago, Ill.
Comptroller	M. P. Blauvelt	Chicago, Ill.
Asst. Secretary	Burt A. Beck	Chicago, Ill.
General Manager	John R. Webster	Omaha, Neb.

SIOUX CITY BRIDGE COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	May, 1913
William A. Gardner	Chicago, Ill.	May, 1913
David P. Kimball	Boston, Mass.	May, 1913
Hiram R. McCullough	Chicago, Ill.	May, 1913
Lewis A. Robinson	Chicago, Ill.	May, 1913
James T. Clark	St. Paul, Minn.	May, 1913
John D. Caldwell	Chicago, Ill.	May, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Marvin Hughitt	Chicago, Ill.
Vice President	William A. Gardner	Chicago, Ill.
Secretary	John D. Caldwell	Chicago, Ill.
Treasurer	Arthur B. Jones	Chicago, Ill.
Comptroller	Lewis A. Robinson	Chicago, Ill.
Asst. Secretary	James C. Davis	Des Moines, Iowa.

OFFICERS AND DIRECTORS

OF

Electric Interurban Railway Companies

Officers and Directors of Electric Interurban Ry. Companies

ALBIA INTERURBAN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Calvin Manning.....	Ottumwa, Iowa.....	1st Mon. Apr., 1913
C. B. Judd.....	Creston, Iowa.....	1st Mon. Apr., 1913
C. A. Ross.....	Los Angeles, Cal.	1st Mon. Apr., 1913
L. T. Richmond.....	Albia, Iowa.....	1st Mon. Apr., 1913
J. C. Mabry.....	Albia, Iowa.....	1st Mon. Apr., 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	L. T. Richmond.....	Albia, Iowa
Vice President.....	C. A. Ross.....	Albia, Iowa
Secretary.....	Calvin Manning.....	Albia, Iowa
Treasurer.....	E. C. Manning.....	Albia, Iowa
Atty. or Gen. Counsel.....	J. C. Mabry.....	Albia, Iowa
Gen. Manager.....	E. C. Manning.....	Albia, Iowa
Chief Engineer.....	C. B. Judd.....	Albia, Iowa

BOONE ELECTRIC COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
William G. Dows.....	Cedar Rapids, Iowa.....
John A. Reed.....	Cedar Rapids, Iowa.....
Isaac B. Smith.....	Cedar Rapids, Iowa.....
Henry W. Davis.....	Wilmington, Del.

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	William G. Dows.....	Cedar Rapids, Iowa
Vice President.....	John A. Reed.....	Cedar Rapids, Iowa
Secretary.....	Isaac B. Smith.....	Cedar Rapids, Iowa
Treasurer.....	Isaac B. Smith.....	Cedar Rapids, Iowa

THIRTY-FIFTH ANNUAL REPORT OF THE
CEDAR RAPIDS AND IOWA CITY RAILWAY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Wm. G. Dows.....	Cedar Rapids, Iowa.....	May 27, 1913
Isaac B. Smith.....	Cedar Rapids, Iowa.....	May 27, 1913
Edw. H. Smith.....	Cedar Rapids, Iowa.....	May 27, 1913
E. E. Pinney.....	Cedar Rapids, Iowa.....	May 27, 1913
W. F. Seneva.....	Cedar Rapids, Iowa.....	May 27, 1913
John A. Reed.....	Cedar Rapids, Iowa.....	May 27, 1913
Robt. I. Sofely.....	Cedar Rapids, Iowa.....	May 27, 1913
M. W. Hauser.....	Cedar Rapids, Iowa.....	May 27, 1913
Robert S. Cook.....	Cedar Rapids, Iowa.....	May 27, 1913
Benjamin Thau.....	Pittsburgh, Pa.	May 27, 1913
E. P. Smith.....	Chicago, Ill.	May 27, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	William G. Dows.....	Cedar Rapids, Iowa
Secretary	Isaac B. Smith.....	Cedar Rapids, Iowa
Treasurer	Isaac B. Smith.....	Cedar Rapids, Iowa
Atty. or Gen. Counsel.....	John A. Reed.....	Cedar Rapids, Iowa
Auditor	C. S. Woodward.....	Cedar Rapids, Iowa
General Manager	William G. Dows.....	Cedar Rapids, Iowa
General Freight Agent.....	Isaac B. Smith.....	Cedar Rapids, Iowa

CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
P. E. Hall.....	Cedar Rapids, Iowa.....	February, 1913
Geo. B. Douglas.....	Cedar Rapids, Iowa.....	February, 1913
John S. Ely.....	Cedar Rapids, Iowa.....	February, 1913
Edward C. Clark.....	Cedar Rapids, Iowa.....	February, 1913
Henry V. Ferguson.....	Cedar Rapids, Iowa.....	February, 1913
David P. Kimball.....	Boston, Mass.	February, 1913
Walter D. Douglass (deceased).....	Minneapolis, Minn.....	February, 1913

PRINCIPAL OFFICERS.

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

CENTERVILLE LIGHT AND TRACTION COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. C. Bradley.....	Centerville, Iowa.....	3d Mon. in May, 1913
Frank S. Payne.....	Centerville, Iowa.....	3d Mon. in May, 1913
C. M. Bradley.....	Centerville, Iowa.....	3d Mon. in May, 1913
G. D. Payne.....	Centerville, Iowa.....	3d Mon. in May, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	Frank S. Payne.....	Centerville, Iowa
President	Frank S. Payne.....	Centerville, Iowa
Vice President	C. M. Bradley.....	Centerville, Iowa
Secretary	G. D. Payne.....	Centerville, Iowa
Treasurer	D. C. Bradley.....	Centerville, Iowa
General Counsel	Frank S. Payne.....	Centerville, Iowa
General Manager	Frank S. Payne.....	Centerville, Iowa
Chief Engineer	P. E. Holbrook.....	Centerville, Iowa
General Superintendent	H. R. Longanecker.....	Centerville, Iowa

COLFAX SPRINGS RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James P. Donahue.....	Colfax, Iowa.....	March 4, 1913
E. S. H. Donahue.....	Colfax, Iowa.....	March 4, 1913
Dick R. Lane.....	Davenport, Iowa.....	March 4, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	James P. Donahue.....	Colfax, Iowa
Vice President	E. S. H. Donahue.....	Colfax, Iowa
Secretary	E. S. H. Donahue.....	Colfax, Iowa
Treasurer	James P. Donahue.....	Colfax, Iowa

FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Homer Loring	Boston, Mass.	
Frederic A. Farrar	Boston, Mass.	
Geo. G. Beals	Boston, Mass.	
Laurence H. Parkhurst	Boston, Mass.	
L. E. Armstrong	Fort Dodge, Iowa	
C. F. Duncombe	Fort Dodge, Iowa	
Parley Sheldon	Ames, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
Receivers	Homer Loring Parley Sheldon	Boston, Mass. Ames, Iowa
President	Homer Loring	Boston, Mass.
Secretary	L. H. Parkhurst	Boston, Mass.
Treasurer	Geo. G. Beals	Boston, Mass.
General Counsel	S. R. Dyer	Boone, Iowa
Auditor	F. M. Johnston	Boone, Iowa
General Manager	C. H. Crooks	Boone, Iowa
General Freight Agent	J. L. Sullivan	Boone, Iowa
General Passenger Agent	J. L. Sullivan	Boone, Iowa

INTER-URBAN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
N. W. Harris	Chicago	3d Tues. in Jan. 1913
A. W. Harris	Chicago	3d Tues. in Jan. 1913
Edward P. Smith	Chicago	3d Tues. in Jan. 1913
Andrew Cooke	Chicago	3d Tues. in Jan. 1913
N. T. Guernsey	Des Moines	3d Tues. in Jan. 1913
Emil G. Schmidt	Chicago	3d Tues. in Jan. 1913
Chas. F. Hewitt	Des Moines	3d Tues. in Jan. 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Emil G. Schmidt	Chicago
Vice President	Chas. F. Hewitt	Des Moines
Secretary	N. T. Guernsey	Des Moines
Treasurer	J. R. Harrigan	Des Moines
General Counsel	N. T. Guernsey	Des Moines
Auditor	F. E. Wilkin	Des Moines
General Manager	J. R. Harrigan	Des Moines
Chief Engineer	J. R. Stirling	Des Moines
Traffic Manager	C. T. Chapman	Des Moines

IOWA & ILLINOIS RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
G. E. Lamb	Clinton, Iowa	Jan. 8, 1913
F. W. Ellis	Clinton, Iowa	Jan. 8, 1913
R. B. McCoy	Clinton, Iowa	Jan. 8, 1913
Lafayette Lamb	Clinton, Iowa	Jan. 8, 1913
E. L. Miller	Clinton, Iowa	Jan. 8, 1913
C. B. Mills	Clinton, Iowa	Jan. 8, 1913
E. L. Gates	Clinton, Iowa	Jan. 8, 1913
Henry Thucnen	Davenport, Iowa	Jan. 8, 1913
A. L. Register	Philadelphia, Pa.	Jan. 8, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	G. E. Lamb	Clinton, Iowa
Vice President	F. W. Ellis	Clinton, Iowa
2nd Vice President	Henry Thucnen	Davenport, Iowa
Secretary	R. B. McCoy	Clinton, Iowa
Treasurer	C. B. Mills	Clinton, Iowa
Attorney or Gen. Counsel	F. W. Ellis	Clinton, Iowa
Auditor	F. A. Perkins	Davenport, Iowa
Asst. Auditor	E. C. Bower	Davenport, Iowa
General Manager	P. P. Crafts	Davenport, Iowa
Chief Engineer	J. B. Skiff	Clinton, Iowa
General Supt.	C. F. Dege	Clinton, Iowa
Traffic Manager	Geo. M. Cummins	Davenport, Iowa

MASON CITY & CLEAR LAKE RAILROAD COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. E. Brice	Mason City, Iowa	
C. H. McNider	Mason City, Iowa	
F. J. Hanlon	Mason City, Iowa	
Earl Smith	Mason City, Iowa	
B. L. Clutler	Mason City, Iowa	
Wm. M. Pyle	Delaware	

PRINCIPAL OFFICERS.

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

OSKALOOSA & BUXTON ELECTRIC RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. R. Lacey	Oskaloosa, Iowa	
W. W. Williams	Oskaloosa, Iowa	
Geo. Kalbach	Oskaloosa, Iowa	
H. W. Garner	Oskaloosa, Iowa	
M. J. Cruzen	Oskaloosa, Iowa	
C. E. Lofland	Oskaloosa, Iowa	
John Anderson	Oskaloosa, Iowa	
A. Rosenblatt	Oskaloosa, Iowa	

OSKALOOSA TRACTION & LIGHT COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. R. Lacey	Oskaloosa, Iowa	
W. W. Williams	Oskaloosa, Iowa	
Geo. Kalbach	Oskaloosa, Iowa	
H. W. Garner	Oskaloosa, Iowa	
C. E. Lofland	Oskaloosa, Iowa	
M. Cruzen	Oskaloosa, Iowa	
John Anderson	Oskaloosa, Iowa	
C. Sawyer	Oskaloosa, Iowa	
A. Rosenblatt	Oskaloosa, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	W. W. Williams	Oskaloosa
Vice President	W. R. Lacey	Oskaloosa
Secretary	H. W. Garner	Oskaloosa
General Manager	H. W. Garner	Oskaloosa

TAMA & TOLEDO RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
W. C. Walters	Toledo, Iowa	January 15, 1913
W. E. Brice	Mason City, Iowa	January 15, 1913
C. E. Walters	Toledo, Iowa	January 15, 1913
A. L. Brooks	Tama, Iowa	January 15, 1913
J. P. Walters	Toledo, Iowa	January 15, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	W. C. Walters	Toledo, Iowa
President	W. C. Walters	Toledo, Iowa
Vice President	W. E. Brice	Mason City, Iowa
Secretary	J. P. Walters	Toledo, Iowa
Treasurer	C. E. Walters	Toledo, Iowa
General Solicitor	C. E. Walters	Toledo, Iowa
General Manager	W. C. Walters	Toledo, Iowa
Assistant General Manager	J. P. Walters	Toledo, Iowa
General Freight Agent	S. N. Dodd	Toledo, Iowa
General Passenger Agent	S. N. Dodd	Toledo, Iowa

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
L. S. Cass	Waterloo, Iowa	
J. F. Cass	Waterloo, Iowa	
C. D. Cass	Waterloo, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	L. S. Cass	Waterloo, Iowa
Vice President	J. F. Cass	Waterloo, Iowa
Secretary	F. E. Farwell	Waverly, Iowa
Treasurer	W. H. Burk	Waterloo, Iowa
General Solicitor	Mullan & Pickett	Waterloo, Iowa
Attorney or General Counsel	Mullan & Pickett	Waterloo, Iowa
Auditor	W. H. Burk	Waterloo, Iowa
General Manager	C. D. Cass	Waterloo, Iowa
Chief Engineer	T. E. Rust	Waterloo, Iowa
General Superintendent	O. S. Lamb	Waterloo, Iowa
General Freight Agent	C. M. Cheney	Waterloo, Iowa
General Passenger Agent	C. M. Cheney	Waterloo, Iowa
General Ticket Agent	C. M. Cheney	Waterloo, Iowa

OFFICERS AND DIRECTORS

OF

Express Companies

Officers and Directors of Express Companies

THE ADAMS EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
William M. Barrett.....	New York, N. Y.....	No date fixed
William H. Damsel.....	Chicago, Ill.....	No date fixed
Charles Steele.....	New York, N. Y.....	No date fixed
Basll W. Rowe.....	New York, N. Y.....	No date fixed
Geo. F. Baker.....	New York, N. Y.....	No date fixed
William D. Guthrie.....	New York, N. Y.....	No date fixed
Joseph Zimmerman.....	New York, N. Y.....	No date fixed

Their title under the articles of association is "Managers."

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	William M. Barrett.....	New York, N. Y.
Vice President, Western Department.....	William H. Damsel.....	Chicago, Ill.
Second Vice President in charge of Treasury and Investment Department.....	Basll W. Rowe.....	New York, N. Y.
Secretary.....	Horatio H. Gates.....	New York, N. Y.
Treasurer.....	Walter H. Albert.....	New York, N. Y.
Attorney or General Counsel.....	Guthrie, Bangs & Van Sinderen.....	New York, N. Y.
General Auditor.....	Henry G. Waters.....	New York, N. Y.
General Manager of New York Department in charge of Traffic.....	Joseph Zimmerman.....	New York, N. Y.
General Manager of Eastern Dept.	Henry E. Huff.....	Philadelphia, Pa.
General Manager of Western Department.....	Grant D. Curtis.....	Chicago, Ill.
Superintendent of New England Dept.	Charles H. Hiner.....	Boston, Mass.

AMERICAN EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
James C. Fargo.....	New York, N. Y.....	When suc. is elected
Francis F. Flagg.....	New York, N. Y.....	When suc. is elected
Cornellus Vanderbilt.....	New York, N. Y.....	When suc. is elected
John H. Bradley.....	New York, N. Y.....	When suc. is elected
William H. Seward.....	Auburn, N. Y.....	When suc. is elected
John G. Milburn.....	New York, N. Y.....	When suc. is elected
Charles M. Pratt.....	New York, N. Y.....	When suc. is elected
J. Horace Harding.....	New York, N. Y.....	When suc. is elected
James S. Alexander.....	New York, N. Y.....	When suc. is elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	James C. Fargo	New York, N. Y.
First Vice President	Francis F. Flagg	New York, N. Y.
Secretary	Wm. C. Fargo	New York, N. Y.
Vice President and Treasurer	James F. Fargo	New York, N. Y.
General Counsel	Carter, Ledyard & Milburn	New York, N. Y.
Comptroller	William E. Powelson	New York, N. Y.
Vice President and General Manager Eastern Department	Henry S. Julier	New York, N. Y.
Vice President and General Manager Western Department	Geo. C. Taylor	Chicago, Ill.
Manager of Foreign Department, United States and Canada	Marcellus F. Berry	New York, N. Y.
Manager of Foreign Department, Europe	William S. Dalliba	Paris, France
Manager of Equipment and Supplies	Elisha Flagg	New York, N. Y.
Vice President and General Traffic Mgr.	John H. Bradley	New York, N. Y.
Assistant General Traffic Manager	Edwin E. Bush	New York, N. Y.

GREAT NORTHERN EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
D. S. Elliot	St. Paul	October 10, 1912
C. R. Gray	St. Paul	October 10, 1912
L. W. Hill	St. Paul	October 10, 1912
J. M. Greber	St. Paul	October 10, 1912
W. P. Kenney	St. Paul	October 10, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	D. S. Elliot	St. Paul, Minn.
Vice President	C. R. Gray	St. Paul, Minn.
Secretary	L. E. Katzenbach	St. Paul, Minn.
Treasurer	L. E. Katzenbach	St. Paul, Minn.
Auditor	G. A. Yates	St. Paul, Minn.
General Manager	D. S. Elliot	St. Paul, Minn.

UNITED STATES EXPRESS COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
Wm. H. Averell	Pittsburg, Pa.	When suc. is elected
Alexander G. Hackstaff	New York, N. Y.	When suc. is elected
Joseph W. Harriman	New York, N. Y.	When suc. is elected
Edward P. Platt	New York, N. Y.	When suc. is elected
Frank H. Platt	New York, N. Y.	When suc. is elected
Francis Lynde Stetson	New York, N. Y.	When suc. is elected
Charles C. Tegethoff	New York, N. Y.	When suc. is elected

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Office temporarily vacant	New York City
Vice President	Edward T. Platt	New York City
Second Vice President	Chauncey H. Crosby	New York City
Secretary	Charles C. Tegethoff	New York City
Treasurer	Clarence S. Martin	New York City
General Counsel	Frank H. Platt	New York City
Accountant	John M. Tallman	New York City
General Auditor	John C. Tate	New York City
General Manager	Edward T. Platt	New York City
Traffic Manager	M. T. Jones	New York City
Superintendent of Traffic	F. W. Fiske	New York City

WELLS, FARGO AND COMPANY.

DIRECTORS.

Name	Postoffice Address	Date of Expiration of Term
B. D. Caldwell	New York, N. Y.	October, 1912
F. D. Underwood	New York, N. Y.	October, 1912
C. A. Peabody	New York, N. Y.	October, 1912
H. W. de Forest	New York, N. Y.	October, 1912
R. Delafield	New York, N. Y.	October, 1912
P. M. Warburg	New York, N. Y.	October, 1912
W. V. S. Thorne	New York, N. Y.	October, 1912
W. Mohl	New York, N. Y.	October, 1912
L. F. Loree	New York, N. Y.	October, 1912
H. F. Huntington	New York, N. Y.	October, 1912
E. A. Stedman	Chicago, Ill.	October, 1912
Wm. Sproule	San Francisco, Cal.	October, 1912
W. F. Herrin	San Francisco, Cal.	October, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	B. D. Caldwell	New York, N. Y.
Vice President	A. Christeson	San Francisco, Cal.
Vice President	E. A. Stedman	Chicago, Ill.
Secretary	C. H. Gardner	New York, N. Y.
Treasurer	B. H. River	New York, N. Y.
Attorney or General Counsel	C. W. Stockton	New York, N. Y.
Comptroller	J. W. Newlean	Chicago, Ill.
Assistant Comptroller	R. Burr	New York, N. Y.
General Manager	A. Christeson	San Francisco, Cal.
General Manager	E. A. Stedman	Chicago, Ill.
General Traffic Manager	F. S. Holbrook	New York, N. Y.
Traffic Manager	G. S. Lee	New York, N. Y.

COMPILED RETURNS
OF
Steam Railway Companies

TABLE NO. 1—CAPITAL STOCK—STEAM ROADS

Number	Name of Road	Total Par Value Authorized		Total Par Value Outstanding		Total Par Value Held By Respondent		Number
		Common	Preferred	Common	Preferred	In Treasury		
						Common	Preferred	
1	Atchison, Topeka & Santa Fe	\$ 250,000,000.00	\$ 121,485,000.00	\$ 170,774,000.00	\$ 114,159,550.00	\$ 44,500,000.00	\$ 25,500,000.00	11
2	Atlantic Northern & Southern	300,000.00	500,000.00	290,400.00	1,000.00	1,000.00	109,000.00	12
3	Chicago, Altona & Northern	150,000,000.00	150,000,000.00	115,000,000.00				13
4	Chicago, Altona & Northern	150,000,000.00	150,000,000.00	115,000,000.00				14
5	Chicago, Burlington & Quincy	30,000,000.00	30,000,000.00	19,505,400.00	13,035,752.00			15
6	Chicago Great & Pacific	100,000,000.00	100,000,000.00	64,531,482.00				16
7	Chicago, Milwaukee & St. Paul	150,000,000.00	115,200,000.00	3,385,480.00				17
8	Chicago, Milwaukee & St. Paul	150,000,000.00	115,200,000.00	3,385,480.00				18
9	Chicago & North-Western	100,850,000.00	300,000,000.00	62,228,554.51	62,258,427.15	67,531,561.00		19
10	Chicago & St. Paul	30,000,000.00	30,000,000.00	21,400,473.20	12,841,721.96	2,841,309.64	1,386,921.60	20
11	Chicago, Rock Island & Omaha	75,000,000.00	30,000,000.00	74,277,390.00	4,827.50			21
12	Colfax Northern R.	10,000,000.00		10,000,000.00				22
13	Coventry Creek	500,000.00		112,500.00				23
14	Dayton, Rock Island and Northwestern	2,000,000.00		2,000,000.00				24
15	Eschscholtz & Sioux City (Ill. Cent.)	15,000,000.00		11,750,580.00				25
16	Iowa & Omaha Short Line	1,000,000.00	210,000,000.00	206,000,750.00		1,000,000.00	9,250,000.00	26
17	Manitowish	11,000,000.00	7,400,000.00	5,671,809.81				27
18	Manitowish & St. Louis	15,000,000.00	15,000,000.00	15,270,500.00	5,017,500.00	161,300.00	84,100.00	28
19	Missouri Northern & South.	150,000,000.00		150,000,000.00				29
20	St. Paul & Des Moines	45,000,000.00		45,000,000.00				30
21	St. Paul & Northern Pacific	45,000,000.00		45,000,000.00				31
22	Southern Iowa Traction	300,000.00		300,000.00				32
23	Tabor & Northern	120,000.00		120,000.00				33
24	Union Pacific	500,000,000.00	30,000,000.00	816,530,300.00	60,500,300.00	2,000.00	55,700.00	34
25	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	35
26	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	36
27	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	37
28	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	38
29	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	39
30	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	40
31	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	41
32	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	42
33	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	43
34	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	44
35	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	45
36	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	46
37	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	47
38	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	48
39	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	49
40	Union Pacific	500,000,000.00	30,000,000.00	53,300,310.00	29,500,213.00	275,300.00	21,000,000.00	50

Total, \$1,201,308,200.00; \$1,002,100,000.00; 1,009,014,990.78; 669,527,832.68; 7,365,211.20; \$ 2,348,000.25
 a Scrip, \$5,000.97.
 b Scrip, \$254.56.
 c Scrip, \$227.13.
 d This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.
 e This report covers the period July 1, 1911, to May 19, 1912.
 f This report covers the period May 19, 1912, to June 30, 1912.
 g This report covers seven months, August 1, 1911, to June 30, 1912.

TABLE NO. 2—CAPITAL STOCK—CONTINUED—STEAM ROADS

Number	Name of Road	Total Par Value Held By Respondent		Total Par Value Not Held By Respondent		Dividends Declared During Year		Number
		Common	Preferred	Common	Preferred	Preferred		
						Amount	Rate	
1	Atchison, Topeka & Santa Fe	\$ 170,774,000.00	\$ 114,152,750.00	\$ 49,000,185.00	\$ 2,506,000.00			11
2	Atlantic Northern & Southern	150,000.00	1,000.00					12
3	Chicago Altona & Northern	115,000,000.00						13
4	Chicago, Altona & Northern	115,000,000.00						14
5	Chicago, Burlington & Quincy	19,505,400.00	13,035,752.00					15
6	Chicago Great & Pacific	64,531,482.00						16
7	Chicago, Milwaukee & St. Paul	3,385,480.00						17
8	Chicago, Milwaukee & St. Paul	3,385,480.00						18
9	Chicago & North-Western	62,228,554.51	62,258,427.15	67,531,561.00				19
10	Chicago & St. Paul	21,400,473.20	12,841,721.96	2,841,309.64	1,386,921.60			20
11	Chicago, Rock Island & Omaha	74,277,390.00	4,827.50					21
12	Colfax Northern R.	10,000,000.00						22
13	Coventry Creek	112,500.00						23
14	Dayton, Rock Island and Northwestern	2,000,000.00						24
15	Eschscholtz & Sioux City (Ill. Cent.)	11,750,580.00						25
16	Iowa & Omaha Short Line	206,000,750.00						26
17	Manitowish	5,671,809.81						27
18	Manitowish & St. Louis	15,270,500.00	5,017,500.00	161,300.00	84,100.00			28
19	Missouri Northern & South.	150,000,000.00						29
20	St. Paul & Des Moines	45,000,000.00						30
21	St. Paul & Northern Pacific	45,000,000.00						31
22	Southern Iowa Traction	300,000.00						32
23	Tabor & Northern	120,000.00						33
24	Union Pacific	816,530,300.00	60,500,300.00	2,000.00				34
25	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				35
26	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				36
27	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				37
28	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				38
29	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				39
30	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				40
31	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				41
32	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				42
33	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				43
34	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				44
35	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				45
36	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				46
37	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				47
38	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				48
39	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				49
40	Union Pacific	53,300,310.00	29,500,213.00	275,300.00				50

Total, \$117,200,000; \$6,100,000; 1,002,100,000; 669,527,832.68; 7,365,211.20; \$ 2,348,000.25.
 a Pledged as collateral.
 b Includes \$100,000.
 c This report covers the period July 1, 1911, to May 19, 1912.
 d This report covers the period May 19, 1912, to June 30, 1912.
 e This report covers the six months, August 1, 1911, to June 30, 1912.
 f This report covers the entire fiscal year, as the corporation is still in existence.

TABLE NO. 3—CAPITAL STOCK

Number	Name of Road	Total number of Shares						
		For Cash		For Construction of New Properties		For Additions and Betterments		Purchase or Other
		Common	Preferred	Common	Preferred	Common	Preferred	Common
1	A., T. & S. F.	20						
2	A. N. & S.							
3	C. C. W. Ry. Co.	2,914						
4	C. A. & N.	1,120						
5	dC., B. & Q.							
6	C. G. W.	a 13					a 862,670	
7	M. C. & Ft. D.			a 328,411				
8	W. L. M. & P.			a 38,934				
9	C., M. & St. P.	175,044	51,989	111,255		213,480	300	200,987
10	O. & N. W.	910,071	36,400					353,276
11	C., St. P., M. & O.	53,458	20,466			e 28,442	e 13,869	62,783
12	C., R. I. & P.	282,755						46,417
13	mColfax N. R. R.							600
14	nColfax N. Ry.	100						
15	Crooked Creek							f 1,125
16	D., R. I. & N. W.	30,000						
17	D. & S. C. (Ill. C.)							37,599
18	Great Northern		1,792,501					
19	I. & O. S. L.	8,000		8,000				
20	gIowa Central							
21	M. & O.							
22	M. & St. L.							93,702
23	M. N. & S.							4,500
24	oSt. P. & D. M.			9,000				11,200
25	pSt. P. & K. C. S. L.	500						
26	Southern Iowa Trac.							2,000
27	Taber & Northern	237		119				
28	Union Pacific		20					1,556,463
29	Wabash.							
	Total	1,464,232	1,901,376	495,719		241,922	14,169	3,275,322

a Includes preferred.
 b All stock held by C. G. W. Ry. Co.
 d The records of the C., B. & Q. R. R. Co., showing the early issues of stock were destroyed in the Chicago fire of 1871.
 e Issued and on hand.
 f Old stock surrendered and a part reissued since January 1, 1911, some old stockholders dropping out and new ones coming in.
 g Cash to the amount of \$67,725,740.25 was realized from convertible bonds exchanged for 681,740 shares of common stock.
 h 71 shares S. P. M. & M. Ry. stock.
 i All stock issued in consideration and in pursuance of the plan of reorganization adopted by the board and stockholders of the Iowa Central Railway.
 j No records.
 k Delivered to the Iowa Central Ry. Co. under agreement.
 l Record of exact number destroyed by fire January 9, 1912, at New York.
 m This report covers the period July 1, 1911, to May 18, 1912.
 n This report covers the period May 19, 1912, to June 30, 1912.
 o This report covers the one month, July 1, to 31, 1911.
 p This report covers eleven months, August 1, 1911, to June 30, 1912.
 q This report covers the actual operations for the six months, July 1, to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—CONTINUED—STEAM ROADS

Outstanding—Purpose of the Issue							Total	Number of stockholders	Total cash realized	Number
of Ry. Property	For Acquisition of Securities		For Reorganization		For other purposes	Total				
Preferred	Common	Preferred	Common	Preferred						
92,000			1,019,980	1,049,995	681,740	2,843,735	31,738	\$ 67,727,740.25	1	
						2,914		291,625.00	2	
						1,120	6		3	
							375		4	
						862,683		1,300.00	5	
						328,411	b		6	
			a 20,000			58,934	b	4,060,000.00	7	
						2,326,231	11,819	1,579,985.81	8	
106,137	35,106	341,338			1,090,595	2,326,231	8,564	94,060,344.49	9	
110,899	5,975	52,005			37,318	1,548,514	1,088	4,315,007.00	10	
62,795			69,322	29,307		340,442	482	74,877,200.00	11	
						748,772	9	60,000.00	12	
	419,600					600	1	10,000.00	13	
						100	8		14	
						1,125	9	3,000,000.00	15	
						30,000	27	11,750,500.00	16	
			79,996			117,595	17,841		17	
						2,069,997		16,000.00	18	
			h 307,406			400,000			19	
			384,000			4141,972	861		20	
			85,238	56,734		6,271	298		21	
						212,877	561		22	
19,175			60,000	40,000		4,500	4	2,020,000.00	23	
						23,000	25	50,000.00	24	
						500	6		25	
						2,000	5		26	
			150			500	43	25,300.00	27	
243,693			609,980	750,000		3,162,156	1 21,600	2,000.00	28	
	a 404,004		520,000			924,004	3,895		29	
636,699	864,685	701,349	2,848,666	1,926,036	1,812,453	16,188,899	99,265	\$ 263,854,012.55		

TABLE NO. 4—FUNDED

Number	Name of Road	Recapitulation of		
		Total par value outstanding	Total Par Value Held by	
			In treasury	Pledged as collateral
1	Atchison, Topeka & Santa Fe	\$ 245,933,045.00	\$ 2,288,030.00	
2	Atlantic Northern & Southern			
3	Charles City Western Ry. Co.			
4	Chicago, Anamosa & Northern	350,000.00		\$ 350,000.00
5	Chicago, Burlington & Quincy	209,853,000.00	10,625,800.00	31,000.00
6	Chicago Great Western	23,000,000.00		
7	Mason City & Ft. Dodge	12,000,000.00		
8	Wisconsin, Minnesota & Pacific	6,222,000.00		
9	Chicago, Milwaukee & St. Paul	268,377,154.63	40,768,000.00	
10	Chicago & North-Western	221,352,000.00	6,381,000.00	31,452,000.00
11	Chicago, St. Paul, Minneapolis & O.	35,098,046.00	51,046.00	
12	Chicago, Rock Island & Pacific	225,125,000.00	552,000.00	
13	b Colfax Northern R. R.	47,500.00		
14	c Colfax Northern Ry.			
15	Crooked Creek			
16	Davenport, Rock Island & Northwestern	112,500.00		
17	Dubuque & Sioux City (Ill. Cent.)			
18	Great Northern	17,155,000.00		
19	Iowa & Omaha Short Line	282,303,409.00	10,823,000.00	14,106,000.00
20	Iowa Central	250,000.00		
21	Manchester & Onelda	15,200,004.91	936,000.00	
22	Minneapolis & St. Louis	65,000.00		
23	Muscatine North & South	43,500,004.91	2,402,000.00	
24	d St. Paul & Des Moines	1,000,000.00	500,000.00	
25	e St. Paul & Kansas City Short Line	2,480,000.00		61,000.00
26	Southern Iowa Traction	9,850,000.00		
27	Tabor & Northern			
28	Union Pacific	50,000.00		
29	Wabash	203,061,505.00	1,238,000.00	
		126,110,107.00	1,683,500.00	8,500,000.00
	Total	\$ 2,048,833,116.57	\$84,954,785.00	\$54,540,000.00

a Not held by respondent.
 b This report covers the period July 1, 1911, to May 18, 1912.
 c This report covers the period May 19, 1912, to June 30, 1912.
 d This report covers one month, July 1 to 31, 1911.
 e This report covers eleven months, August 1, 1911, to June 30, 1912.
 f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

DEBT—STEAM ROADS

Funded Debt					Number
Respondent	Total par value not held by respondent	Interest Accrued During Year		Interest paid during year	
		Charged to income	Charged to construction		
	\$ 342,645,015.00	\$ 13,355,315.87		\$ 13,141,403.67	1
					2
					3
					4
a \$18,426,700.00	180,769,500.00	8,547,309.04		8,504,980.04	5
	23,000,000.00	917,500.00		917,500.00	6
	12,000,000.00	480,000.00		480,000.00	7
	6,232,000.00	249,250.00		249,280.00	8
	1,028,700.00	226,570,454.66	8,464,528.74	8,017,484.33	9
	3,059,500.00	181,019,500.00	8,013,839.90	7,916,951.57	10
		35,047,000.00	1,649,028.85	1,683,120.00	11
		224,573,000.00	3,055,728.87	8,709,726.51	12
		47,500.00	2,091.32		13
					14
		112,500.00	5,625.00	5,625.00	15
					16
	137,000.00	17,018,000.00	759,500.00	759,027.50	17
		251,371,409.00	10,766,329.69	10,272,701.12	18
		250,000.00	15,000.00	15,000.00	19
		14,264,094.91	325,731.22	323,111.20	20
		65,000.00	3,250.00	3,250.00	21
		40,798,004.91	1,497,211.69	1,478,110.00	22
		800,000.00			23
		2,419,000.00	9,602.92		24
		9,850,000.00	221,134.84	183,625.00	25
					26
		50,000.00	2,500.00	2,500.00	27
		201,823,505.00	8,072,982.84		28
		115,920,198.00	4,123,810.58	4,123,810.58	29
	\$ 22,661,900.00	\$ 1,880,646,431.57	\$ 76,597,310.37	\$ 310,890.49	\$ 67,047,583.02

TABLE NO. 5—RECAPITULATION

Number	Name of Road	Capital Stock				Total par value outstanding	
		Total par value outstanding	Assignment		Amount Per Mile of Line		
			To railways	To other properties	Miles		Amount
1	Atchison, Topeka & S. F.	\$ 284,373,530.00	\$ 284,373,530.00			\$ 345,933,045.00	
2	Atlantic, N. & S.			10,655.76	\$20,687.00		
3	Charles City Western	291,400.00	291,400.00				
4	Chicago A. & N.	112,000.00	112,000.00	16.33	17,844.00		
5	C., B. & Q.	110,839,100.00	110,839,100.00	19.60	3,714.00	350,000.00	
6	C. G. W.	86,268,315.00	86,268,315.00	8,808.31	12,853.00	209,853,000.00	
7	M. C. & F. D.	32,841,152.00	32,841,152.00	1,411.57	61,115.00	23,000,000.00	
8	W., M. & P.	5,893,400.00	5,893,400.00	378.13	86,851.00	12,000,000.00	
9	C., M. & St. P.	232,623,100.00	232,623,100.00	277.43	21,243.00	6,232,000.00	
10	C. & N. W.	154,854,485.53	154,854,485.53	7,281.02	31,949.24	268,377,154.66	
11	C., St. P. M. & O.	31,044,194.99	31,044,194.99	7,744.85	19,995.00	221,952,000.00	
12	C., R. I. & P.	74,877,200.00	74,877,200.00	1,672.01	20,361.24	35,098,046.00	
13	c Colfax Northern R. R.	60,000.00	60,000.00	5,369.08	13,946.00	225,125,000.00	
14	d Colfax Northern Ry.	10,000.00	10,000.00	6.00	10,000.00	47,500.00	
15	Crooked Creek	112,500.00	112,500.00		a		
16	D., R. I. & N. W.	3,000,000.00	3,000,000.00	17.61	6,388.00	112,500.00	
17	D. & S. C. (Ill. Cent.)	11,759,500.00	11,759,500.00	46.76	64,157.00		
18	Great Northern	209,990,750.00	209,990,750.00	760.98	15,453.00	17,155,000.00	
19	I. & O. S. L.	1,000,000.00	1,000,000.00	7,175.88	28,357.00	282,300,409.09	
20	g Iowa Central	14,200,433.32	14,200,433.32	12.00	83,333.33	250,000.00	
21	M. & O.	62,710.00	62,710.00	502.98	28,232.60	15,200,094.91	
22	M. & St. L.	21,287,700.00	21,287,700.00	8.00	7,859.00	65,000.00	
23	Muscatine, N. & S.	450,000.00	450,000.00	1,364.64	15,599.00	43,200,094.91	
24	e St. P. & D. M.	2,300,000.00	2,300,000.00	47.77	9,433.96	800,000.00	
25	f St. P. & K. C. S. L.	50,000.00	50,000.00	114.24	20,133.00	2,480,000.00	
26	Southern Iowa Traction	200,000.00	200,000.00	117.41	426.00	9,850,660.00	
27	Tabor & Northern	25,300.00	25,300.00	24.17	8,275.00		
28	Union Pacific	316,215,600.00	316,215,600.00	8.79	2,878.00	50,000.00	
29	Wabash	92,400,426.00	92,400,426.00	3,547.18	89,145.00	203,061,505.00	
	Total	\$ 1,600,142,796.84	\$ 1,683,642,796.84	\$6,500,000	59,429.88	\$28,329.93	\$ 2,048,603,116.57

a Working capital only. No road or equipment owned.
 b Capital stock was outstanding June 30, 1912. However, there was no mileage owned after January 1, 1912.
 c This report covers the period July 1, 1911, to May 18, 1912.
 d This report covers the period May 19, 1912, to June 30, 1912.
 e This report covers the one month, July 1 to 31, 1911.
 f This report covers eleven months, August 1, 1911, to June 30, 1912.
 g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

OF CAPITALIZATION—STEAM ROADS

Funded Debt				Total				Number	
Assignment		Amount Per Mile of Line		Total par value outstanding	Assignment		Amount Per Mile of Line		
To railways	To other properties	Miles	Amount		To railways	To other properties	Miles		Amount
\$ 345,933,045.00		10,655.76	\$32,465.00	\$ 630,306,575.00	\$ 630,306,575.00	10,655.76	\$59,152.00	1	
								2	
				291,400.00	291,400.00	16.33	17,844.00	3	
				462,000.00	462,000.00	19.60	23,571.00	4	
350,000.00		19.60	17,857.00	320,692,100.00	320,692,100.00	8,808.31	86,407.00	5	
209,853,000.00		8,808.31	23,824.00	109,268,315.00	109,268,315.00	1,411.57	77,409.00	6	
23,000,000.00		1,411.57	16,294.00	44,841,152.00	44,841,152.00	378.13	118,586.00	7	
12,000,000.00		378.13	31,735.00	12,125,400.00	12,125,400.00	277.43	43,706.00	8	
6,232,000.00		277.43	22,463.00	501,000,254.66	501,000,254.66	7,281.02	68,809.07	9	
268,377,154.66		7,281.02	36,859.83	376,806,485.53	376,806,485.53	7,744.85	48,653.00	10	
221,952,000.00		7,744.85	28,658.00	69,142,240.99	69,142,240.99	1,672.01	41,352.77	11	
35,098,046.00		1,672.01	20,961.53	300,002,200.00	300,002,200.00	5,369.08	53,876.00	12	
225,125,000.00		5,369.08	41,930.00	107,500.00	107,500.00	6.00	17,917.00	13	
47,500.00		6.00	7,917.00	10,000.00	10,000.00	a	a	14	
				225,000.00	225,000.00	17.61	12,776.00	15	
112,500.00		17.61	6,388.00	3,000,000.00	3,000,000.00	46.76	64,157.00	16	
				28,914,500.00	28,914,500.00	760.98	37,996.00	17	
17,155,000.00		760.98	22,543.00	378,177,659.09	378,177,659.09	7,175.88	52,701.00	18	
174,686,909.09	\$107,613,500	7,175.88	24,344.00	1,250,000.00	1,250,000.00	12.00	101,166.66	19	
250,000.00		12.00	20,833.33	29,400,528.23	29,400,528.23	502.98	58,452.68	20	
15,200,094.91		502.98	30,220.08	127,710.00	127,710.00	8.00	15,964.00	21	
65,000.00		8.00	8,125.00	64,487,794.91	64,487,794.91	1,364.64	47,256.00	22	
43,200,094.91		1,364.64	31,657.00	1,250,000.00	1,250,000.00	47.77	26,205.46	23	
800,000.00		47.77	16,771.50	4,780,000.00	4,780,000.00	114.24	41,842.00	24	
2,480,000.00		114.24	21,709.00	9,900,660.00	9,900,660.00	117.41	84,326.00	25	
9,850,660.00		117.41	83,900.00	200,000.00	200,000.00	24.17	8,275.00	26	
				75,300.00	75,300.00	8.79	8,566.00	27	
50,000.00		8.79	5,688.00	519,277,105.00	519,277,105.00	3,547.18	146,391.00	28	
203,061,505.00		3,547.18	57,246.00	218,510,533.00	218,510,533.00	2,041.38	107,041.00	29	
126,110,107.00		2,041.38	61,777.00						
\$ 1,940,989,616.57	\$107,613,500	59,342.62	\$32,708.23	\$ 3,738,745,913.41	\$ 3,624,632,314.41	\$114,113,500	59,429.88	\$60,960.14	

TABLE NO. 6—EXPENDITURES FOR ADDITIONS AND

Number	Name of Road	For Year Ended			
		Right of way and station grounds	Real estate	Widening cuts and fills	Protection of banks and drains
1	Atchison, Topeka & Santa Fe	\$ 35,810.88	\$ 22,767.22	\$ 81,932.78	\$ 47,578.12
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy				
6	Chicago Great Western	479,340.90	916,945.53	51,536.06	120,410.56
7	Mason City & Ft. Dodge	1,245.22	a 1,049.00		1,497.56
8	Wisconsin, Minnesota & Pacific	57,888.52			
9	Chicago, Milwaukee & St. Paul	a 396.65			
10	Chicago & North-Western	705,391.99		125,016.17	36,122.85
11	Chicago, St. Paul, Minneapolis & Omaha	a 18,815.87	a 32,421.68	24,589.16	12,740.52
12	Chicago, Rock Island & Pacific	63,008.67		3,030.77	36,017.05
13	b Coffax Northern R. R.	159,735.47		122,782.96	45,503.42
14	c Coffax Northern Ry.				
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Ill. Cent.)	a 12,864.24		1,432.56	
18	Great Northern	a 5,738.40			a 2,829.60
19	Iowa & Omaha Short Line	147,443.33	5,754.63	71,160.40	a 45,263.77
20	f Iowa Central				
21	Manchester & Onida	a 89.30		78.48	
22	Minneapolis & St. Louis				
23	Muscataine North & South	4,452.21	a 299.70	215.86	
24	d St. Paul & Des Moines				
25	e St. Paul & Kansas City Short Line				
26	Southern Iowa Traction	15,894.02		49,204.26	
27	Tabor & Northern				
28	Union Pacific	4,827.05	a 40.00		52.14
29	Wabash	25,823.68	a 17,944.90	4,305.16	35,175.38
	Total	\$ 1,663,557.48	\$ 893,712.10	\$ 535,284.62	\$ 288,004.53

a Credit.
 b This report covers the period July 1, 1911, to May 18, 1912.
 c This report covers the period May 19, 1912, to June 30, 1912.
 d This report covers the one month, July 1 to 31, 1911.
 e This report covers eleven months, August 1, 1911, to June 30, 1912.
 f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

BETTERMENTS DURING THE YEAR—ENTIRE LINE—STEAM ROADS

June 30, 1912									Number
Grade revisions and changes of line	Tunnel improvements	Bridges, trestles and culverts	Increased weight of rail	Improved frogs and switches	Track fastenings and other material	Ballast	Additional main tracks		
\$ 244,561.64	\$ a 7,631.78	\$ 362,037.83	\$ 353,535.23	\$ 21,640.29	\$ 583,289.97	\$ 861,657.89	\$ 1,116,171.03	1	
								2	
								3	
								4	
131,047.02		381,853.57	342,249.97	9,628.80	180,700.74	198,690.96	a 127,486.43	5	
2,532.73		129,096.00	10,640.02	625.39	12,801.40	156,465.73	6,069.17	6	
		61,562.46	33.00	128.39				7	
		492.64	422.55		355.01	5,976.11		8	
240,473.87	1,467.18	355,073.65	271,098.30	4,321.70	185,209.36	274,237.44	1,146,654.41	9	
66,404.31	6,093.36	678,617.94	158,589.69	2,268.98	248,227.57	203,507.01	271,415.56	10	
53,987.27		78,702.61	34,628.43	873.40	35,562.78	12.85	1,412,064.83	11	
3,519.87		218,028.43	74,494.06	16,679.21	185,651.66	734,016.53	13,237.18	12	
								13	
								14	
								15	
		400.98						16	
		71,644.42	4,884.31		10,630.32			17	
294,122.34	37,135.52	19,773.62	132,696.58	6,146.75	123,350.38	34,143.91	78,512.07	18	
								19	
		3,878.22	25,204.32	548.95	645.30	6,623.62		20	
								21	
		a 1,608.80	a 187.51	a 2.27	2.27	8,479.46		22	
								23	
		2,561.22	79,525.02	1,598.95	18,059.78	15,254.46		24	
								25	
								26	
45,110.67	531.28	259,328.28	13,149.28	644.79	27,187.58	3,496.64	1,540,735.38	27	
		55,181.43	4,002.27				8,450.50	28	
\$ 1,081,709.72	\$ 37,595.56	\$ 2,676,624.59	\$ 1,505,565.52	\$ 65,103.33	\$ 1,611,674.12	\$ 2,502,562.61	\$ 5,465,823.70	29	

TABLE NO. 7—EXPENDITURES FOR ADDITIONS AND

Number	Name of Road	For Year Ended			
		Sidings and spur tracks	Terminal yards	Fencing right of way	Improvement over and under grade crossings
1	Atchison, Topeka & Santa Fe	\$ 138,121.64	\$ 272,980.94	\$ 28,528.92	\$ ^a 91,367.11
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy	482,209.54	175,213.50	^a 29,783.47	130,667.36
6	Chicago Great Western	25,277.07	16,128.45	5,052.01	538.70
7	Mason City & Fort Dodge	^a 3,289.29			3,917.96
8	Wisconsin, Minnesota & Pacific	^a 1,652.08			
9	Chicago, Milwaukee & St. Paul	204,623.55	408,704.57	52,507.46	53,227.71
10	Chicago & North-Western	183,784.49	131,011.80	7,125.11	607,066.17
11	Chicago, St. Paul, Minneapolis & Omaha	13,161.29	44,839.43	4,034.95	2,321.71
12	Chicago, Rock Island & Pacific	152,290.58	101,236.13	15,714.95	339,929.41
13	b Coffax Northern R. R.				
14	c Coffax Northern Ry				
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern	768.82			
17	Dubuque & Sioux City (Illinois Central)	9,520.85			7,474.45
18	Great Northern	329,065.17	192,383.24	21,617.26	39,699.38
19	Iowa & Omaha Short Line				
20	f Iowa Central	10,295.20	1,744.63	615.18	
21	Manchester & Oneida				
22	Minneapolis & St. Louis	^a 6,688.94	7,381.12	1,076.91	12,292.80
23	Muscatine North & South				
24	d St. Paul & Des Moines				
25	e St. Paul & Kansas City Short Line	8,673.27	9,942.28	196.10	
26	Southern Iowa Traction	856.27			
27	Tabor & Northern				
28	Union Pacific	85,415.00	9,455.80	4,357.51	13,397.43
29	Wabash	23,453.87	6,334.08	3,196.40	17,688.96
	Total	\$ 1,655,976.30	\$ 1,377,355.97	\$ 144,239.29	\$ 1,139,854.93

^a Credit.

^b This report covers the period July 1, 1911, to May 18, 1912.

^c This report covers the period May 19, 1912, to June 30, 1912.

^d This report covers the one month, July 1 to 31, 1911.

^e This report covers eleven months, August 1, 1911, to June 30, 1912.

^f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

BETTERMENTS—ENTIRE LINE—CONTINUED—STEAM ROADS

June 30, 1912

Interlocking apparatus	Block and other signal apparatus	Telegraph and telephone lines	Station, buildings and fixtures	Roadway machinery and tools	Shops, engine houses and turntables	Shop machinery and tools	Water and fuel stations	Number
\$ ^a 21,632.05	\$ 50,966.32	\$ 11,103.27	\$ 106,292.79	\$ ^a 375.00	\$ 271,634.13	\$ 101,872.41	\$ 104,905.88	1
								2
								3
								4
								5
24,190.86	103,152.72	7,725.48	1,559,819.61		133,607.20	78,343.33	96,521.78	6
141.50	44,969.31	3,820.03	41,550.53	23,383.37	199,249.48	96,931.69	132,467.25	7
^a 402.50	2,679.39	2,082.54	16,649.16	4,972.38	1,382.24	1,558.48	5,866.01	8
	768.74	696.73	9,560.43	3,048.11	910.83	^a 98.50	1,205.27	9
20,800.70	28,858.71	61,035.59	392,767.73	20,520.06	246,080.64	131,358.84	123,356.67	10
25,662.00	68,124.45	142,903.42	215,088.41	8,801.82	537,792.87	171,241.69	142,217.41	11
515.74	465.15	887.51	8,296.07	2,567.72	87,310.04	25,853.02	27,947.36	12
6,490.32	11,207.65	39,531.97	399,333.52	2,235.00	131,901.68	3,767.33	77,913.71	13
								14
								15
								16
								17
								18
3,242.42	64,946.59	751.68	5,914.57		45,489.53	13,016.49	18,691.00	19
13,535.93	11,400.01	32,597.39	43,344.74	141.29	272,643.33	68,664.59	130,639.08	20
								21
								22
								23
								24
9,262.01	7.64	.50	23,280.99		6,176.80	784.57	6,992.11	25
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TABLE NO. 8—EXPENDITURES FOR ADDITIONS AND BETTERMENTS

Number	Name of Road	Grain elevators and storage warehouses	Dock and wharf property	Electric light and power plants	Electric power transmission
1	Atchison, Topeka & Santa Fe	\$ 563.39	\$ 6,443.50		
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy	1,016.42	776.36		
6	Chicago Great Western				
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul	a 174,677.42	1,291.41		
10	Chicago & North-Western	8,969.15	a 63,519.15		
11	Chicago, St. Paul, Minneapolis & O.	a 763.00			
12	Chicago, Rock Island & Pacific	91,023.25	2,291.52	\$ 199,953.67	\$ 1,410.77
13	d Colfax Northern R. R.				
14	e Colfax Northern Ry.				
15	Crooked Creek				
16	Davenport, Rock Island and Northwestern				
17	Debuque & Sioux City (Illinois Central)				33.59
18	Great Northern	a 450.00	5,116.30	a 570.33	4,855.85
19	Iowa & Omaha Short Line				
20	h Iowa Central				
21	Manchester & Oneida				
22	Minneapolis & St. Louis				
23	Muscantine North & South				
24	f St. Paul & Des Moines				
25	g St. Paul & Kansas City Short Line				
26	Southern Iowa Traction				
27	Tabor & Northern				
28	Union Pacific	a 9,481.43			
29	Wabash				
	Total	\$ a 83,719.64	\$ a 47,600.06	\$ 199,383.31	\$ 6,300.21

a Credit.
 b Amount of \$20,199.28 included, is betterments on leased lines.
 c Receipts from improvement and equipment funds and investments prior to June 30, 1907, included.
 d This report covers the period July 1, 1911, to May 18, 1912.
 e This report covers the period May 19, 1912, to June 30, 1912.
 f This report covers the one month, July 1 to 31, 1911.
 g This report covers the eleven months, August 1, 1911, to June 30, 1912.
 h This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

DURING THE YEAR—CONTINUED—ENTIRE LINE—STEAM ROADS

Gas producing plants	Snow and sand fences and snow sheds	Reconstruction of road purchased	Equipment	Interest and commissions	Other additions and betterments	Total—Entire line	Number
	\$ a 569.61		\$ 3,448,489.31		\$ 98,767.39	\$ 8,220,137.22	1
							2
							3
							4
	124.94		4,367,127.43		26,894.13	9,843,615.17	5
	885.53	\$ 497,219.30	145,781.69		9,735.27	1,563,058.40	6
	1,776.74		a 22,428.27		3,332.72	134,709.93	7
	29.15		a 35,641.40		430.02	a 13,893.04	8
	1,034.64		2,286,933.32	\$ 158,238.79		7,364,679.89	9
\$ a 927.15	530.46		a 78,393.45		44,518.24	3,773,214.29	10
			377,124.24	76,519.37	5,089.51	2,394,658.77	11
			a 470,720.66		b 33,675.63	2,712,335.22	12
							13
							14
							15
						a 4,346.91	16
						285,102.39	17
	139,392.31		1,919,477.36		118,829.33	4,237,468.16	18
							19
			a 15,342.28			48,550.19	20
							21
			a 68,952.62		a 1,905.87	859.63	22
							23
			5,050.00			221,198.78	24
			4,250.16			5,106.43	25
							26
			44,257.99		a c 639,585.46	2,081,115.08	27
			1,344,864.41			1,568,983.23	28
							29
\$ a 927.15	\$ 143,204.16	\$ 497,219.30	\$ 13,248,880.23	\$ 234,758.16	\$ a 300,219.09	\$ 44,437,052.02	

TABLE NO. 9—EXPENDITURES FOR ROAD EQUIPMENT AND JUNE 30, 1907—

Number	Name of Road	Road		Equipment	
		Total expenditures July 1, 1907, to June 30, 1911	Total expenditures July 1, 1907, to June 30, 1912	Total expenditures July 1, 1907, to June 30, 1911	Total expenditures July 1, 1907, to June 30, 1912
1	A., T. & S. F.	\$ 54,838,141.63	\$ 50,939,978.83	\$ 36,185,856.40	\$ 39,634,345.71
2	A. N. & S.				
3	C. C. W. Ry. Co.		327,215.55		53,299.26
4	C., A. & N.	293,230.21	293,230.21		
5	C., B. & Q.	34,535,287.36	40,457,641.65	9,181,350.66	13,550,111.95
6	C. G. W.	95,088,428.37	96,497,610.53	10,277,527.27	10,431,403.55
7	M. C. & Ft. D.	192,752.24	352,890.44	c 55,105.52	c 80,533.79
8	W. M. & P.	83,918.59	105,606.95	c 65,347.60	c 100,989.00
9	C., M. & St. P.	25,813,617.92	30,816,485.19	8,005,476.37	10,352,400.69
10	C. & N. W.	57,503,445.57	75,899,926.08	11,061,147.86	10,982,754.41
11	C., St. P., M. & O.	1,810,492.93	3,711,447.38	1,372,862.38	1,749,986.62
12	C., R. I. & P.	15,210,235.32	18,303,791.20	10,768,316.29	10,297,595.63
13	e Colfax Northern R. R.		3,042.75		108.37
14	f Colfax Northern Ry		3,042.75		108.37
15	Crooked Creek				
16	D., R. I. & N. W.	126,695.56	122,318.65	18,927.51	18,927.51
17	D. & S. C. (Ill. Cent.)	586,759.36	871,861.75		
18	Great Northern	37,501,093.36	47,197,968.07	15,193,041.93	17,112,519.29
19	I. & O. S. L.			d 266,000.00	d 266,000.00
20	i Iowa Central	1,263,409.32	1,300,391.79	800,569.36	845,227.08
21	M. & O.	2,157.00	2,157.00	4,258.60	4,258.60
22	M. & St. L.	904,169.00	30,974,751.57	527,140.41	2,210,241.85
23	M. N. & S.				
24	g St. P. & Des Moines	4,321,937.72	4,321,937.72	482,768.85	482,768.85
25	h St. P. & K. C. S. L.	6,293,238.75	6,509,387.53	482,902.58	487,952.58
26	Southern Iowa Traction	200,856.27	200,856.27	6,520.71	6,520.71
27	Tabor & Northern				
28	Union Pacific	24,778,519.05	28,088,371.98	9,201,351.25	9,245,609.24
29	Wabash	1,048,296.46	1,272,415.28	3,774,384.83	5,119,249.24
	Total	\$ 362,677,817.74	\$ 438,661,374.42	\$ 117,610,058.51	\$ 132,669,767.35

a Includes \$9,097,308.24 for proprietary affiliated and controlled companies.
 b Includes \$23,005,109.92 for proprietary affiliated and controlled companies.
 c Credit.
 d Includes general expenditures.
 e This report covers the period July 1, 1911 to May 18, 1912.
 f This report covers the period May 19, 1912, to June 30, 1912.
 g This report covers the one month, July 1 to 31, 1911.
 h This report covers the eleven months, August 1, 1911, to June 30, 1912.
 i This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

GENERAL EXPENDITURES—ENTIRE LINE AND IOWA—SINCE STEAM ROADS

General Expenditures		Total—Entire Line		Total—Iowa		Number
Total expenditures July 1, 1907, to June 30, 1911	Total expenditures July 1, 1907, to June 30, 1912	Total expenditures July 1, 1907, to June 30, 1911	Total expenditures July 1, 1907, to June 30, 1912	Total expenditures July 1, 1907, to June 30, 1911	Total expenditures July 1, 1907, to June 30, 1912	
\$ 11,907.17	\$ 11,907.17	a 100,133,216.44	b 113,681,341.63	\$ 210,059.71	\$ 217,392.46	1
	11,005.62		391,520.43		391,520.43	2
14,328.23	14,328.23	307,558.44	307,558.44	307,558.44	307,558.44	3
1,515,827.90	1,521,601.39	45,232,465.92	55,529,354.99	55,777,712.91	50,605,151.21	4
		105,365,955.64	106,929,014.13	127,698.07	252,671.61	5
		137,646.72	272,356.65	8,334.88	7,208.13	6
84,200.00	84,200.00	102,770.99	41,227,700.64	88,877.95	7,287,382.23	7
	58,805.76	33,879,094.29	86,911,461.09	6,340,606.04	248,065.21	8
28,304.28	28,780.60	68,597,897.71	5,537,985.51	210,001.62		9
	32.14	3,183,387.45	28,786,100.09			10
66,460.76	94,773.26	26,045,012.37	3,151.12	3,151.12	3,151.12	11
		3,151.12	119.40		119.40	12
	119.40					13
						14
						15
						16
		145,623.07	141,276.16	107,502.87	113,689.82	17
		586,759.36	871,861.75			18
880,035.71	1,200,498.83	53,874,171.00	65,510,985.99	1,837,038.79	1,857,258.83	19
		266,000.00	266,000.00			20
		3,335,362.21	3,383,912.40	2,086,162.20	2,119,640.18	21
1,238,293.53	1,238,293.53	13,915.60	13,915.60	17,915.60	13,915.60	22
7,500.00	7,500.00			427,963.46	2,188,822.57	23
520,675.00	520,675.00	1,951,984.41	33,705,668.42			24
						25
62,834.34	62,834.34	4,867,540.91	4,867,540.91			26
331,649.31	331,649.31	7,107,790.64	7,328,989.42	207,376.98	207,376.98	27
		207,376.98	207,376.98			28
				49,100.46	67,891.21	29
55,099.27	43,561.54	34,034,569.57	37,377,542.76			
2,224,649.96	2,224,649.96	7,047,331.25	8,616,314.48			
7,041,797.60	7,531,735.25	496,426,982.09	601,967,986.94	67,714,183.15	71,868,835.46	

TABLE NO. 10—SUMMARY OF ROAD AND EQUIPMENT

Number	Name of Road	Investment to June 30, 1907				Investment Since June 30, 1907	
		Road		Equipment		Entire line	Iowa
		Entire line	Iowa	Entire line	Iowa		
1	A., T. & S. F.	\$ a 407,086,095.17					
2	A. N. & S.						
3	C. O. W. Ry. Co.				\$ 113,681,341.63	\$ 217,322.49	
4	C. A. & N.	288,293.35	288,293.35		391,520.43	391,520.43	
5	C., B. & Q.	296,437,146.87	54,347,722.45		19,265.09	19,265.09	
6	C. G. W.			\$ 48,844,353.15			
7	M. C. & Ft. D.	42,766,182.71	39,675,182.87		55,529,354.99	56,605,151.21	
8	W., M. & P.	11,357,627.37	921,121.07	1,519,086.67	106,929,014.13	252,671.61	\$ 1,409,292.05
9	C., M. & St. P.	210,540,735.04	54,066,860.76	760,764.91	272,356.65	7,208.13	61,699.21
10	C. & N. W.	a 237,705,203.67		47,600,579.97	88,877.95	10,587,273.52	12,223,878.94
11	C., St. P. M. & O.	a 62,408,611.00			41,227,700.64		
12	C., R. I. & P.	a 193,210,227.88			86,911,461.09		
13	d C. N. R. R.	138,806.02	138,806.02		5,537,985.51		
14	e C. N. Ry.			29,315.10	28,786,160.00	3,151.12	
15	C. O.				3,151.12	3,151.12	
16	D., R. I. & N. W.	3,171,381.84	a 2,378,968.39			119.40	
17	D. & S. C. (I. C.)	a 29,679,249.89		112,433.67			
18	Gt. N.	230,947,770.98			141,276.16	113,689.82	
19	I. & O. S. L.			44,694,373.57	871,861.75		
20	h Iowa Central	a 26,377,402.03	a 21,700,688.65		65,510,985.99	1,857,258.83	
21	M. & O.	a 117,391.00			3,383,912.40	2,119,640.18	
22	M. & St. L.	a 29,303,337.44	a 9,841,088.26		13,915.60	13,915.60	
23	M. N. & S.				33,705,668.42	21,888,822.57	
24	f S. P. & D. M.				4,867,540.91		
25	g St. P. & K. C. S. L.	200,856.27	200,856.27	6,520.71	7,328,989.42		
26	S. I. T.	82,688.07		10,229.68			
27	T. & N.	228,773,871.90	82,688.07	10,229.68			
28	U. P.			11,108,065.08			
29	Wabash	a 109,684,852.62		7,930.92	37,377,542.76	8,616,314.48	
	Total	\$ 2,270,280,791.12	\$ 183,759,667.16	\$ 154,075,722.49	\$ 13,748,816.61	\$ 601,196,197.21	\$ 94,077,080.00

a Includes equipment.
 b Mileage basis.
 c Cannot give this information.
 d This report covers the period July 1, 1911, to May 18, 1912.
 e This report covers the period May 19, 1912, to June 30, 1912.
 f This report covers the one month, July 1, to 31, 1911.
 g This report covers the eleven months, August 1, 1911, to June 30, 1912.
 h This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—ENTIRE LINE AND IOWA—STEAM ROADS

Number	Total		Reserve for Accrued Depreciation—Credit		Net Total		Cost Per Mile of Line	
	Entire line	Iowa	Entire line	Iowa	Entire line	Iowa	Entire line	Iowa
	\$ 610,767,436.80	c	\$ 12,468,753.57		\$ 598,298,683.23		\$ 66,484.94	
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
	\$ 3,026,044,289.59	\$ 289,736,491.22	\$ 66,664,071.33	\$ 1,966,470.14	\$ 2,959,380,218.26	\$ 357,217,480.62	\$ 73,293.92	\$ 88,844.89

TABLE NO. 11—INCOME ACCOUNT—

Number	Name of Road	Operating			
		Rail Operations			
		Operating revenues	Operating expenses	Net operating revenues	Net operating deficit
1	Atchison, Topeka & Santa Fe	\$ 89,856,346.85	\$ 57,666,316.02	\$ 32,190,030.83	
2	Atlantic Northern & Southern	61,833.78	51,506.54	10,327.24	
3	Charles City Western Ry. Co.	25,463.27	27,970.73		\$ 2,507.46
4	Chicago, Anamosa & Northern	31,347.23	26,479.11	4,868.12	
5	Chicago, Burlington & Quincy	86,723,067.97	60,646,949.16	26,076,118.81	
6	Chicago Great Western	12,799,242.13	10,006,233.45	2,789,008.68	
7	a Mason City & Ft. Dodge				
8	a Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul	63,122,743.34	47,743,156.54	15,379,586.80	
10	Chicago & North-Western	73,698,591.58	52,701,843.30	20,996,748.28	
11	Chicago, St. Paul, Minneapolis & Omaha	15,135,426.08	10,460,216.49	4,669,209.59	
12	Chicago, Rock Island & Pacific	61,871,392.84	44,886,016.60	16,985,376.24	
13	b Colfax Northern R. R.	26,348.78	33,484.38		7,135.60
14	c Colfax Northern Ry.	2,246.31	1,880.41	365.90	
15	Crooked Creek	29,662.84	23,816.94	5,845.90	
16	Davenport, Rock Island & Northwestern	89,459.84	106,078.54		16,618.70
17	Dubuque & Sioux City (Ill. Cent.)	6,237,793.84	5,000,800.81	1,236,993.03	
18	Great Northern	66,160,622.52	37,610,569.39	28,550,053.13	
19	Iowa & Omaha Short Line	9,871.49	18,548.43		8,676.94
20	f Iowa Central	1,842,489.42	1,389,012.65	453,476.77	
21	Manchester & Oneida	25,568.71	17,640.21	7,928.50	
22	Minneapolis & St. Louis	6,111,626.54	4,785,015.67	1,326,610.87	
23	Muscatine North & South	86,482.53	103,884.39		17,401.86
24	d St. Paul & Des Moines	47,189.18	35,119.91	12,069.27	
25	e St. Paul & Kansas City Short Line	642,937.58	518,911.96	124,025.62	
26	Southern Iowa Traction	29,956.89	25,964.82	3,991.98	
27	Tabor & Northern	26,993.25	17,334.09	9,659.16	
28	Union Pacific	47,186,056.06	27,314,428.58	19,871,627.48	
29	Wabash	28,354,704.15	23,150,484.38	5,204,219.77	
	Total	\$ 560,231,524.91	\$ 384,375,663.50	\$ 175,908,201.97	\$ 52,340.56

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receive all receipts and pay all expenses growing out of operation of line and there is therefore no income account for this road.

b This report covers the period July 1, 1911, to May 18, 1912.

c This report covers the period May 19, 1912, to June 30, 1912.

d This report covers the one month, July 1 to 31, 1911.

e This report covers eleven months, August 1, 1911, to June 30, 1912.

f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

ENTIRE LINE—STEAM ROADS

Income				Total net revenue	Total net deficit	Taxes accrued	Operating income	Operating loss	Number
Outside Operations									
Revenues	Expenses	Net revenue	Net deficit						
				\$ 32,190,030.83		\$ 3,556,069.40	\$ 28,633,961.43		1
				10,327.24			10,327.24		2
						\$ 2,507.46		\$ 2,507.46	3
							3,417.56		4
				4,868.12		1,450.56	22,650,560.19		5
\$	906,174.65	\$ 1,028,875.16		\$ 122,700.51		3,303,058.11	2,880,529.36		6
	89,475.22	91,229.88		1,754.66		406,724.66			7
									8
									9
				15,401,054.85		2,868,710.26	12,532,344.59		10
1,365,789.24	1,344,321.19	\$ 21,468.05		33,038.59		3,422,838.13	17,540,871.56		11
824,468.87	857,507.46			4,034,476.91		782,845.95	3,881,630.96		12
179,892.22	184,624.90			193,756.58		2,668,177.94	14,153,441.72		13
472,476.78	666,233.36				7,135.60	1,631.50		8,767.10	14
						289.50	76.40		15
						2,537.68	3,308.22		16
						5,845.90		37,236.74	17
						16,618.70	20,618.04		18
							211,503.80	1,025,489.23	19
						1,236,993.03	3,486,571.97	25,179,340.43	
1,154,679.81	1,038,820.54	115,859.27		28,665,912.40	8,676.94	1,425.63		10,102.57	20
						57,904.52	365,572.25		21
						800.77	7,067.73		22
						7,928.50		1,092,135.23	
						234,069.65			23
						3,124.44		50,526.30	24
						12,069.27		10,619.27	25
						1,450.00		105,636.53	26
						18,389.09		1,346.94	27
						3,991.98		8,696.08	28
						9,659.16			29
						2,041,156.05	17,794,103.71		
						851,629.56	4,319,474.56		
958,012.58	994,410.30			36,367.72					
166,212.92	199,388.57			33,175.65					
\$ 6,119,398.93	\$ 6,408,093.99	\$ 137,327.32	\$ 425,932.38	\$ 175,619,596.91	\$ 52,310.56	\$ 3,946,645.33	\$ 151,099,751.19	\$ 79,140.17	

TABLE NO. 12—INCOME ACCOUNT

Number	Name of Road	Other Rents--Credits				Other properties -- Net income	Separately operated properties -- profit	Other
		Rents accrued from lease of road	Hire of equipment -- Balance	Joint facilities	Miscellaneous rents			
1	A., T. & S. P.		\$ 447,281.75	\$ 296,926.31	\$ 65,514.13	\$ 9,364.63	\$ 2,851,308.70	
2	A. N. & S.							
3	C. C. W. Ry. Co.							
4	C. A. & N.							
5	C., B. & Q.	\$ 2,976.36		476,190.25	135,582.89			
6	C. G. W.			12,923.39	35,133.12			
7	a M. C. & Ft. D.							
8	a W., M. & P.							
9	C., M. & St. P.			224,391.80	184,584.33			
10	C. & N. W.			90,383.68	75,406.62	100,655.28		
11	C., St. P., M. & O.			126,230.77	18,875.06	31,209.98		
12	C., R. I. & P.			367,314.92	117,279.32	41,164.25	1,967.77	
13	b C. N. R. R.		1,893.92					
14	c C. N. Ry.		40.98					
15	C. C.							
16	D., R. I. & N. W.		12,291.70	31,754.34				
17	D. & S. C. (Ill. Cent.)			54,558.34				
18	G. N.	2,301.00	358,364.27	511,163.39	289,674.68			
19	I. & O. S. L.							
20	Iowa Central			3,082.27				
21	M. & O.							
22	M. & St. L.	2,000.00		158,224.50	4,662.30			
23	M. N. & S.							
24	d St. P. & D. M.							
25	e St. P. & K. C. S. L.				106.00			
26	S. I. T.							
27	T. & N.							
28	U. P.	21,604.24		562,323.13	49,783.11	35.40	48,056.59	
29	Wabash	4,000.00		99,157.54	86,071.61	8,883.19	328,773.46	
	Total	\$32,881.60	\$ 819,872.62	\$ 3,014,605.03	\$ 1,050,673.17	\$ 191,312.73	\$ 3,525,106.52	

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no income account for this road.

b This report covers the period July 1, 1911, to May 18, 1912.

c This report covers the period May 19, 1912, to June 30, 1912.

d This report covers the one month, July 1, to 31, 1911.

e This report covers eleven months, August 1, 1911, to June 30, 1912.

f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—CONTINUED—ENTIRE LINE—STEAM ROADS

Income							Gross corporate income carried forward	Gross corporate loss carried forward	Number
Dividends declared on stocks owned or controlled	Interest accrued on funded debt owned or controlled	Interest on other securities, loans and accounts	Unextinguished premiums on outstanding funded debt	Miscellaneous income	Total other income	Gross corporate income			
\$ 363,260.08	\$ 786,330.57	\$ 989,603.55		\$ 251,382.64	\$ 6,061,032.37	\$ 34,694,993.80			1
						10,327.24			2
						3,417.56			3
					2,151,044.15	24,801,104.34			4
768,342.00	550,122.93	217,829.72		2,497.83	126,570.87	2,507,100.53			5
4,484.00	1,172.48	70,300.05							6
									7
									8
									9
31,825.00	5,283,516.23	1,575,206.05		292,424.99	7,591,948.40	20,124,292.59			10
1,844,722.00	5,025.00	1,137,584.63			3,253,777.21	20,794,648.77			11
41,976.00	11,880.00	2,669.50	\$ 7,719.43	112.62	240,673.36	4,122,304.32			12
45,263.50	1,739,446.21	411,043.53		11,846.88	2,735,326.38	16,858,768.10			13
					1,893.92		6,873.18		14
					40.38				15
						117.38			16
						3,308.22			17
						6,809.30			18
						1,109,793.82			19
					29,746.25	84,304.59			20
					410.62	33,500,649.49			21
4,410,638.20	1,250,771.33	1,497,985.57				10,102.57			22
									23
									24
									25
									26
									27
									28
									29
6.00	11,100.00	1,067.93			15,256.20	410,828.45			30
		356.00			7,423.73				31
23,203.35	41,801.45	6,397.66		139,300.02	375,589.68	1,467,724.91			32
									33
									34
									35
									36
									37
									38
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									41
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									46
									47
									48
									49
									50
13,517,625.50	3,872,806.32	5,494,094.29			18,595.95	23,577,581.53			51
74,840.00	900.00	18,869.26			22,500.00	643,995.06			52
\$21,120,185.63	\$13,554,982.52	\$11,439,042.32	\$ 7,719.43	\$ 768,817.80	\$55,240,289.37	\$ 206,900,900.00	\$40,000.51		53

TABLE NO. 13—INCOME ACCOUNT

Number	Name of Road	Deductions from Gross					Separately operated property—loss	Number
		Rents accrued for lease of other roads	Other Rents—Debits			Other properties—net loss		
			Hire of equipment—Balance	Joint facilities	Miscellaneous rents			
1	A., T. & S. F.	\$ 945,260.18		\$ 492,051.20	\$ 73,893.20		1	
2	A. N. & S.						2	
3	C. C. W. Ry. Co.		\$ 563.00				3	
4	C. A. & N.						4	
5	C., B. & Q.		478,776.14	973,001.60	17,277.30		5	
6	C. G. W.	712,440.00	75,904.76	564,048.45	34,143.34		6	
7	aM. C. & Ft. D.						7	
8	aW., M. & P.						8	
9	C., M. & St. P.		1,246,790.50	440,955.37	12,072.34		9	
10	C. & N. W.	357,408.09	412,704.44	261,295.62	163,382.87		10	
11	C., St. P. M. & O.		69,043.17	292,796.23	1,514.28		11	
12	C., R. I. & P.	1,586,039.62	1,047,716.82	1,150,074.32	3,988.42		12	
13	bC. N. R. R.	3,136.11					13	
14	cC. N. Ry.	1,235.34				\$ 183.64	14	
15	C. C.		2,844.70				15	
16	D., R. I. & N. W.			6,809.30			16	
17	D. & S. C. (Ill Cent.)	87,500.00	310,818.57	107,051.09	10.00		17	
18	G. N.			772,034.28	22,199.50		18	
19	I. & O. S. L.		1,136.38				19	
20	7Iowa Central	11,100.00	32,401.56	15,320.95	5.00		20	
21	M. & O.		13.76	240.00			21	
22	M. & St. L.	148,476.38	56,240.84	102,229.30	854.35		22	
23	M. N. & S.						23	
24	dSt. P. & D. M.		2,679.66	1,333.45			24	
25	eSt. P. & K. C. S. L.		41,304.19	9,314.94			25	
26	S. I. T. Co.		6,485.11		2,470.23		26	
27	T. & N.		1,505.78				27	
28	U. P.		1,336,397.86	103,116.63			28	
29	Wabash	1,600.00	1,055,511.93	1,552,347.21			29	
	Total	\$ 3,854,195.72	\$ 6,175,239.22	\$ 6,845,629.03	\$ 331,810.83	\$ 183.64		

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no income account for this road.

b This report covers the period, July 1, 1911, to May 18, 1912.

c This report covers the period, May 19, 1912, to June 30, 1912.

d This report covers the one month, July 1 to 31, 1911.

e This report covers eleven months, August 1, 1911, to June 30, 1912.

f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—CONTINUED—ENTIRE LINE—STEAM ROADS

Corporate Income						Net corporate income	Net corporate loss	Number
Interest accrued on funded debt	Other interest	Extinguishment of discount on securities	Sinking and redemption funds chargeable to income	Other deductions	Total deductions			
\$13,355,315.87	\$ 384.26			\$ 166,247.75	\$15,034,752.56	\$ 19,600,241.25		1
						10,327.24		2
						1,088.75	\$ 3,593.21	3
						4,201.14	783.58	4
						10,694,650.56	14,106,753.78	5
\$ 8,547,309.04	13,493.46	\$ 6,814.44	\$ 657,978.58	\$ 934.50	2,323,491.22	183,609.01		6
917,500.00	2,147.01	13,373.16						7
								8
								9
								10
								11
8,494,528.74			38,000.00	10,838.31	10,193,846.95	9,930,446.04		12
8,043,839.00	39,848.94				9,327,318.17	11,467,330.00		13
1,649,028.85	28,318.51				2,037,701.04	2,084,603.28		14
9,055,728.87	167,271.63				13,010,819.68	3,847,948.42		15
2,001.32	2,303.79				7,531.22	14,401.40		16
					1,418.98	1,301.60		17
					8,469.70	5,161.48		18
					6,809.30	256,400.56		19
5,625.00					1,366,194.38			20
						20,903,924.05		21
759,500.00	44,581.12		56,733.60	753,002.94	12,566,725.44	26,228.86		22
10,766,329.69	283,159.03				16,136.38			23
	15,000.00				400,546.43	10,282.02		24
	15,987.70				3,503.76	3,919.97		25
325,731.22					1,933,180.61	465,464.70		26
3,250.00					383.80	20,910.10		27
1,497,211.69	128,177.05			182.55	14,506.56	3,887.29		28
	201.25				275,353.97	154,176.87		29
	890.53				9,761.74	8,414.80		30
	3,700.00				6,146.21	2,549.87		31
9,602.92	805.40				25,247.35	10,107,978.91		32
221,134.84					5,400.00	31,263,709.33		33
	2,110.43					1,954,009.10		34
2,500.00	570,234.23				6,917,568.72			35
8,072,989.84			60,140.00					36
4,122,815.58	118,750.00							37
								38
								39
								40
\$75,853,030.37	\$ 1,440,967.83	\$ 20,187.60	\$ 812,852.18	\$ 966,007.75	\$96,300,065.17	\$ 113,475,644.86	\$ 2,914,839.64	41

TABLE NO. 14—INCOME ACCOUNT

Number	Name of Road	Dividends Declared	
		On common stock	On preferred stock
		1	Atchison, Topeka & Santa Fe.....
2	Atlantic Northern & Southern.....		
3	Charles City Western Ry. Co.		
4	Chicago, Anamosa & Northern.....		
5	Chicago, Burlington & Quincy.....	8,867,128.00	
6	Chicago Great Western.....		
7	<i>b</i> Mason City & Fort Dodge.....		
8	<i>b</i> Wisconsin, Minnesota & Pacific.....		
9	Chicago, Milwaukee & St. Paul.....		
10	Chicago & North-Western.....	9,108,015.00	1,791,600.00
11	Chicago, St. Paul, Minneapolis & Omaha.....	1,298,934.00	787,976.00
12	Chicago, Rock Island & Pacific.....	3,743,597.00	
13	<i>c</i> Colfax Northern R. R.....		
14	<i>d</i> Colfax Northern Ry.....		
15	Crooked Creek.....		
16	Davenport, Rock Island & Northwestern.....		
17	Dubuque & Sioux City, (Illinois Central).....		
18	Great Northern.....	14,668,650.75	
19	Iowa & Omaha Short Line.....		
20	<i>g</i> Iowa Central.....		
21	Manchester & Oneida.....		
22	Minneapolis & St. Louis.....		
23	Muscatine North & South.....		
24	<i>e</i> St. Paul & Des Moines.....		
25	<i>f</i> St. Paul & Kansas City Short Line.....		
26	Southern Iowa Traction.....		
27	Tabor & Northern.....		
28	Union Pacific.....	21,664,739.57	3,981,744.00
29	Wabash.....		
	Total	\$ 69,549,248.32	\$ 12,270,010.00

a Balance for year carried forward to credit of income account balance.
b Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no income account.
c This report covers the period July 1, 1911, to May 18, 1912.
d This report covers the period May 19, 1912, to June 30, 1912.
e This report covers the one month, July 1 to 31, 1911.
f This report covers eleven months, August 1, 1911, to June 30, 1912.
g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

—CONTINUED—ENTIRE LINE—STEAM ROADS

Disposition of Net Corporate Income					Number
Appropriations for additions and betterments expended during year	Appropriations for new lines and extensions	Appropriations for other reserves	Balance for year carried forward to credit of profit and loss	Balance for year carried forward to debit of profit and loss	
\$ 3,300,000.00		\$ 396,950.94	\$ 86,406.31	\$ 3,596.21	1
			10,327.24	783.58	2
			<i>a</i> 1,295,400.70		3
3,941,216.08			183,689.01		4
					5
					6
					7
					8
			9,930,446.04		9
			567,715.60		10
				2,306.72	11
			104,351.42		12
				14,404.40	13
				1,301.60	14
				5,161.48	15
					16
				256,400.56	17
			2,703,273.30		18
3,562,000.00				26,238.95	19
			10,282.02		20
			3,919.97		21
				465,464.70	22
				20,910.10	23
				3,887.20	24
				154,176.87	25
				8,414.80	26
			2,549.87		27
			5,617,226.76		28
				2,222,557.35	29
268,458.25					
\$ 11,014,674.33		\$ 396,950.94	\$ 20,515,517.24	\$ 3,185,604.61	

TABLE NO. 15—PROFIT AND

Number	Name of Road	Debit					
		Balance June 30, 1911	Balance for year brought forward from income account	Appropriations for Additions and Betterments		Appropriations for New Lines or Extensions	
				Expended during year	Held in reserve	Expended during year	Held in reserve
1	A., T. & S. F.						
2	A. N. & S.						
3	C. C. W. Ry. Co.		\$ 3,596.21				
4	C., A. & N.	\$ 1,052.14	783.58				
5	C., B. & Q.						
6	C. G. W.						
7	a M. C. & Ft. D.						
8	a W., M. & P.						
9	C., M. & St. P.						
10	C. & N. W.						
11	C., St. P. M. & O.		2,306.72				
12	C., R. I. & P.						
13	b C., N. R. R.		14,494.40				
14	c C. N. Ry.		1,301.60				
15	C. C.	2,339.58	5,161.48				
16	D., B. I. & N. W.						
17	D. & S. C. (Ill. C.)		256,400.56				
18	G. N.						
19	I. & O. S. L.		26,238.95				
20	f Iowa Central						
21	M. & O.						
22	M. & St. L.		465,464.70				
23	M. N. & S.	16,103.41	20,910.10				
24	d St. P. & D. M.	288,664.33	3,887.29				
25	e St. P. & K. C. S. L.		154,176.87				
26	S. I. T.	5,255.47	8,414.80				
27	T. & N.	21,394.63					
28	U. P.						
29	Wabash	6,126,933.80	2,222,557.35				
	Total	\$ 6,461,743.36	\$ 3,185,604.61				

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no profit and loss account for this road.

b This report covers the period July 1, 1911, to May 18, 1912.

c This report covers the period May 19, 1912, to June 30, 1912.

d This report covers the one month, July 1 to 31, 1911.

e This report covers eleven months, August 1, 1911, to June 30, 1912.

f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis E. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

LOSS ACCOUNT—STEAM ROADS

Number	Name of Road	Debit							
		Appropriations for other reserves	Extinguishment of discount on securities	Deductions for year	Dividends Declared		Balance credit June 30, 1912 carried to general balance sheet	Total	
					On common stock	On preferred stock			
1	A., T. & S. F.						\$ 20,470,115.99	\$ 20,653,112.94	1
2	A. N. & S.							3,596.21	2
3	C. C. W. Ry. Co.							1,835.72	3
4	C., A. & N.						41,941,882.03	42,232,665.18	4
5	C., B. & Q.			\$ 230,783.15			1,407,292.08	1,407,292.08	5
6	C. G. W.								6
7	a M. C. & Ft. D.								7
8	a W., M. & P.								8
9	C., M. & St. P.								9
10	C. & N. W.								10
11	C., St. P. M. & O.								11
12	C., R. I. & P.								12
13	b C., N. R. R.								13
14	c C. N. Ry.								14
15	C. C.	\$1,220,533.51		764,033.35	\$ 6,956,760.00	\$ 8,115,233.00	42,931,524.60	50,988,084.55	15
16	D., B. I. & N. W.						34,186,372.05	36,562,425.00	16
17	D. & S. C. (Ill. C.)			1,125,000.00	1,251,052.95		4,626,822.32	4,887,308.80	17
18	G. N.				258,179.82		12,016,257.68	14,616,492.81	18
19	I. & O. S. L.			1,637,500.00	962,735.13		20,474.08	34,878.48	19
20	f Iowa Central							1,301.60	20
21	M. & O.							7,501.00	21
22	M. & St. L.							37,790.00	22
23	M. N. & S.							12,887.87	23
24	d St. P. & D. M.							260,288.43	24
25	e St. P. & K. C. S. L.							60,231,117.22	25
26	S. I. T.							26,238.95	26
27	T. & N.							6,266,891.59	27
28	U. P.							16,775.66	28
29	Wabash							1,319,632.78	29
	Total	\$ 1,381,033.87	\$ 2,945,296.95	\$12,966,371.42	\$ 6,956,760.00	\$ 8,115,233.00	\$ 367,616,735.99	\$ 409,628,999.20	

TABLE NO. 16—PROFIT AND LOSS

Number	Name of Road	Credit	
		Balance, June 30, 1911	
1	Atchison, Topeka & Santa Fe	\$ 20,566,706.63	
2	Atlantic Northern & Southern		.55
3	Chicago, Burlington & Quincy	42,203,264.97	
4	Chicago, Anamosa & Northern		
5	Chicago, Burlington & Quincy	1,223,683.07	
6	Chicago Great Western		
7	a Mason City & Ft. Dodge		
8	a Wisconsin, Minnesota & Pacific		
9	Chicago, Milwaukee & St. Paul	49,278,507.91	
10	Chicago & North-Western	33,066,463.22	
11	Chicago, St. Paul, Minneapolis & Omaha	4,887,308.86	
12	Chicago, Rock Island & Pacific	14,428,293.11	
13	b Colfax Northern R. R.	34,878.48	
14	c Colfax Northern Ry.		
15	Crooked Creek		
16	Davenport, Rock Island & Northwestern	37,790.00	
17	Dubuque & Sioux City (Ill. Cent.)	269,038.43	
18	Great Northern	51,191,600.89	
19	Iowa & Omaha Short Line		
20	f Iowa Central	1,991,629.72	
21	Manchester & Oneida	12,855.09	
22	Minneapolis and St. Louis	1,150,751.90	
23	Muscataine North & South		
24	St. Paul & Des Moines		
25	d St. Paul & Kansas City Short Line		
26	e Southern Iowa Traction		
27	Tabor & Northern		
28	Union Pacific	145,541,933.75	
29	Wabash		
	Total	\$ 365,884,767.18	

a Operated under lease by Chicago, Great Western R. R. Co. Lease provides that lessee receive all receipts and pays all expenses growing out of operation of line, and there is therefore no profit and loss account for this road.

b This report covers the period July 1, 1911 to May 18, 1912.

c This report covers the period May 19, 1912 to June 30, 1912.

d This report covers the one month, July 1 to 31, 1911.

e This report covers the eleven months, August 1, 1911 to June 30, 1912.

f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912 the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

ACCOUNT—CONTINUED—STEAM ROADS.

Balance for year brought forward from income account	Additions for year	Credit		Number
		Balance Debit, June 30, 1912, carried to general balance sheet	Total	
\$ 86,406.31			\$ 20,653,112.94	1
		\$ 3,595.66	3,595.21	2
		1,835.72	1,835.72	3
	\$ 19,400.21		42,232,665.18	4
			1,407,292.08	5
183,609.01				6
				7
				8
			59,988,084.55	9
9,930,446.04	779,130.60		36,562,425.00	10
567,715.60	2,928,246.18		4,887,308.86	11
			14,616,492.81	12
104,351.42	83,848.28		34,878.48	13
				14
		1,301.60	1,301.60	15
		7,501.06	7,501.06	16
			37,790.00	17
			269,288.43	18
	250.00		60,231,117.22	19
2,703,273.30	6,336,183.03		26,238.95	20
		26,238.95	26,238.95	21
		4,262,733.32	6,266,891.59	22
10,282.02	2,246.53		16,775.66	23
3,919.97			1,904,728.37	24
	753,976.47			25
16,103.41		20,910.10	37,013.51	26
		292,551.62	292,551.62	27
		183,787.32	186,468.30	28
	2,680.98		13,670.27	29
		13,670.27	13,670.27	30
2,549.87	882.15		21,805.17	31
5,617,226.76	417,783.48		151,576,943.09	32
	309,641.68		8,351,221.63	33
		8,041,579.95		34
\$19,225,883.71	\$11,644,269.59	\$12,874,078.72	\$ 409,628,999.20	35

TABLE NO. 17—OPERATING REVENUES

Number	Name of Road	Revenue from				
		Freight revenue	Passenger Service			
			Passenger revenue	Excess baggage revenue	Parlor and chair car revenue	Mail revenue
1	Atchison, Topeka & S. F.	\$ 58,916,752.07	\$ 23,345,373.05	\$ 341,121.21	\$ 28,007.65	\$ 1,973,105.02
2	Atlantic N. & S.	48,338.04	12,932.24	307.07		
3	Charles City Western	16,571.24	8,740.55	79.13		
4	Chicago, A. & N.	24,584.93	4,714.61	93.84		856.00
5	C., B. & Q.	57,740,418.62	21,083,418.74	310,267.12		2,368,447.34
6	C. G. W.	8,879,747.62	2,891,153.43	34,906.74	15,901.05	293,861.83
7	a M. C. & Ft. D.					
8	a W. M. & P.					
9	C. M. & St. P.	42,815,573.23	13,936,963.07	191,052.03		1,771,472.49
10	C. & N. W.	46,691,540.41	19,555,567.15	238,944.59		1,491,403.64
11	C., St. P., M. & O.	9,478,791.85	4,551,593.86	71,546.91		274,010.39
12	C., R. I. & P.	39,131,584.20	17,993,420.29	214,650.44	16,762.49	1,518,036.81
13	c Colfax Northern R. R.	20,045.00	5,849.75	3.41		
14	d Colfax Northern Ry.	1,607.40	605.41			
15	Crooked Creek	26,583.62	1,232.81	40.44		750.40
16	D., R. I. & N. W.					5,846.05
17	D. & S. C. (Ill. Cent.)	3,619,274.90	1,578,146.58	25,029.10	894.60	142,680.86
18	Great Northern	47,877,369.06	13,623,008.91	160,638.08	79,025.75	2,055,820.00
19	I. & O. S. L.	7,670.54	2,197.70			
20	g Iowa Central	1,473,216.23	292,329.83	3,833.09		27,101.76
21	Manchester & Oneida	15,405.81	7,846.76	150.98		358.54
22	Minneapolis & St. Louis	4,258,856.79	1,416,779.09	19,245.04	133.40	165,660.98
23	Muscatine North & South	69,432.79	15,536.97			
24	e St. Paul & Des Moines	28,092.53	16,436.57	658.98		474.74
25	f St. P. & K. C. S. L.	450,461.68	154,272.80	1,601.68		6,927.38
26	Southern Iowa Traction	14,895.26	13,013.37	329.30		1,093.35
27	Tabor & Northern	17,009.17	5,467.13	251.12		543.29
28	Union Pacific	32,467,186.96	10,199,004.27	170,011.75		2,092,038.87
29	Wabash	19,074,821.50	6,993,873.91	83,225.03	26,257.32	738,674.58
	Total	\$ 373,165,861.51	\$ 137,709,478.85	\$ 1,867,269.12	\$ 166,982.26	\$ 14,843,064.32

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that the lessee receive all receipts and pay all expenses growing out of operation of line and there is therefore no operating revenues for this road.
 b Credit.
 c This report covers the period July 1, 1911 to May 18, 1912.
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 e This report covers the one month, July 1 to 31, 1911.
 f This report covers the eleven months, August 1, 1911 to June 30, 1912.
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—ENTIRE LINE—STEAM ROADS

Transportation										Number
Train Revenue				Switching revenue	Special service train revenue	Miscellaneous transportation revenue	Total revenue from transportation			
Express revenue	Milk revenue on passenger trains	Other passenger train revenue	Total passenger train revenue							
\$ 3,174,310.91	\$ 25,022.93	\$ 402,078.29	\$ 29,289,019.06	\$ 603,426.02	\$ 53,765.89	\$ 16,330.37	\$ 82,879,293.41			1
			13,239.31				61,577.35			2
			8,819.68				25,390.92			3
			6,463.13				281.17			4
613.36	185.32		26,721,933.24	1,220,351.07	39,925.84	79,748.07	85,802,376.84			5
2,578,810.37	370,713.84	10,275.83	3,639,477.93	173,878.38	4,995.00	6,166.10	12,704,265.03			6
346,370.05	142,001.42	5,283.41								7
										8
										9
1,665,698.59	552,265.70	10,173.55	18,127,625.43	1,474,019.13	46,619.95	40,367.04	62,504,204.78			10
2,430,309.31	1,058,885.77	91,893.61	24,870,004.07	1,365,930.99	55,850.95	39,037.48	73,022,363.90			11
447,872.12	23,899.14	12,394.24	5,382,216.66	150,019.96	13,193.36	15,387.21	15,039,609.04			12
1,936,616.19		40,771.75	21,720,257.97	535,014.49	43,711.26	6,125.75	61,430,442.17			13
		9.37	5,862.53	78.75			25,986.28			14
				4.00			2,216.81			15
							29,442.27			16
300.00			2,313.65	535.00			83,488.59			17
				77,642.54			6,205,279.20			18
201,247.43	24,184.83	1,065.25	1,973,248.65	52,962.42	6,137.09	553,656.08	65,882,088.54			19
1,570,972.23		5,621.84	17,495,086.81	420,282.52	30,790.46	68,559.69	9,808.24			20
			2,197.70				1,835,164.65			21
25,631.08		426.04	349,321.80	7,516.12	4,345.00	735.50	25,571.89			22
619.62	1,112.15		10,088.05			78.03	6,050,663.08			23
134,150.49		916.45	1,736,885.45	57,181.06	3,514.86	3,224.92	47,090.55			24
1,492.77			17,029.74				80,402.53			25
1,788.29		.28	18,641.95			16.00	29,916.51			26
19,749.56			182,625.22	6,551.37	525.05		640,179.32			27
506.53			14,942.55				20,642.93			28
934.22			7,195.76				46,814,396.22			29
1,187,334.88		119,855.36	13,768,245.13	335,413.42	10,718.12	232,832.59	28,112,293.87			30
728,262.34	52,584.35	5,506.82	8,628,384.35	372,654.59	15,379.88	21,053.55				31
\$16,453,590.34	\$ 2,250,855.73	\$ 706,346.66	\$ 173,981,135.82	\$ 6,856,334.60	\$ 329,472.71	\$ 1,067,348.06	\$ 555,416,604.15			

TABLE NO. 18—OPERATING REVENUES—

Number	Name of Road	Revenue from Operations other				
		Station and train privileges	Parcel room receipts	Storage freight	Storage baggage	Car service
1	A. T. & S. F.	\$ 114,607.53	\$ 1,393.83	\$ 36,028.04	\$ 34,885.73	\$ 136,568.98
2	Atlantic N. & S.			256.43		
3	Charles City W. Ry.					21.00
4	C., A. & N.					18.00
5	C., B. & Q.	8,573.40	7,565.97	40,278.08	17,459.80	250,408.52
6	Chicago Great Western	7,530.56	1,572.60	7,876.41	1,499.68	33,883.64
7	a M. C. & Ft. D.					
8	a W., M. & P.					
9	C., M. & St. P.	42,737.70	2,618.96	17,678.42	8,247.15	235,700.52
10	O. & N. W.	38,012.83	35,146.30	22,128.83	17,814.13	255,345.87
11	C., St. Paul, M. & O.	7,133.50		10,300.89	1,030.44	37,262.65
12	C., R. I. & P.	47,969.25	21,205.54	37,475.27	10,085.83	174,141.66
13	b Colfax Northern R. R.			.50		318.00
14	c Colfax Northern Ry.			1.50		26.00
15	Crooked Creek					197.00
16	D., R. I. & N. W.			252.40		5,104.00
17	D. & S. C. (Ill Cent.)	3,571.12	1,057.20	2,932.61	704.30	14,320.74
18	Great Northern	26,682.63	14,668.10	12,486.48	29,702.27	100,245.50
19	Iowa & Omaha S. L.			2.25		
20	f Iowa Central	1,479.20		746.49	72.90	3,566.70
21	Manchester & Oneida	25.09		1.25		13.63
22	Minneapolis & St. Louis	6,397.42		1,470.19	656.10	20,635.06
23	Muscatine N. & S.					
24	d St. P. & D. M.	35.93		.15		49.00
25	e St. P. & K. O. S. L.	285.79		79.61	1.30	937.43
26	Southern Iowa Traction	7.85		11.40		21.00
27	Tabor & Northern			32.95		64.00
28	Union Pacific	42,221.25	457.80	13,992.38	14,080.59	59,127.00
29	Wabash	16,740.06	801.83	7,673.34	1,618.10	79,902.02
	Total	\$ 364,011.15	\$ 86,488.12	\$ 211,705.87	\$ 137,858.32	\$ 1,407,883.01

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of the line and there is therefore no operating revenues for this road.

b This report covers the period July 1, 1911, to May 18, 1912.

c This report covers the period May 19, 1912, to June 30, 1912.

d This report covers the one month, July 1 to 31, 1911.

e This report covers the eleven months, August 1, 1911, to June 30, 1912.

f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

CONTINUED—ENTIRE LINE—STEAM ROADS

than Transportation				Total	Joint facilities revenue, debit	Joint facilities revenue, credit	Total operating revenue	Number
Telegraph and telephone service	Rents of buildings and other property	Miscellaneous						
\$ 103,933.29	\$ 208,547.12	\$ 324,067.51	\$ 990,032.03	\$ 28,483.10	\$ 45,504.51	\$ 89,856,346.85	1	
			256.43			61,833.78	2	
	51.35		72.35			25,463.27	3	
			18.00			31,347.23	4	
			788,588.94	7,412.23	139,514.42	86,723,067.97	5	
205,186.98	106,480.03	152,636.16	77,527.93		13,449.17	12,795,242.13	6	
830.75	14,679.57	9,649.72					7	
							8	
							9	
			495,351.18	4,350.24	127,537.62	63,122,743.34	10	
47,670.09	106,239.63	34,467.72	656,911.67	1,728.67	21,044.78	73,698,501.58	11	
	159,047.69	129,415.92	73,375.58	17,031.60	39,473.06	15,135,426.08	12	
	10,749.61	6,898.49	373,491.95	1,620.26	69,078.98	61,871,392.84	13	
19,666.12	27,676.91	35,271.37	362.50			26,348.78	14	
	41.00		29.50			2,246.31	15	
	2.00		220.57			29,602.84	16	
	18.00	5.57	5,971.25			89,459.84	17	
	593.55	21.30	31,827.15	60.00	747.49	6,237,793.84	18	
	6,146.10	3,095.08	259,072.19	30,070.71	49,532.50	66,160,622.52	19	
19,903.28	11,452.70	43,931.14	3.25			9,871.49	20	
	1.00		7,324.77			1,842,489.42	21	
629.98	317.14	512.86	123.30			25,695.19	22	
	83.33		44,583.27		7,380.19	6,111,626.54	23	
632.68	11,592.64	3,199.18	20.00			86,482.53	24	
	20.00		98.63			47,189.18	25	
			2,758.26			642,937.58	26	
			40.29			29,956.80	27	
			350.32			26,003.25	28	
			2,758.26			47,186,056.06	29	
253.37	84,425.47	73,445.94	359,067.58	22,094.83	34,687.09	28,354,764.15	30	
71,317.11	39,430.88	24,249.98	170,416.16		72,054.12		31	
							32	
\$ 470,073.46	\$ 780,003.45	\$ 840,871.55	\$ 4,307,894.95	\$ 112,851.64	\$ 620,003.93	\$ 560,231,651.39		

TABLE NO. 19—OPERATING REVENUES

Number	Name of Road	Revenue from				
		Freight revenue	Passenger Service			
			Passenger revenue	Excess baggage revenue	Parlor and chair car revenue	Mail revenue
1	A., T. & S. F.	\$ 348,683.30	\$ 83,322.47	\$ 1,048.88		\$ 16,152.34
2	A. N. & S.	48,338.04	12,932.24	307.07		
3	C. O. W. Ry. Co.	16,571.24	8,740.55	79.13		
4	C. A. & N.	24,584.93	4,714.61	93.84		856.00
5	O., B. & Q.	6,512,116.42	3,194,218.99	45,918.58		576,813.88
6	C. G. W.	4,221,082.70	1,553,173.25	20,826.27	\$ 8,748.91	111,271.73
7	aM. C. & Ft. D.					
8	aW., M. & P.					
9	C., M. & St. P.	10,109,843.56	2,661,857.80	37,756.38		301,602.16
10	C. & N.-W.	10,856,295.75	4,427,240.90	69,971.64		443,725.52
11	C., St. P., M. & O.	588,358.92	372,371.79	5,851.24		80,663.94
12	C., R. I. & P.	9,205,498.54	4,773,916.35	68,902.33	103.20	377,703.99
13	cC. N. R. R.	20,045.00	5,849.75	3.41		
14	dC. N. Ry.	1,607.40	605.41			
15	C. C.	26,583.62	1,232.81	40.44		750.40
16	D., R. I. & N. W.					4,209.17
17	D. & S. C. (Ill. Cent.)	2,943,303.25	1,538,741.42	24,506.09	894.60	137,370.89
18	G. N.	345,186.48	61,454.28	724.20		9,453.16
19	I. & O. S. L.	7,670.54	2,197.70			
20	gIowa Central	1,056,246.45	235,332.13	3,117.34		22,830.04
21	M. & O.	15,327.69	7,807.14	142.24		353.54
22	M. & St. L.	1,750,101.18	550,681.34	8,574.47		77,063.43
23	M. N. & S.	69,432.79	15,536.97			
24	eSt. P. & D. M.	28,092.53	16,439.57	658.96		471.74
25	fSt. P. & K. C. S. L.	450,461.68	154,272.80	1,601.68		6,927.38
26	S. J. T.	14,835.36	15,613.37	329.30		1,682.35
27	T. & N.	17,009.17	5,467.13	251.12		543.29
28	U. P.	57,068.58	10,056.79	177.78		5,165.51
29	Wabash	856,369.30	300,702.16	3,881.80		49,728.71
	Total	\$49,500,754.32	\$20,011,876.72	\$ 294,046.25	\$ 9,746.71	\$ 2,174,748.17

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b Credit.

c This report covers the period July 1, 1911, to May 18, 1912.

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e This report covers the one month, July 1 to 31, 1911.

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g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—IOWA—STEAM ROADS

Transportation										Number
Train Revenue				Switching revenue	Special service train revenue	Miscellaneous transportation revenue	Total revenue from transportation			
Express revenue	Milk revenue on passenger trains	Other passenger train revenue	Total passenger train revenue							
\$ 23,510.61		\$ 4,578.55	\$ 128,612.85	\$ 230.82	\$ 3.25	\$ 5.00	\$ 477,535.22	1		
			13,239.31				61,577.35	2		
			8,819.68				25,390.92	3		
			6,463.13				31,329.23	4		
613.36	\$ 185.32		4,145,562.64	33,090.43	6,810.38	12,356.21	10,709,936.08	5		
271,895.38	56,089.92	655.89	1,905,784.33	69,150.65	4,116.10	782.60	6,200,916.38	6		
193,450.08	15,734.58	2,579.51						7		
								8		
								9		
369,736.24	72,795.10	739.07	3,444,486.75	91,596.93	12,665.21	3,629.05	13,662,221.50	10		
641,855.44	55,610.60	3,861.99	5,642,266.09	93,615.19	11,032.54	4,608.51	16,607,751.08	11		
27,820.00	2,543.80	1,178.90	440,429.67	8,186.56	648.75	99.50	1,037,753.40	12		
538,045.45		12,629.46	5,771,300.78	103,260.18	10,699.88	6155.12	15,090,604.26	13		
		9.37	5,862.53	78.75			25,986.28	14		
			605.41	4.00			2,216.81	15		
			2,323.65	535.00			29,442.27	16		
300.00			4,209.17	43,107.79			47,316.96	17		
				25,975.70	6,113.62	451,411.29	5,346,522.98	18		
193,252.52	23,963.76	989.85	1,919,719.12	4,306.50		125.00	427,272.70	19		
6,009.28		13.80	77,654.72				9,868.24	20		
			2,197.70				1,348,277.08	21		
			283,145.16	6,081.46	2,245.00	559.01	25,445.41	22		
21,563.43		302.22	10,039.69			78.03	2,459,012.01	23		
619.62	1,112.15		683,156.44	18,000.34	1,556.77	1,197.28	86,462.53	24		
51,360.15		487.05	17,029.74				47,000.56	25		
1,492.77			18,641.95	356.07			640,179.32	26		
1,788.29		.28	1.05	6,551.37	525.06	16.00	29,916.51	27		
19,749.56			182,625.22	78.70			26,642.93	28		
606.53			7,195.76	2,438.00			78,749.45	29		
934.22			18,282.31	335.41	293.20	2,749.95	1,237,825.94	30		
2,493.39		388.84	378,322.09	1,600.50	773.95	751.10				
21,257.76	2,718.91	32.75								
\$ 2,388,224.08	\$ 280,754.41	\$ 28,522.10	\$25,137,918.44	\$ 508,692.35	\$ 57,483.70	\$ 478,404.58	\$75,773,243.39			

TABLE NO. 20—OPERATING REVENUES—

Number	Name of Road	Revenue from Operation			
		Station and train privileges	Parcel room receipts	Storage--freight	Storage--baggage
1	Atchison, Topeka & Santa Fe	\$ 713.19		\$ 42.85	\$ 53.70
2	Atlantic, Northern & Southern			256.43	
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy	664.15	\$ 405.40	5,181.22	2,579.17
6	Chicago Great Western	4,260.68	1,084.70	2,706.71	953.25
7	a Mason City & Ft. Dodge				
8	a Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul	8,114.16	1,081.70	5,855.45	654.05
10	Chicago & North-Western	6,152.94	1,338.60	6,694.48	2,246.32
11	Chicago, St. Paul, Minneapolis & Omaha	500.75		398.02	313.55
12	Chicago, Rock Island & Pacific	9,910.32	618.26	8,751.78	2,867.26
13	c Colfax Northern R. R.			.50	
14	d Colfax Northern Ry.			1.50	
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern			140.50	
17	Dubuque & Sioux City (Ill. Cent.)	3,492.47	1,053.00	2,611.91	701.20
18	Great Northern	2,380.96		145.25	41.15
19	Iowa & Omaha Short Line			2.25	
20	g Iowa Central	1,138.62		526.22	57.50
21	Manchester & Onida	25.09		1.25	
22	Minneapolis & St. Louis	2,424.14		673.79	55.10
23	Muscataine North & South				
24	e St. Paul & Des Moines	35.93		.15	
25	f St. Paul & Kansas City Short Line	285.79		79.61	1.30
26	Southern Iowa Traction	7.89		11.40	
27	Tabor & Northern			32.95	
28	Union Pacific	42.22	.46	13.99	14.08
29	Wabash	1,295.77		647.70	35.26
	Total	\$ 41,095.07	\$ 5,582.12	\$ 34,080.51	\$ 10,572.89

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IOWA—CONTINUED—STEAM ROADS

Car service	Other Than Transportation				Total	Joint facilities revenue debit	Joint facilities revenue credit	Total operating revenues, Iowa	Number
	Telephone and telegraph service	Rents of buildings and other property	Miscellaneous						
\$ 144.00	\$ 197.43	\$ 563.42	\$ 1,791.00	\$ 3,505.59			\$ 481,040.81	1	
				256.43			61,833.78	2	
21.00		51.35		72.35			25,463.27	3	
18.00				18.00			31,347.23	4	
39,587.93	45,965.50	11,639.43	18,496.30	124,510.10	\$ 172.11	\$25,064.62	10,859,347.69	5	
12,234.67	524.79	2,111.60	2,123.72	21,000.12			6,226,916.50	6	
								7	
								8	
21,564.00	11,477.88	9,410.02	7,641.23	65,798.49	4,201.31	67,798.15	13,791,616.83	9	
24,392.02		22,109.53	26,711.04	80,644.93	1,229.55	3,841.27	16,700,007.73	10	
2,037.00		4.56	285.25	3,539.12	3,505.87	1,598.75	1,039,385.40	11	
36,413.63	4,573.87	4,030.60	6,745.76	73,911.48	47.00	561.45	15,165,030.19	12	
							26,348.78	13	
							2,246.31	14	
							29,662.84	15	
							50,961.87	16	
							5,374,125.40	17	
						60.00	412,783.75	18	
							9,871.49	19	
							1,352,542.15	20	
							25,568.71	21	
							86,482.53	22	
							47,189.18	23	
							642,937.58	24	
							29,956.80	25	
							26,993.25	26	
							79,121.12	27	
							1,242,696.65	28	
								29	
\$ 163,514.98	\$ 64,233.28	\$ 55,234.49	\$ 69,815.78	\$ 444,129.12	\$ 20,748.78	\$29,257.70	\$76,295,881.43		

TABLE NO. 21—OPERATING EXPENSES—ENTIRE LINE—STEAM ROADS

Number	Name of Road	Maintenance of way and structure	Maintenance of equipment	Traffic expenses	Transportation expenses	General expenses	Total	Ratio to operating revenue, per cent.	Number
1	Achison, Topeka & Santa Fe	\$13,347,319.39	\$13,631,674.62	\$ 2,005,716.41	\$ 26,764,617.51	\$ 1,916,988.09	\$ 57,666,316.02	64.18	1
2	Atlantic Northern & Southern	20,213.33			25,302.77	5,990.44	51,506.54	83.29	2
3	Charles City Western Ry. Co.	5,747.77	2,963.09	2,469.21	14,177.71	2,612.95	27,970.73	109.85	3
4	Chicago, Anamosa & Northern	6,662.24	1,263.74	330.20	11,554.16	6,668.77	26,479.11	84.47	4
5	Chicago, Burlington & Quincy	13,541,030.35	14,294,032.69	1,528,114.63	29,020,384.11	2,263,337.34	60,646,949.16	39.93	5
6	Chicago Great Western	1,491,280.02	1,960,039.18	560,482.29	5,583,133.85	411,289.11	10,006,233.45	78.20	6
7	a Mason City & Fort Dodge								7
8	a Wisconsin, Minnesota & Pacific								8
9	Chicago, Milwaukee & St. Paul	8,812,314.23	9,681,271.34	1,296,136.18	26,842,051.25	1,141,383.54	47,743,156.54	75.64	9
10	Chicago & North-Western	9,368,721.19	9,569,853.15	1,340,686.16	30,924,938.30	1,498,244.50	52,701,843.30	71.51	10
11	Chicago, St. Paul, Minneapolis & Omaha	1,684,548.31	1,796,694.25	320,889.24	6,233,447.74	380,636.95	10,466,216.49	69.15	11
12	Chicago, Rock Island & Pacific	8,169,511.75	8,025,384.30	1,859,164.26	25,158,797.52	1,673,158.77	44,886,016.60	72.55	12
13	b Colfax Northern R. R.	7,305.06	9,047.36	131.84	14,116.16	2,883.96	33,484.38	127.08	13
14	c Colfax Northern Ry.	564.47	442.43		759.44	114.07	1,880.41	83.71	14
15	Crooked Creek	3,979.47	7,655.65		8,649.54	3,532.28	23,816.94	80.29	15
16	Davenport, Rock Island & Northwestern	32,701.00	18,090.26		52,146.28	3,141.00	106,078.54	118.58	16
17	Dubuque & Sioux City (Illinois Central)	862,906.63	1,342,562.56	162,466.31	2,470,879.10	161,986.21	5,000,800.81	80.17	17
18	Great Northern	9,195,465.96	7,850,317.80	1,089,710.48	18,177,686.43	1,297,388.72	37,610,569.39	56.85	18
19	Iowa & Omaha Short Line	6,382.70	2,924.60		8,041.13	1,200.00	18,548.43	187.79	19
20	f Iowa Central	227,557.06	287,939.17	44,976.68	778,081.07	50,460.67	1,389,012.65	75.39	20
21	Manchester & Oneida	3,764.46	1,401.59	1,501.69	10,707.23	265.24	17,640.21	68.99	21
22	Minneapolis & St. Louis	759,529.02	877,141.47	172,814.86	2,774,318.97	201,711.35	4,785,015.67	78.29	22
23	Muscatine North & South	22,153.23	9,661.58	3,393.39	58,206.91	10,469.28	103,884.39	120.12	23
24	St. Paul & Des Moines	8,451.94	4,898.78	1,791.63	19,029.38	948.18	35,119.91	74.42	24
25	d St. Paul & Kansas City Short Line	150,799.75	74,813.00	19,568.94	257,030.40	16,699.87	518,911.96	80.71	25
26	e Southern Iowa Traction	11,772.84	1,601.59	501.16	10,909.60	1,179.63	25,964.82	86.67	26
27	Tabor & Northern	4,945.38	1,417.32	5.00	8,822.18	2,144.21	17,334.09	64.22	27
28	Union Pacific	4,915,384.65	6,047,204.01	1,222,064.61	13,830,810.38	1,288,964.93	27,314,428.58	57.89	28
29	Wabash	3,889,590.41	5,312,741.07	958,131.47	12,137,368.04	857,653.39	23,150,484.38	81.65	29
	Total	\$76,550,611.65	\$80,813,034.60	\$12,564,946.64	\$ 201,245,967.16	\$13,201,103.45	\$ 384,375,663.50	68.61	

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of the operation of line and there is therefore no operating expenses for this road.
 b This report covers the period July 1, 1911, to May 18, 1912.
 c This report covers the period May 19, 1912, to June 30, 1912.
 d This report covers the one month, July 1 to 31, 1911.
 e This report covers eleven months, August 1, 1911, to June 30, 1912.
 f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

TABLE NO. 22—OPERATING EXPENSES AND TAXES—IOWA—STEAM ROADS

Number	Name of Road	Maintenance of way and structure	Maintenance of equipment	Traffic expenses	Transportation expenses	General expenses	Total operating expenses	Ratio to operating revenues per cent.	Taxes—Iowa	Number
1	Achison, Topeka & Santa Fe	\$ 144,973.71	\$ 73,278.19	\$ 13,421.63	\$ 111,952.39	\$ 11,986.48	\$ 355,612.45	73.93	\$ 20,192.83	1
2	Atlantic Northern & Southern	20,213.33			25,302.77	5,990.44	51,506.54	83.29		2
3	Charles City Western Ry. Co.	5,747.77	2,963.09	2,469.21	14,177.71	2,612.95	27,970.73	109.85		3
4	Chicago, Anamosa & Northern	6,662.24	1,263.74	330.20	11,554.16	6,668.77	26,479.11	84.47	1,450.68	4
5	Chicago, Burlington & Quincy	1,944,055.36	1,743,636.08	234,398.72	3,712,753.09	338,924.36	7,973,817.61	73.43	428,607.07	5
6	Chicago Great Western	771,742.07	1,014,320.28	290,049.58	2,889,271.77	212,842.11	5,178,225.81	83.16	188,446.43	6
7	a Mason City & Fort Dodge									7
8	a Wisconsin, Minnesota & Pacific									8
9	Chicago, Milwaukee & St. Paul	2,565,781.91	2,386,460.71	324,532.80	5,733,212.47	296,778.12	11,306,766.01	75.64	486,941.14	9
10	Chicago & North-Western	2,340,306.55	2,399,549.32	334,753.52	7,725,049.56	374,261.48	13,164,920.46	78.83	546,639.17	10
11	Chicago, St. Paul, Minneapolis & Omaha	b 111,517.10	b 118,941.16	b 21,242.87	b 415,994.23	b 25,198.17	b 692,893.53	66.66	35,310.68	11
12	Chicago, Rock Island & Pacific	1,695,764.78	1,968,323.20	489,291.74	6,172,277.18	423,534.94	10,740,191.84	70.82	563,685.38	12
13	b Colfax Northern R. R.	7,305.06	9,047.36	131.84	14,116.16	2,883.96	33,484.38	127.08	1,631.50	13
14	c Colfax Northern Ry.	564.47	442.43		759.44	114.07	1,880.41	83.71	289.50	14
15	d Crooked Creek	3,979.47	7,655.65		8,649.54	3,532.28	23,816.94	80.29	2,537.68	15
16	Davenport, Rock Island & Northwestern	23,881.65	8,416.12		24,110.35	2,222.41	58,630.53	115.06	12,948.42	16
17	Dubuque & Sioux City (Illinois Central)	784,604.37	1,292,708.13	155,427.50	2,250,976.02	153,565.08	4,637,281.10	66.29	190,946.23	17
18	Great Northern	81,622.97	66,123.24	10,902.22	107,583.75	13,194.77	279,486.96	67.71	19,326.69	18
19	Iowa & Omaha Short Line	6,382.70	2,924.60		8,041.13	1,200.00	18,548.43	187.79	39,600.00	19
20	f Iowa Central	181,445.35	222,506.89	34,857.93	562,457.72	36,787.87	1,338,055.56	75.75	860.77	20
21	Manchester & Oneida	3,764.46	1,401.59	1,501.69	10,707.23	265.24	17,640.21	68.99	75,600.00	21
22	Minneapolis & St. Louis	363,439.22	379,945.64	74,686.14	1,208,208.82	78,886.94	2,101,166.76	84.92	3,124.44	22
23	Muscatine North & South	22,153.23	9,661.58	3,393.39	58,206.91	10,469.28	103,884.39	120.19	1,450.00	23
24	St. Paul & Des Moines	8,451.94	4,898.78	1,791.63	19,029.38	948.18	35,119.91	74.42	1,450.00	24
25	d St. Paul & Kansas City Short Line	150,799.75	74,813.00	19,568.94	257,030.40	16,699.87	518,911.96	80.71	18,389.00	25
26	e Southern Iowa Traction	11,772.84	1,601.59	501.16	10,909.60	1,179.63	25,964.82	86.67	2,645.04	26
27	Tabor & Northern	4,945.38	1,417.32	5.00	8,822.18	2,144.21	17,334.09	64.22	963.08	27
28	Union Pacific	19,061.54	24,188.82	4,908.26	55,323.24	5,155.86	109,257.72	138.09	41,250.31	28
29	Wabash	280,469.46	245,365.50	55,198.98	616,476.70	55,448.77	1,252,960.41	109.83	43,347.27	29
	Total	\$11,562,008.68	\$12,048,904.81	\$ 2,064,445.00	\$ 32,682,923.93	\$ 2,082,406.24	\$ 59,791,778.66	78.37	\$ 2,727,798.93	

a Operated under lease by Chicago Great Western R. R. Co. Lease provides that lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no operating expenses for this road.
 b Proportional on revenue train mileage basis.
 c This report covers the period July 1, 1911, to May 18, 1912.
 d This report covers the period May 19, 1912, to June 30, 1912.
 e This report covers the one month, July 1 to 31, 1911.
 f This report covers eleven months, August 1, 1911, to June 30, 1912.
 g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

TABLE NO. 23—SUMMARY OF SECURITIES OWNED—

Number	Name of Road	Stocks of			
		Respondent "In Treasury" and "Pledged as Collateral"		Railway Companies Active	
		Par Value	Dividends	Par Value	Dividends
1	Atchison, Topeka & Santa Fe	\$ 70,300.00		\$ 114,706,500.00	\$ 229,630.00
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern	112,000.00			
5	Chicago, Burlington & Quincy			41,920,150.00	766,182.00
6	Chicago Great Western			39,632,952.00	4,484.00
7	Mason City & Fort Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul	745,200.00		103,291,800.00	4,144.00
10	Chicago & North-Western	2,342,261.71		23,600,000.00	1,626,222.00
11	Chicago, St. Paul, Minneapolis & Omaha	4,231,128.00		714,400.00	41,976.00
12	Chicago, Rock Island & Pacific	4,877.50		22,393,020.00	25,661.50
13	a Colfax Northern R. R.				
14	b Colfax Northern Ry.				
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Illinois Central)			670.00	
18	Great Northern	9,250.00		117,058,100.00	4,336,652.00
19	Iowa & Omaha Short Line	600,000.00			
20	c Iowa Central			900,000.00	
21	Manchester & Oneida				
22	Minneapolis & St. Louis	198,200.00		3,840,100.00	23,193.01
23	Muscatine North & South				
24	c St. Paul & Des Moines	280,000.00		45,000.00	
25	d St. Paul & Kansas City Short Line				
26	Southern Iowa Traction				
27	Tabor & Northern				
28	Union Pacific	27,700.00		142,905,490.00	11,646,000.00
29	Wabash	296,300.00		11,671,600.00	74,840.00
	Total	\$ 8,917,217.21		\$ 622,709,782.00	\$ 18,778,984.51

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers one month, July 1 to 31, 1911.
 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

(NOT HELD IN SINKING OR OTHER FUNDS)—STEAM ROADS

Number	Stocks of						Total Stocks	
	Railway Companies—Inactive		Other than Railway Companies—Active		Other than Railway Companies—Inactive		Par Value	Dividends
	Par Value	Dividends	Par Value	Dividends	Par Value	Dividends		
1	\$ 116,846,142.18	\$ 8,742.08	\$ 7,284,858.40	\$ 124,888.00	\$ 286,200.00		\$ 239,194,000.58	\$ 363,260.08
2								
3								
4						112,000.00		
5						43,810,776.67	768,342.00	
6	900,500.00		986,166.67	2,160.00	3,900.00	39,829,652.00	4,484.00	
7			196,700.00			720,600.00		
8			720,600.00					
9						105,907,500.00	25,480.00	
10	365,000.00		1,253,500.00	21,336.00	250,000.00	30,702,261.71	1,844,722.00	
11			4,760,000.00	215,500.00		4,945,683.00	41,976.00	
12			155.00			29,525,607.50	45,263.50	
13	1,384,900.00		5,329,810.00	19,602.00	413,000.00			
14								
15								
16								
17						670.00		
18						131,687,514.05	4,410,635.20	
19	1,828,264.88		12,651,899.17	73,966.20	100,000.00	600,000.00		
20						940,200.00	6.00	
21			40,200.00	6.00				
22						4,078,500.00	23,203.35	
23			40,200.00	10.34				
24						325,101.00		
25			101.00			101.00		
26			101.00					
27								
28			16,940,700.00	1,871,625.50		159,873,910.00	13,517,625.50	
29	3,273,300.00		1,321,700.00		200,000.00	16,762,900.00	74,840.00	
	\$ 124,668,107.06	\$ 8,742.08	\$ 51,528,711.24	\$ 2,332,114.04	\$ 1,253,160.00	\$ 800,010,977.51	\$ 21,119,840.63	

TABLE NO. 25—SUMMARY OF SECURITIES OWNED—(NOT HELD

Number	Name of Road	Miscellaneous Securities of			
		Respondent "In Treasury" and Pledged as Col't'al		Railway Companies—Active	
		Par Value	Dividends or Interest	Par Value	Dividends or Interest
1	Atchison, Topeka & Santa Fe				
2	Atlantic, Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy				
6	Chicago Great Western				
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul				
10	Chicago & North-Western				
11	Chicago, St. Paul, Minneapolis & O.				
12	Chicago, Rock Island & Pacific				
13	a Colfax Northern R. R.				
14	b Colfax Northern Ry.				
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Ill. Cent.)				
18	Great Northern				
19	Iowa & Omaha Short Line				
20	c Iowa Central				
21	Manchester & Oneida				
22	Minneapolis & St. Louis				
23	Muscatine North & South				
24	c St. Paul & Des Moines				
25	d St. Paul & Kansas City Short Line				
26	Southern Iowa Traction				
27	Tabor & Northern				
28	Union Pacific				
29	Wabash			\$10,483.311.00	
	Total			\$10,483.311.00	

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
 d This report covers the eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

IN SINKING OR OTHER FUNDS)—CONTINUED—STEAM ROADS

Miscellaneous Securities of								Total—Miscellaneous Securities	Number
Railway Companies—Inactive		Other than Railway Companies—Active		Other than Railway Companies—Inactive		Par Value	Dividends or Interest		
Par Value	Dividends or Interest	Par Value	Dividends or Interest	Par Value	Dividends or Interest				
								1	
								2	
								3	
								4	
								5	
								6	
								7	
								8	
								9	
								10	
								11	
								12	
								13	
								14	
								15	
								16	
								17	
						\$ 795,447.20	\$ 25,792.19	18	
								19	
								20	
								21	
								22	
								23	
								24	
								25	
								26	
								27	
						3,049,047.37		28	
						1,650.00		29	
						\$ 3,816,144.57	\$ 25,792.19		

TABLE NO. 26—COMPARATIVE GENERAL

Number	Name of Road	Property Investment			
		Road and Equipment			
		Investment to June 30, 1907		Investment since June 30,	
		Road	Equipment	Road	Equipment
1	Atchison, Topeka & Santa Fe	\$ a 497,086,095.17		\$ 50,939,978.83	\$ 39,634,345.71
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.			327,215.55	53,299.26
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy	296,437,146.87	\$ 48,844,353.13	40,457,641.65	13,550,111.95
6	Chicago Great Western			96,497,610.58	10,431,403.55
7	Mason City & Ft. Dodge	42,766,182.71	1,519,086.67	352,800.44	c 80,533.79
8	Wisconsin, Minnesota & Pac.	11,357,627.37	760,764.91	189,866.95	c 100,989.00
9	Chicago, Milwaukee & St. Paul	210,540,735.04	47,600,579.97	30,816,455.19	10,352,409.69
10	Chicago & North-Western	a 237,705,203.67		75,899,926.08	10,982,754.41
11	Chicago, St. Paul, Minn. & O	a 62,408,611.00		3,711,447.38	1,749,986.62
12	Chicago, Rock Island & Pacific	a 193,210,227.88		18,393,791.20	10,297,595.63
13	d Colfax Northern R. R.				
14	e Colfax Northern Ry.				
15	Crooked Creek	a 225,578.77			
16	Davenport, R. I. & N. W.	3,171,381.84	112,433.67	122,348.65	18,927.51
17	Dubuque & Sioux City (Ill. Co.)	a 29,679,249.89		871,861.75	
18	Great Northern	230,047,770.98	44,084,373.57	47,197,968.07	17,112,519.29
19	Iowa & Omaha Short Line				
20	h Iowa Central				
21	Manchester & Oneida	a 117,391.00		2,157.00	4,253.60
22	Minneapolis & St. Louis	a 29,306,397.44		30,974,751.57	2,210,241.85
23	Muscatine North & South	a 1,266,037.73			
24	f St. Paul & Des Moines			4,321,937.72	482,768.85
25	g St. Paul & K. O. Short Line			6,509,387.53	487,952.58
26	Southern Iowa Traction Co.			200,856.27	6,520.71
27	Tabor & Northern	82,688.07	10,229.68		
28	Union Pacific	228,773,871.90	11,108,065.08	28,088,371.98	9,245,609.24
29	Wabash	a 169,684,852.62		1,272,415.28	5,119,249.24
	Total	\$ 2,244,767,049.95	\$ 154,039,886.68	\$ 437,148,909.67	\$ 131,558,431.90

a Includes equipment.
 b Includes \$23,005,109.92 additions and betterments for proprietary, affiliated and auxiliary companies.
 c Credit.
 d This report covers the period July 1, 1911, to May 18, 1912.
 e This report covers the period May 19, 1912, to June 30, 1912.
 f This report covers the one month, July 1 to 31, 1911.
 g This report covers eleven months, August 1, 1911, to June 30, 1912.
 h This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

BALANCE SHEET—ASSETS—STEAM ROADS

Number	1907	Property Investment				Number
		Road and Equipment				
		General Expenditures	Reserve for accrued depreciation—Credit	Total June 30, 1911	Total June 30, 1912	
1	\$ b 23,107,017.00	\$ 12,468,753.57	\$ 587,133,715.00	\$ c 598,208,683.23	\$ 11,164,908.14	1
2						2
3	11,005.62		340,888.59	391,520.43	50,631.84	3
4						4
5	1,521,601.39	17,833,321.92	376,507,939.47	382,972,533.07	6,464,593.60	5
6		333,936.28	104,790,945.96	106,595,077.85	1,804,131.89	6
7		46,179.53	41,387,355.50	44,511,446.50	124,091.00	7
8		21,138.48	12,204,306.34	12,186,131.75	\$ 18,174.59	8
9	58,805.76	5,350,291.98	289,236,419.73	294,018,723.67	4,782,303.94	9
10	28,780.60	3,375,862.22	303,916,735.89	321,240,802.54	17,324,066.65	10
11	76,551.51	1,069,073.94	64,698,361.24	66,877,522.57	2,179,161.33	11
12	94,773.26	578,754.68	218,808,657.66	221,417,633.29	2,608,975.63	12
13			165,681.68		165,681.68	13
14	119.40			119.40	119.40	14
15		3,993.68	222,380.86	221,585.09	795.77	15
16			3,429,438.58	3,425,091.67	4,346.91	16
17			30,266,000.25	30,551,111.64	285,102.39	17
18	1,200,498.63	21,552,809.78	309,324,870.43	318,990,320.76	9,665,450.33	18
19	266,000.00			266,000.00	266,000.00	19
20			29,573,909.79		29,573,909.79	20
21	7,500.00	1,200.00	130,706.60	130,106.60	600.00	21
22	520,675.00	499,736.47	31,082,548.04	62,512,329.39	31,429,780.45	22
23			1,050,000.00	1,266,037.73	216,037.73	23
24	62,834.34	16,090.56	4,851,450.35	4,851,450.35		24
25	331,649.31			7,328,989.42	7,328,989.42	25
26			202,270.55	207,376.98	5,106.43	26
27		350.76		92,566.99	92,566.99	27
28	43,561.54	97,291.45	273,815,865.65	277,162,188.29	3,346,322.64	28
29	2,224,649.96	3,245,948.97	174,203,927.37	175,055,218.13	851,290.76	29
	\$ 29,556,023.41	\$ 66,499,734.27	\$ 2,860,344,385.52	\$ 2,930,570,567.34	\$ 99,980,600.56	\$ 29,763,508.74

TABLE NO. 27—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Property					
		Securities					Miscellaneous
		Securities of Proprietary, Affiliated and Controlled Companies—Pledged			Securities Issued or Assumed—Pledged		
		Stocks	Funded debt	Miscellaneous	Stocks	Funded debt	
1	A., T. & S. P.						
2	A. N. & S.						
3	C. C. W. Ry.						
4	C. A. & N.						
5	C., B. & Q.						
6	C. G. W.	\$19,363,139.38				\$ 31,000.00	
7	M. C. & Ft. D.	117,805.00					
8	W., M. & P.						
9	C., M. & St. P.						
10	C. & N. W.						
11	C., St. P., M. & O.					31,492,000.00	
12	C., R. I. & P.						
13	a C. N. R. R.	24,528,912.90	\$ 7,492,085.27				
14	b C. N. Ry.						
15	C. C.						
16	D., R. I. & N. W.						
17	D. & S. C. (Ill. Cent.)						
18	G. N.	31,850,538.12				14,106,000.00	
19	I. & O. Short Line.						
20	c I. C.						
21	M. & O.						
22	M. & St. L.	641,678.29	630,000.00				
23	M. N. & S.						
24	e St. P. & D. M.	45,000.00					
25	d St. P. & K. C. S. L.					61,000.00	
26	S. I. T. Co.						
27	Tabor & Northern						
28	Union Pacific						
29	Wabash	3,000.00				8,500,000.00	
	Total	\$76,550,082.69	\$ 8,122,085.27			\$54,190,000.00	

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1, to 31, 1911.
 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Investment—Continued						Number	
Securities					Increase 1912		Decrease 1912
Securities of Proprietary, Affiliated and Controlled Companies—Unpledged			Total June 30, 1911	Total June 30, 1912			
Stocks	Funded debt	Miscellaneous					
						1	
						2	
						3	
						4	
	\$ 7,505,313.46	\$ 701,050.00	\$ 27,613,296.01	\$ 27,600,502.84	\$ 13,423.17	5	
	225,189.90		342,905.90	342,904.90	1.00	6	
						7	
						8	
	14,364,597.00	117,178,054.50	132,821,672.00	131,542,651.50	1,279,020.50	9	
	1,366,613.15	122,500.00	32,962,113.15	32,981,113.15	\$ 19,000.00	10	
	196,000.00		196,000.00	196,000.00		11	
	824,295.64	7,701,384.51	42,559,943.81	40,546,678.32	2,013,265.49	12	
						13	
						14	
						15	
						16	
						17	
	1,704,102.46		42,863,040.58	47,660,640.58	4,797,600.00	18	
						19	
			1,174,710.57		1,174,710.57	20	
						21	
	723,310.56	514,000.00	1,334,278.28	2,508,988.85	1,174,710.57	22	
						23	
			106,000.00	106,000.00		24	
						25	
						26	
	100,306,200.00	71,757,075.32	172,793,237.82	172,063,275.32	729,962.50	27	
	100,004.00		9,196,013.00	8,603,013.00	593,000.00	28	
						29	
	\$ 127,315,626.17	\$ 197,974,064.33	\$ 463,963,931.12	\$ 464,151,858.46	\$ 5,091,310.57	\$ 5,803,383.23	

TABLE NO. 28—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Property	
		Other	
		Advances to proprietary, affiliated or controlled companies for construction, equipment and betterment	Miscellaneous Physical Property
1	Atchison, Topeka & Santa Fe		\$ 5,272,787.19
2	Atlantic Northern & Southern		
3	Charles City Western Ry. Co		9,992.24
4	Chicago, Anamosa & Northern		
5	Chicago, Burlington & Quincy	\$ 402,259.91	1,487,886.78
6	Chicago, Great Western		54,766.29
7	Mason City & Ft. Dodge		
8	Wisconsin, Minnesota & Pacific		
9	Chicago, Milwaukee & St. Paul	48,457,494.19	2,511,704.70
10	Chicago & North-Western	15,177,454.18	585,701.39
11	Chicago, St. Paul, Minneapolis & Omaha	8,300.00	184,595.82
12	Chicago, Rock Island & Pacific	10,466,083.00	1,376,857.16
13	a Colfax Northern R. R.		
14	b Colfax Northern Ry.		
15	Crooked Creek		
16	Davenport, Rock Island & Northwestern		
17	Dubuque & Sioux City (Ill. Cent.)		
18	Great Northern	1,646,759.34	3,985,622.14
19	Iowa & Omaha Short Line		
20	c Iowa Central		
21	Manchester & Onelda		
22	Minneapolis & St. Louis		
23	Muscatine North & South		
24	e St. Paul & Des Moines		
25	d St. Paul & Kansas City Short Line		
26	Southern Iowa Traction Co.		
26	Tabor & Northern		
28	Union Pacific	578,881.94	6,226.43
29	Wabash		275,000.00
	Total	\$ 76,737,232.56	\$ 15,750,510.14

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Investment—Continued						Number
Investments						
Securities pledged	Securities unpledged	Total June 30, 1911	Total June 30, 1912	Increase 1912	Decrease 1912	
	\$ 18,298,518.87	\$ 22,153,540.00	\$ 23,571,306.06	\$ 1,417,756.97		1
			9,992.24	9,992.24		2
						3
						4
	1,480,356.26	3,160,733.85	3,370,002.95	209,269.10		5
\$ 182,701.00	1,500.00	191,859.37	238,967.29	47,107.92		6
120,000.00	220,600.00	340,600.00	340,600.00			7
						8
	40,507.05	39,235,266.18	51,009,705.94	11,774,439.76		9
	445,400.00	22,803,897.65	16,208,555.57		\$ 6,595,342.08	10
		174,733.04	192,805.82	18,162.78		11
	540,001.00	10,184,777.58	12,661,734.30	2,476,956.72		12
						13
						14
						15
						16
						17
						18
	109,704,809.76	31,192,859.83	148,896,736.84	146,590,051.07	2,306,685.77	19
						20
						21
						22
						23
						24
						25
						26
						27
						28
	12,967,057.68	14,863,847.00	13,552,206.05		1,311,640.95	29
	20,605,012.76	14,426.00	20,227,138.76	20,894,438.76	667,300.00	
	\$131,212,524.52	\$ 64,949,188.83	\$ 282,242,139.36	\$ 288,649,456.05	\$ 16,620,985.49	\$ 10,213,668.80

TABLE NO. 29—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Working			
		Cash	Securities Issued or Assumed —Held in Treasury		
			Stocks	Funded Debt	Miscellaneous
1	Atchison, Topeka & Santa Fe	\$ 39,770,282.78	\$ 70,300.00	\$ 3,288,030.00	
2	Atlantic Northern & Southern				
3	Charles City Western Railway Co.	108.27			
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy	8,733,764.82		10,625,800.00	
6	Chicago Great Western	2,894,092.49			
7	Mason City & Ft. Dodge				
8	Wisconsin, Minn. & Pacific				
9	Chicago, Milwaukee & St. Paul	22,183,141.30	745,500.00	40,768,000.00	
10	Chicago & North Western	15,273,686.53	2,342,261.71	6,381,000.00	
11	Chicago, St. Paul, Minn. & O.	3,938,340.82	4,231,128.30	51,046.02	
12	Chicago, Rock Island & Pacific	14,938,553.42	4,877.50	553,000.00	
13	a Colfax Northern R. R.				
14	b Colfax Northern Ry.	9,354.90			
15	Crooked Creek	4,781.07			
16	Davenport, Rock Island & N. W.	5,883.91			
17	Dubuque & Sioux City (Ill. Cent.)				
18	Great Northern	12,829,135.16	9,250.00	16,823,000.00	
19	Iowa & Omaha Short Line		1,000,000.00		
20	c Iowa Central				
21	Manchester & Oneida	8,882.65			
22	Minneapolis & St. Louis	265,514.78	198,200.00	2,402,000.00	
23	Muscatine North & South	8,199.67		200,000.00	
24	c St. Paul & Des Moines	51,971.16	280,000.00		
25	d St. P. & Kansas City Short Line	354,137.78			
26	Southern Iowa Traction Co.				
27	Tabor & Northern	895.30			
28	Union Pacific	5,875,620.49	27,700.00	1,238,000.00	
29	Wabash	7,345,522.44	2,361.00	1,689,411.53	
	Total	\$ 134,491,869.74	\$ 8,911,278.51	\$84,018,287.55	

a This report covers the period July 1, 1911, to May 15, 1912.

b This report covers the period May 19, 1913, to June 30, 1912.

c This report covers the one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Assets

Marketable Securities			Loans and Bills Receivable	Traffic and Car Service balances due from other companies	Net Balance due from Agents and Conductors	Miscellaneous Accounts receivable	Number
Stocks	Funded Debt	Miscellaneous					
\$ 247,430.46	\$ 273,957.51		\$ 435,295.18	\$ 1,072,370.33	\$ 445,687.43	\$ 4,222,025.12	1
				.90		18.78	2
							3
							4
756,572.12	68,400.00		2,895,531.14	692,578.58	2,247,678.16	4,166,193.95	5
	360,837.50		1,109.63	49,072.12	290,942.11	399,807.60	6
							7
							8
			2,539,681.36	319,521.59	1,703,892.26	2,096,056.55	9
14,247,728.22			511,931.77	71,730.46	3,208,860.18	2,372,162.10	10
155.20	259,500.00		1,955.83	113,473.17	408,971.32	419,885.52	11
1,302,665.37	14,643,474.71		481,707.99	314,267.05	1,028,014.49	3,095,377.88	12
				577.50	92.84	412.77	13
					714.71	1,059.50	14
					222.61	3,893.28	15
					3,483.75	77,565.24	16
				370.55	1,315.34		17
1.00							18
2,564,354.07	21,800,001.00	\$ 546,917.87	6,453,342.78	529,811.42	3,509,156.42	1,973,258.45	19
							20
			8,900.00	385.96	76.50	2,474.61	21
200.00	5,500.00		40,852.54	96,982.58	335,100.21	466,391.46	22
				1,287.53	662.77	3,554.09	23
101.00				9,885.63	13,868.73	27,606.42	24
101.00				7,001.36	14,822.48	38,655.01	25
			8,251.08	30.61	298.00		26
				808.64	1,012.96	4,887.41	27
54,799,501.84	23,793,270.00		96,387,477.69	1,527,228.96	219,977.58	1,802,512.71	28
4,941.00	135,000.00		6,420,318.87	877,409.46	782,819.82	2,047,132.39	29
\$73,923,751.28	\$61,409,540.72	\$ 546,917.87	\$ 116,186,455.86	\$ 5,684,936.46	\$14,214,120.67	\$23,311,312.90	

TABLE NO. 30—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Working Assets—Continued		
		Materials and Supplies	Other Working Assets	Total June 30, 1911
1	Atchison, Topeka & Santa Fe	\$ 14,515,121.50	\$ 38,049.78	\$ 58,120,816.54
2	Atlantic Northern & Southern			
3	Charles City Western Ry Co.			4,042.26
4	Chicago, Anamosa & Northern			
5	Chicago, Burlington & Quincy	6,806,179.77	49,309.43	38,109,623.46
6	Chicago Great Western	908,416.02	154,708.57	6,539,967.70
7	Mason City & Ft. Dodge			
8	Wisconsin, Minnesota & Pacific			
9	Chicago, Milwaukee & St. Paul	5,491,451.69	249,833.48	63,717,060.32
10	Chicago & North-Western	4,473,324.18	172,623.00	44,823,029.24
11	Chicago, St. Paul, Minneapolis & Omaha	1,135,156.36		8,156,540.09
12	Chicago, Rock Island & Pacific	5,838,397.08	1,805,569.27	30,840,069.64
13	a Colfax Northern R. R.	761.16		4,060.41
14	b Colfax Northern Ry			
15	Crooked Creek			4,545.69
16	Davenport, Rock Island & Northwestern	35,873.72		125,951.88
17	Dubuque & Sioux City (Ill. Cent.)			358,323.66
18	Great Northern	5,442,941.42	65,573.98	69,761,071.88
19	Iowa & Omaha Short Line			
20	c Iowa Central			1,815,191.39
21	Manchester & Oneida			14,955.74
22	Minneapolis & St. Louis	438,552.56	45,108.14	2,861,085.39
23	Muscatine North & South	4,274.52	9,953.54	30,765.07
24	e St. Paul & Des Moines	78,555.10	18,458.88	524,090.36
25	d St. Paul & Kansas City Short Line	136,715.63	15,295.81	
26	Southern Iowa Traction Co.	108.00		6,031.73
27	Tabor & Northern			2,442.67
28	Union Pacific	6,659,950.67		169,592,782.83
29	Wabash	1,875,664.84		13,346,730.80
	Total	\$ 53,841,444.22	\$ 2,624,483.88	\$ 507,759,108.75

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Working Assets—Continued			Accrued Income Not Due				Number
Total June 30, 1912	Increase 1912	Decrease 1912	Unmatured Interest, Dividends and Rents Receivable June 30, 1911	Unmatured Interest, Dividends and Rents Receivable June 30, 1912	Increase 1912	Decrease 1912	
\$ 64,378,550.09	\$ 6,257,733.55						1
122.95		\$ 3,919.31					2
							3
37,042,007.97		1,067,615.49					4
5,058,986.10		1,480,981.60	\$ 1,314.28	\$ 1,253.59		\$ 60.69	5
							6
							7
							8
76,096,777.23	13,379,726.91		37,455.22	2,630,749.94	\$ 2,593,294.72		9
49,055,308.15	4,232,278.91						10
10,559,612.54	2,403,072.45						11
44,004,904.76	13,164,835.12		773,325.60	920,954.59	147,628.99		12
							13
		2,216.08					14
	11,351.72	11,351.72					15
	12,158.10	7,612.41					16
	121,008.76		4,943.12				17
	1.00	358,322.66					18
72,616,342.57	2,855,270.69		406,666.67	406,666.67			19
1,000,000.00	1,000,000.00						20
		1,815,191.39					21
	20,719.72	5,763.98					22
	4,294,402.27	1,433,316.88					23
	227,882.12	197,177.05					24
	480,476.92		43,613.44				25
	566,829.07	566,829.07					26
	8,687.69	2,655.96					27
	7,604.31	5,161.64					28
192,418,239.94	22,825,457.11		355,899.44	1,025,217.11	669,317.67		29
21,180,581.35	7,833,850.55						30
\$ 579,164,399.66	\$ 76,182,094.00	\$ 4,776,803.09	\$ 1,574,661.21	\$ 4,984,841.90	\$ 3,410,241.38	\$ 60.69	

TABLE NO. 31—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—STEAM ROADS

Number	Name of Road	Deferred Debit Items								Number	
		Advances			Rents and Insurance Paid in Advance	Taxes Paid in Advance	Unextinguished Discount on Securities		Property Abandoned Chargeable to Operating Expenses		Special Deposits
		Temporary Advances to Proprietary, affiliated and controlled companies	Working Funds	Other Advances			Capital Stock	Funded Debt			
1	Atchison, Topeka & Santa Fe	\$ 3,194,164.18	\$ 8,217.56		\$ 394,202.40	\$ 16,357.16				1	
2	Atlantic Northern & Southern									2	
3	Charles City Western Ry Co.									3	
4	Chicago, Anamosa & Northern									4	
5	Chicago, Burlington & Quincy	450,886.32	117,880.36	\$ 784,223.20	147,722.62		\$ 311,198.76			5	
6	Chicago Great Western	347,974.31	15,678.97	2,186.13			630,767.52			6	
7	Mason City & Ft. Dodge	61,160.97								7	
8	Wisconsin, Minn. & Pacific									8	
9	Chicago, Milwaukee & St. Paul		33,950.73	12,585.55		412,277.72			\$ 2,296,885.67	9	
10	Chicago & North-Western		5,841.94	3,441,202.76	43,305.94					10	
11	Chicago, St. Paul, Minn. & O.	465.19	6,702.97							11	
12	Chicago, Rock Island & Pacific	4,035,345.66	41,325.40	481,000.00	30,513.19				227,610.98	12	
13	a Colfax Northern R. R.									13	
14	b Colfax Northern Ry.				120.55					14	
15	Crooked Creek				136.99					15	
16	Davenport, Rock Island & N. W.									16	
17	D. & S. C. (Ill. Cent.)								243.82	17	
18	Great Northern	43,391.90	12,200.82	2,486,358.04	11,952.15					18	
19	Iowa & Omaha Short Line									19	
20	c Iowa Central									20	
21	Manchester & Oneida									21	
22	Minneapolis & St. Louis	465.19	1,500.00	701.16	3,402.82					22	
23	Muscatine North & South									23	
24	d St. Paul & Des Moines	63,000.00	14.79						248,225.00	24	
25	e St. P. & Kansas City Short Line		106,721.71	15,249.70	11.81				2,387,250.42	25	
26	Southern Iowa Traction Co.									26	
27	Tabor & Northern									27	
28	Union Pacific	65,340,799.32	13,741.09	172,802.35						28	
29	Wabash		25,252.74		21,598.75				1,151,512.13	29	
	Total	\$73,540,663.36	\$ 479,120.08	\$ 6,346,308.89	\$ 652,967.22	\$ 428,634.88	\$ 941,966.28		\$ 6,311,728.02		

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

c This report covers the one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

TABLE NO. 32—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—STEAM ROADS

Number	Name of Road	Deferred Debit Items								Number
		Cash and Securities			Other deferred debit items	Total June 30, 1912	Total June 30, 1911	Increase 1912	Decrease 1912	
		In sinking and redemption funds	In insurance and other reserve funds	In provident funds						
1	Atchison, Topeka & Santa Fe		\$ 1,827,272.58		\$ 1,149,000.37	\$ 6,589,814.25	\$ 6,466,858.28	\$ 122,955.97		1
2	Atlantic Northern & Southern									2
3	Charles City Western Ry Co.									3
4	Chicago, Anamosa & Northern									4
5	Chicago, Burlington & Quincy	\$18,281,800.61		\$ 496,538.89	2,217,234.35	22,757,495.31	20,102,968.81	2,654,526.50		5
6	Chicago Great Western				1,486,075.20	2,482,682.13	2,230,413.45	252,268.68		6
7	Mason City & Ft. Dodge				579,145.02	643,305.99	611,717.00	31,588.99		7
8	Wisconsin, Minnesota & Pacific				407,867.30	407,867.30	131,963.02	275,904.28		8
9	Chicago, Milwaukee & St. Paul	431,564.76	2,801,100.00		1,993,187.09	7,981,551.52	5,662,048.85	2,319,502.67		9
10	Chicago & North-Western	4,006,529.61			915,576.18	7,412,459.43	7,767,171.32		\$ 354,714.89	10
11	Chicago, St. Paul, Minn. & O.				311,191.76	315,449.92	242,567.12	75,882.80		11
12	Chicago, Rock Island & Pacific				1,108,967.57	5,924,763.79	5,124,475.33	800,288.46		12
13	a Colfax Northern R. R.				106,498.97	106,498.97		106,498.97		13
14	b Colfax Northern Ry.					120.55		120.55		14
15	Crooked Creek					136.99		136.99		15
16	Davenport, Rock Island & N. W.									16
17	Dubuque & Sioux City (Ill. Cent.)	1,273,322.11			980,126.96	1,273,565.93	1,169,419.05	104,146.88		17
18	Great Northern	4,289.63				3,538,319.50	3,262,825.47	275,494.03		18
19	Iowa & Omaha Short Line					9,937,700.00	23,568.86	9,914,131.14		19
20	c Iowa Central	9,937,700.00								20
21	Manchester & Oneida				95,017.06	101,086.23	5,681,030.49		5,579,944.26	21
22	Minneapolis & St. Louis									22
23	Muscatine North & South				4,411.96	315,651.75	1,162,561.06		846,909.31	23
24	d St. Paul & Des Moines				119,777.70	2,719,011.34		2,719,011.34		24
25	e St. P. & Kansas City Short Line									25
26	Southern Iowa Traction Co.									26
27	Tabor & Northern				1,725,009.38	67,357,175.10	61,564,243.84	5,792,931.26		27
28	Union Pacific	104,822.96			5,898,182.25	7,111,111.74	8,131,109.12		1,019,997.38	28
29	Wabash	14,565.87								29
	Total	\$34,054,595.56	\$ 4,628,372.68	\$ 496,538.89	\$19,097,809.12	\$ 146,978,764.74	\$ 129,334,941.07	\$25,445,389.51	\$ 7,801,566.84	

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

c This report covers the one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

TABLE NO. 33—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Profit	
		Balance	
		1911	1912
1	Achison, Topeka & Santa Fe.....		
2	Atlantic Northern & Southern.....		
3	Charles City Western Ry. Co.....	\$	3,595.66
4	Chicago, Anamosa & Northern.....		
5	Chicago, Burlington & Quincy.....		
6	Chicago Great Western.....		
7	Mason City & Fort Dodge.....		
8	Wisconsin, Minnesota & Pacific.....		
9	Chicago, Milwaukee & St. Paul.....		
10	Chicago & North-Western.....		
11	Chicago, St. Paul, Minneapolis & Omaha.....		
12	Chicago, Rock Island & Pacific.....		
13	a Colfax Northern R. R.		
14	b Colfax Northern Ry.		1,301.60
15	Crooked Creek.....	\$	2,339.58
16	Davenport, Rock Island & Northwestern.....		7,561.06
17	Dubuque & Sioux City (Illinois Central).....		
18	Great Northern.....		
19	Iowa & Omaha Short Line.....		26,238.95
20	c Iowa Central.....		4,262,733.32
21	Manchester & Oneida.....		
22	Minneapolis & St. Louis.....		
23	Muscataine North & South.....	16,103.14	20,910.10
24	d St. Paul & Des Moines.....	288,664.33	292,551.62
25	d St. Paul & Kansas City Short Line.....		183,787.32
26	Southern Iowa Traction Co.	5,255.47	13,679.27
27	Tabor & Northern.....	21,394.63	18,373.15
28	Union Pacific.....		
29	Wabash.....	6,126,933.80	8,041,579.95
	Total.....	\$ 6,460,690.95	\$12,872,243.00

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SHEET—ASSETS—CONTINUED—STEAM ROADS

and Loss		Grand Total				Number
Balance		1911	1912	Increase 1912	Decrease 1912	
Increase 1912	Decrease 1912					
		\$ 673,874,939.00	\$ 692,838,353.63	\$ 18,963,414.63		1
						2
\$ 3,595.66		344,930.85	405,231.28	60,300.43		3
		465,504,191.60	473,751,542.14	8,247,350.54		4
		114,097,496.66	114,719,961.86	622,465.20		5
		45,339,672.50	45,495,352.40	155,679.90		6
		12,336,269.36	12,593,999.05	257,729.69		7
		529,709,912.30	563,280,159.80	33,570,247.50		8
		412,272,947.25	426,898,235.84	14,625,288.59		9
		73,468,201.49	78,144,480.85	4,676,279.36		10
		308,291,249.62	325,476,699.05	17,185,419.43		11
		169,742.09	108,343.80	\$ 61,398.29		12
			12,893.27	12,893.27		13
1,301.60		229,266.13	241,381.24	12,115.11		14
5,161.48		3,555,300.46	3,546,100.43	9,200.03		15
		31,793,751.96	31,824,678.57	30,926.61		16
		574,515,211.87	589,802,341.15	15,287,129.28		17
			1,292,238.95	1,292,238.95		18
26,238.95		32,587,280.61	14,200,433.32	18,386,847.29		19
4,262,733.32		145,632.34	150,826.32	5,193.98		20
		40,958,943.10	69,416,806.74	28,457,863.64		21
		1,066,808.21	1,514,829.95	448,021.74		22
		6,932,766.10	6,046,130.64	886,635.46		23
			10,798,617.15	10,798,617.15		24
4,806.96		213,557.75	229,734.94	16,177.19		25
3,887.29		117,942.87	118,544.45	601.58		26
183,787.32	\$ 3,021.48	692,985,876.58	723,578,301.81	30,592,425.23		27
8,414.80		231,231,852.85	240,885,942.93	9,654,090.08		28
						29
		1,914,646.15				
\$ 6,414,573.53	\$ 3,021.48	\$ 4,251,773,963.55	\$ 4,427,372,131.15	\$ 194,942,430.17	\$19,344,271.57	

TABLE NO. 34—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Stock			
		Capital Stock			
		Common	Preferred	Debenture	Receipts out- standing for in- statements paid
1	Atchison, Topeka & Santa Fe.....	\$ 170,174,000.00	\$ 114,199,530.00		
2	Atlantic Northern & Southern.....				
3	Charles City Western Ry Co.....	290,400.00	1,000.00		\$ 125.00
4	Chicago, Anamosa & Northern.....				
5	Chicago, Burlington & Quincy.....	110,839,100.00			
6	Chicago Great Western.....	45,246,913.00	41,021,402.00		
7	Mason City & Ft. Dodge.....	19,205,400.00	13,635,752.00		
8	Wisconsin, Minnesota & Pacific.....	5,893,400.00			
9	Chicago, Milwaukee & St. Paul.....	116,348,200.00	116,274,900.00		
10	Chicago & North-Western.....	132,455,530.97	22,398,954.56		
11	Chicago, St. Paul, Minn. & O.....	21,400,473.33	12,613,721.66		
12	Chicago, Rock Island & Pacific.....	74,877,200.00			
13	a Colfax Northern R. R.....	60,000.00			
14	b Colfax Northern Ry.....	10,000.00			
15	Crooked Creek.....	112,500.00			
16	Davenport, Rock Island & N. W.....	3,000,000.00			
17	Dubuque & Sioux City (Ill. Cent.).....	11,759,500.00			
18	Great Northern.....		209,990,670.00		80.00
19	Iowa & Omaha Short Line.....	1,000,000.00			
20	c Iowa Central.....	8,527,623.48	5,674,809.84		
21	Manchester & Oneida.....	62,710.00			
22	Minneapolis & St. Louis.....	15,370,300.00	5,917,500.00		
23	Muscatine North & South.....	450,000.00			
24	c St. Paul & Des Moines.....	2,300,000.00			
25	d St. P. & Kansas City Short Line.....	50,000.00			
26	Southern Iowa Traction Co.....	200,000.00			
27	Tabor & Northern.....	25,300.00			
28	Union Pacific.....	216,646,300.00	99,569,300.00		
29	Wabash.....	53,200,213.33	39,200,213.33		
	Total.....	\$ 1,009,502,964.11	\$ 680,527,753.39		\$ 305.00

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SHEET—CONTINUED—LIABILITIES—STEAM ROADS

Stock liability for conversion of outstanding securities of constituent companies	Premiums realized on capital stock	Stock				Number
		Total 1912	Total 1911	Increase 1912	Decrease 1912	
		\$ 284,373,530.00	\$ 282,674,530.00	\$ 1,699,000.00		1
		291,625.00	289,476.75	2,148.25		2
		110,839,100.00	110,839,100.00			3
		86,268,315.00	86,268,115.00	200.00		4
		32,841,152.00	32,841,152.00			5
		5,893,400.00	5,893,400.00			6
		232,623,100.00	232,623,100.00			7
	\$ 29,657.75	154,884,143.28	154,884,143.28			8
\$ 5,931.63		34,050,126.62	34,050,126.62			9
132,800.00		75,000,000.00	75,000,000.00			10
		60,000.00	60,000.00			11
		10,000.00		10,000.00		12
		112,500.00	112,500.00			13
		3,000,000.00	3,000,000.00			14
		11,759,500.00	11,759,500.00			15
		209,990,750.00	209,981,875.00	8,875.00		16
	16,000.00	1,016,000.00		1,016,000.00		17
		14,200,433.32	14,200,433.32			18
		62,710.00	62,710.00			19
		21,287,700.00	10,000,000.00	11,287,700.00		20
		450,000.00	450,000.00			21
		2,300,000.00	2,300,000.00			22
		50,000.00		50,000.00		23
		200,000.00	200,000.00			24
		25,300.00	25,300.00			25
		316,215,600.00	316,199,100.00	16,500.00		26
		92,400,426.66	92,400,426.66			27
\$ 128,731.63	\$ 45,657.75	\$ 1,600,205,411.88	\$ 1,676,114,988.63	\$ 14,000,423.25		28

TABLE NO. 35—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Mortgage, Bonded				
		Funded				
		Mortgage bonds	Collateral trust bonds	Plain bonds, debentures and notes	Income bonds	Equipment trust obligations
1	Atchison, Topeka & Santa Fe	\$ 211,685,195.00				
2	Atlantic Northern & Southern			\$ 2,978,000.00	\$51,728,000.00	
3	Charles City Western Ry. Co.					
4	Chicago, Anamosa & Northern					
5	Chicago, Burlington & Quincy	191,713,800.00	\$ 7,310,200.00			
6	Chicago Great Western	23,000,000.00		10,820,000.00		
7	Mason City & Fort Dodge	12,000,000.00				
8	Wisconsin, Minnesota & Pacific	6,232,000.00				
9	Chicago, Milwaukee & St. Paul	157,257,000.00				
10	Chicago & North-Western	172,251,000.00	30,000,000.00	111,100,154.00		
11	Chicago, St. Paul, M. & O.	30,008,046.02		19,695,000.00		
12	Chicago, Rock Island & Pacific	182,528,000.00	8,564,000.00	5,000,000.00		
13	a Colfax Northern R. R.			20,000,000.00		
14	b Colfax Northern Ry.				\$13,633,000.00	
15	Crooked Creek	112,500.00				
16	Davenport, R. I. & N. W.	6,730,000.00				
17	Dubuque & Sioux City (Ill. Cent.)	174,686,909.09	107,613,500.00			
18	Great Northern	150,000.00			11,824,630.57	
19	Iowa & Omaha Short Line					
20	Iowa Central	65,000.00		100,000.00		
21	Manchester & Oneida	42,256,094.91				
22	Minneapolis & St. Louis	1,000,000.00				
23	Muscatine North & South	2,400,000.00			944,000.00	
24	c St. Paul & Des Moines	9,850,600.00				
25	d St. Paul, K. O. Short Line	50,000.00			80,000.00	
26	Southern Iowa Traction Co.	165,085,205.00				
27	Tabor & Northern	104,825,149.23	5,000,000.00	37,976,300.00		
28	Union Pacific			9,807,958.34	1,256,000.00	5,221,000.00
29	Wabash					
	Total	\$ 1,493,974,559.25	\$ 158,893,700.00	\$ 217,495,413.00	\$52,984,000.00	\$31,702,630.57

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SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Debt		Receivers' certificates	Obligations for advances received for construction, equipment and betterments	Total 1912	Total 1911	Increase 1912	Decrease 1912	Number
Miscellaneous funded obligations	Receipts outstanding for funded debt							
\$79,541,850.00				\$ 345,933,045.00	\$ 333,857,850.00	\$ 12,075,195.00		1
								2
								3
								4
				209,853,000.00	209,809,000.00	44,000.00		5
				23,000,000.00	23,000,000.00			6
				12,000,000.00	12,000,000.00			7
				6,232,000.00	6,232,000.00			8
				268,366,154.66	232,573,654.66	35,793,500.00		9
				221,952,000.00	205,962,000.00	15,990,000.00		10
				35,008,046.02	30,008,046.02	5,000,000.00		11
				225,125,000.00	204,531,000.00	20,594,000.00		12
					47,500.00		\$ 47,500.00	13
								14
				112,500.00	112,500.00			15
				432,751.86	432,751.86			16
			\$ 432,751.86	18,554,630.57	18,269,528.18	285,102.39		17
				282,300,409.09	275,556,409.09	6,744,000.00		18
				250,000.00		250,000.00		19
					15,125,340.44		15,125,340.44	20
				65,000.00	65,000.00			21
				43,200,094.91	27,498,000.00	15,702,094.91		22
				1,000,000.00	600,000.00	400,000.00		23
				2,480,000.00	2,485,000.00	5,000.00		24
			295,774.08	10,146,434.08		10,146,434.08		25
					50,000.00			26
				205,061,505.00	203,090,380.00	1,971,125.00	28,875.00	27
				136,610,107.57	126,771,087.57	9,839,020.00		28
								29
\$79,541,850.00		\$10,500,000.00	\$ 728,525.94	\$2,045,822,678.76	\$ 1,928,166,047.82	\$ 132,863,346.38	\$15,206,715.44	

TABLE NO. 36—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Working			
		Loans and Bills Payable	Traffic and car service balances due to other companies	Audited vouchers and wages unpaid	Miscellaneous accounts payable
1	Atehison, Topeka & Santa Fe.....	\$ 793,783.74	\$ 6,044,338.31	\$ 1,384,196.34	
2	Atlantic Northern & Southern.....				
3	Charles City Western Ry. Co.	\$ 91,000.00	8,009.43	409.27	13,154.53
4	Chicago, Anamosa & Northern.....				
5	Chicago, Burlington & Quincy.....	1,990,784.79	7,955,901.59	404,694.04	
6	Chicago Great Western.....	392,879.39	1,090,100.22	80,511.80	
7	Mason City & Fort Dodge.....				10,733.38
8	Wisconsin, Minnesota & Pacific.....				
9	Chicago, Milwaukee & St. Paul.....	1,131,065.97	6,534,394.00	150,647.32	
10	Chicago & North-Western.....	1,566,347.31	4,630,032.17	236,038.35	
11	Chicago, St. Paul, Minneapolis & Omaha.....	351,950.84	1,440,282.23	85,566.78	
12	Chicago, Rock Island & Pacific.....	310,647.58	3,315,240.86	318,812.63	
13	Colfax Northern R. R.	14,492.00	613.27	177.42	
14	Colfax Northern Ry.		129.77	1,048.54	
15	Crooked Creek.....		9,445.90	6,332.31	
16	Davenport, Rock Island & Northwestern.....			41,412.67	
17	Dubuque & Sioux City (Illinois Central).....			25.00	592.55
18	Great Northern.....	5,589,656.11	571,543.22	5,478,308.27	4,114,033.73
19	Iowa & Omaha Short Line.....				26,238.95
20	Iowa Central.....				
21	Manchester & Oneida.....		5,250.27		225.80
22	Minneapolis & St. Louis.....	1,560,000.00	127,654.35	705,801.40	75,988.60
23	Muscantine North & South.....	28,143.34	19,473.01	17,307.00	
24	St. Paul & Des Moines.....	675,338.10	21,609.50	102,028.22	610.42
25	St. Paul & Kansas City Short Line.....		18,882.14	87,603.57	4,141.77
26	Southern Iowa Traction Co.....	22,384.37	664.14	2,823.73	730.00
27	Tabor & Northern.....	39,339.94	2,164.10		1,203.86
28	Union Pacific.....	23,740,362.22	1,040,630.82	2,859,649.77	5,978,750.79
29	Wabash.....	1,013,377.30	895,639.27	3,315,332.50	473,249.89
	Total.....	\$32,775,644.38	\$ 9,027,784.75	\$6,517,524.06	\$13,379,494.58

a Credit.
 b This report covers the period July 1, 1911, to May 18, 1912.
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SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Liabilities										Number
Matured interest, dividends and rents unpaid	Matured mortgages, bonded notes, secured debts unpaid	Working advances due to other companies	Other working liabilities	Total 1912	Total 1911	Increase 1912	Decrease 1912			
\$ 680,443.00			\$ 961,551.63	\$ 9,813,343.92	\$ 9,068,180.56	\$ 720,156.46				1
			943.25	113,006.28	59,453.55	58,162.73				4
										5
2,182,268.00	\$ 6,000.00		42,635.76	12,361,114.15	10,621,747.09	1,639,367.06			\$ 599,191.56	6
28,660.00			271,672.42	1,763,823.64	2,363,015.00				\$ 51,274.11	7
			130,664.03	147,327.41	198,671.52					8
			170,888.60	170,888.60	161,110.87				9,777.73	9
5,102,070.17	11,000.00		455,423.51	13,354,600.97	10,383,292.52				3,001,308.45	10
3,110,150.04	17,500.00		130,331.94	9,719,319.81	9,569,917.00				158,402.21	11
85,043.00			17,025.82	1,822,804.67	2,238,823.63				315,008.96	12
2,235,041.25	25,000.00	\$ 115,779.52	672,079.06	7,700,209.90	8,645,354.73				945,153.83	13
1,483.73				26,736.42	26,554.83				181.59	14
				1,178.31					1,178.31	15
				16,831.24	4,296.13				12,115.11	16
				41,419.67	57,917.26				16,498.19	17
7,194.35			151,151.12	138,963.02	242,375.40				83,412.38	18
1,708,642.03	5,224.00		293,137.58	18,891,039.74	16,930,048.80				1,955,390.94	19
				26,238.95					26,238.95	20
					1,007,520.70				1,007,520.70	21
			36.50	5,502.09	4,268.65				1,244.01	22
				2,701,486.92	1,438,210.37				1,263,276.55	23
92,068.43	50.00	132,155.52	30,588.61	64,829.65	46,808.21				18,021.74	24
53,911.25	5,000.00	357,069.87		1,215,944.6	2,082,569.11				866,607.48	25
870.00		128,008.43		239,625.91					239,625.91	26
				27,192.24	12,235.23				14,957.01	27
				42,683.14	42,987.33				601.58	28
8,729,094.22			118,423.05	42,460,340.97	15,689,608.89				23,771,142.06	29
1,160,094.50	4,600.00		150.00	6,840,840.46	7,551,169.50				710,319.04	30
\$36,232,064.07	\$71,774.00	\$ 733,943.34	\$ 7,769,239.68	\$ 129,819,068.86	\$ 101,506,806.55	\$32,888,198.45	\$ 4,595,930.14			31

TABLE NO. 37—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Accrued Liabilities		
		Unmatured dividends and rents payable	Taxes accrued	Total 1912
1	Atchison, Topeka & Santa Fe.....	\$ 6,070,87.26	\$ 1,624,180.61	\$ 8,594,557.87
2	Atlantic Northern & Southern.....			
3	Charles City Western Ry. Co.....			
4	Chicago, Anamosa & Northern.....			
5	Chicago, Burlington & Quincy.....	1,469,729.13	72,000.00	1,541,729.13
6	Chicago Great Western.....	408,445.01	201,712.41	610,157.42
7	Mason City & Ft. Dodge.....			
8	Wisconsin, Minnesota & Pacific.....			
9	Chicago, Milwaukee & St. Paul.....	453,167.71	1,550,592.98	1,804,160.69
10	Chicago & North-Western.....	1,861,420.84	60,000.00	1,921,420.84
11	Chicago, St. Paul, Minneapolis & Omaha.....	1,359,939.88	465,903.88	1,825,843.76
12	Chicago, Rock Island & Pacific.....	7,414,325.61	1,278,036.54	8,692,362.15
13	a Colfax Northern R. R.....			
14	b Colfax Northern Ry.....	1,203.34	286.50	1,589.84
15	Crooked Creek.....			
16	Davenport, Rock Island & Northwestern.....			
17	Dubuque & Sioux City (Ill. Cent.).....	65,375.00		65,375.00
18	Great Northern.....	146,094.16	1,680,487.81	1,826,581.97
19	Iowa & Omaha Short Line.....			
20	c Iowa Central.....			
21	Manchester & Onelda.....			
22	Minneapolis & St. Louis.....	466,811.33	250,849.87	717,661.20
23	Muscatine North & South.....			
24	e St. Paul & Des Moines.....	6,616.67	17,174.42	23,791.09
25	f St. Paul & Kansas City Short Line.....		199,887.59	199,887.59
26	Southern Iowa Traction Co.....		2,542.70	2,542.70
27	Taber & Northern.....	856.86		856.86
28	Union Pacific.....	8,354,078.12	1,022,303.86	9,376,381.98
29	Wabash.....	715,840.00	606,260.96	1,322,100.96
	Total.....	\$4,608,502.56	\$ 8,734,403.11	\$13,342,905.67

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 13, 1912, to June 30, 1912.

c This report covers the one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Not Due	Deferred Credit Items				Number			
	Total 1911	Increase 1912	Decrease 1912	Unmatured and outstanding debt		Operating reserves	Liability on account of provident funds	Other deferred credit items
\$ 7,714,919.25	\$ 879,697.50						\$ 245,618.42	1
								2
								3
								4
1,561,994.13	15,735.00				\$ 1,389,829.30	\$ 496,588.80		5
928,407.99	36,749.43						329,512.94	6
							1,615,873.72	7
							606,803.08	8
							297,710.46	9
1,820,463.54	283,697.15				2,714,687.87			10
1,717,275.83	294,145.01						246,458.43	11
1,705,500.24	111,244.45			\$ 216,727.56			155,708.94	12
2,184,568.06	507,787.06				765,308.42		1,113,109.14	13
603.75		\$ 508.75			715.29		416.91	14
	1,524.54						190.15	15
								16
84,124.72		38,729.72					84,129.50	17
1,936,848.71		990,856.74			956,116.27		194,209.16	18
								19
203,587.75		208,587.75						20
								21
692,753.81	44,407.29				92,093.02		77,737.31	22
								23
40,454.42		16,093.33			5,649.98		20,745.00	24
	199,937.69				17,027.00		145,502.67	25
1,222.58	1,220.13							26
555.55								27
9,077,204.65	300,774.35				281,666.17	8,278.87	730,006.05	28
1,364,674.62	17,526.04				139,747.61		2,454,126.60	29
\$11,364,830.00	\$ 2,692,356.06	\$ 609,411.29	\$ 216,727.56		\$ 6,402,765.48	\$ 409,811.26	\$ 8,252,393.19	

TABLE NO. 38—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Deferred Credit Items			
		Total 1912	Total 1911	Increase 1912	Decrease 1912
1	Atchison, Topeka & Santa Fe	\$ 245,618.42	\$ 256,513.45		\$ 10,895.03
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy				
6	Chicago, Great Western	2,214,881.03	2,209,066.12	\$ 5,814.91	
7	Mason City & Ft. Dodge	1,615,373.72	614,275.60	1,001,098.12	
8	Wisconsin, Minnesota & Pacific	506,803.08	299,848.98	206,954.10	
9	Chicago, Milwaukee & St. Paul	297,710.45	49,758.49	247,951.96	
10	Chicago & North-Western	2,948,931.28	2,229,739.18	719,192.10	
11	Chicago, St. Paul, Minneapolis & Omaha	246,458.43	251,269.52		4,811.09
12	Chicago, Rock Island & Pacific	372,436.50	230,956.09	141,480.41	
13	a Colfax Northern R. R.	1,878,507.56	2,437,665.93		559,158.37
14	b Colfax Northern Ry.	1,132.80	215.03	917.77	
15	Crooked Creek	190.12		190.12	
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Ill. Cent.)	34,139.56	26,931.34	7,208.16	
18	Great Northern				
19	Iowa & Omaha Short Line	1,110,325.43	3,700,943.88		2,650,618.45
20	c Iowa Central		58,918.59		58,918.59
21	Manchester & Oneida				
22	Minneapolis & St. Louis				
23	Muscatine North and South	170,730.93	209,227.02		38,496.09
24	c St. Paul & Des Moines				
25	d St. Paul & Kansas City Short Line	26,394.93	24,759.58	1,635.35	
26	Southern Iowa Traction	162,619.57		162,619.57	
27	Tabor & Northern				
28	Union Pacific	1,045,572.47	387,529.29	658,043.18	
29	Wabash	2,593,874.27	2,290,457.90	303,416.37	
	Total	\$15,471,700.49	\$15,338,078.99	\$ 3,456,522.12	\$ 3,322,900.62

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
 d This report covers the eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Additions to property since June 30, 1907, through income	Appropriated Surplus							Number
	Reserves from Increase or Surplus			Total 1912	Total 1911	Increase 1912	Decrease 1912	
	Invested in sinking and redemption funds	Invested in other reserve funds	Not specifically invested					
\$21,580,920.75		\$ 1,827,272.50		\$23,408,193.33	\$19,711,239.08	\$ 3,696,954.25		1
17,523,473.03	\$31,321,700.07			48,845,173.10	43,331,766.32	5,513,406.78		2
	431,564.76		\$ 790,122.75	1,221,687.51	1,102,214.49	119,473.02		3
	3,988,521.43			3,988,521.43	6,830,877.80	\$ 2,842,356.37		4
197,350.03				197,350.03	197,350.03			5
64,367.76				64,367.76	64,367.76			6
								7
								8
								9
	1,273,322.11			1,273,322.11	1,169,175.23	104,146.88		10
11,862,129.02		6,798,061.53		18,660,190.55	15,151,325.50	3,508,865.05		11
								12
								13
								14
								15
								16
								17
								18
								19
								20
	8.38			838.00	838.00			21
								22
								23
								24
								25
								26
								27
								28
886,757.14	161,000.00		70,705.87	1,118,463.01	914,046.30	204,416.71		29
\$52,115,006.11	\$37,176,108.37	\$ 1,827,272.58	\$ 7,658,890.15	\$98,778,106.83	\$88,473,200.51	\$13,147,262.69	\$ 2,842,356.37	

TABLE NO. 39—COMPARATIVE GENERAL BALANCE

Number	Name of Road	Profit and	
		Balance	
		1912	1911
1	Atchison, Topeka & Santa Fe.....	\$ 20,470,115.90	\$ 20,566,706.63
2	Atlantic Northern & Southern.....		
3	Charles City Western Ry. Co.....		.55
4	Chicago, Anamosa & Northern.....		
5	Chicago, Burlington & Quincy.....	^a 88,172,544.70	^b 87,138,517.94
6	Chicago, Great Western.....	1,407,292.08	1,223,683.07
7	Mason City & Ft. Dodge.....		
8	Wisconsin, Minnesota & Pacific.....		
9	Chicago, Milwaukee & St. Paul.....	42,931,524.69	49,278,507.91
10	Chicago & North-Western.....	34,186,372.05	33,066,463.22
11	Chicago, St. Paul, Minneapolis & Omaha.....	4,626,822.32	4,887,308.86
12	Chicago, Rock Island & Pacific.....	12,016,257.68	14,428,293.11
13	^c Colfax Northern R. R.....	20,474.08	34,878.48
14	^d Colfax Northern Ry.....		
15	Crooked Creek.....		
16	Davenport, Rock Island & Northwestern.....	37,790.00	37,790.00
17	Dubuque & Sioux City (Ill. Cent.).....	12,887.87	269,038.43
18	Great Northern.....	57,182,134.37	51,191,660.89
19	Iowa & Omaha Short Line.....		
20	^g Iowa Central.....		1,991,629.72
21	Manchester & Oneida.....	16,775.66	12,855.69
22	Minneapolis & St. Louis.....	1,349,632.78	1,150,751.90
23	Muscatine North & South.....		
24	^e St. Paul & Des Moines.....		
25	^f St. Paul & Kansas City Short Line.....		
26	Southern Iowa Traction Co.....		
27	Tabor & Northern.....		
28	Union Pacific.....	151,416,774.39	145,541,933.75
29	Wabash.....		
	Total.....	\$ 413,847,868.66	\$ 410,820,620.15

^a Includes \$46,230,662.67 in income account.
^b Includes \$44,935,252.97 in income account.
^c This report covers the period July 1, 1911 to May 18, 1912.
^d This report covers the period May 19, 1912, to June 30, 1912.
^e This report covers the one month, July 1 to 31, 1911.
^f This report covers the eleven months, August 1, 1911, to June 30, 1912.
^g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Loss		Grand Total				Number
Increase 1912	Decrease 1912	1912	1911	Increase 1912	Decrease 1912	
	\$ 96,590.04	\$ 692,883,353.63	\$ 673,874,939.00	\$ 18,963,414.63		1
	.55	405,231.28	844,930.85	60,300.43		2
						3
						4
						5
\$ 1,034,026.76		473,751,542.14	465,504,101.00	8,247,350.54		6
183,609.01		114,719,961.86	114,097,496.66	622,465.20		7
		45,495,352.49	45,339,672.50	155,679.99		8
		12,593,909.05	12,336,269.36	257,729.69		9
	6,346,983.22	563,280,159.80	529,709,912.30	33,570,247.50		10
		426,898,235.84	412,272,947.25	14,625,288.59		11
		78,144,480.85	73,468,201.49	4,676,279.36		12
	2,412,035.43	325,476,699.05	308,291,249.62	17,185,419.43		13
		108,343.30	169,742.09		\$ 61,398.79	14
		12,893.27		12,893.27		15
		241,381.24	229,266.13	12,115.11		16
		3,546,100.43	3,555,390.46		9,200.03	17
	256,150.56	31,824,678.57	31,793,751.96	30,926.61		18
		589,802,341.15	574,515,211.87	15,287,129.28		19
5,690,473.48		1,262,238.95		1,292,238.95		20
	1,991,629.72	14,200,433.32	32,587,380.61		18,386,947.29	21
		150,826.32	145,662.34	5,163.98		22
3,919.97		69,416,806.74	40,958,943.10	28,457,863.64		23
196,880.88		1,514,829.95	1,096,808.21	418,021.74		24
		6,046,130.64	6,932,766.10		886,635.46	25
		10,798,617.15		10,798,617.15		26
		229,734.94	213,557.75	16,177.19		27
		118,544.45	117,942.87	601.58		28
		723,578,301.81	692,985,876.58	30,592,425.23		29
		240,885,942.93	231,231,852.85	9,654,090.08		30
\$14,405,659.57	\$11,378,281.06	\$ 4,427,372,131.15	\$ 4,251,773,963.55	\$ 194,942,439.17	\$19,344,271.57	

TABLE NO. 40—EMPLOYES AND

Number	Name of Road	General Officers			
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe				
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co				
4	Chicago, Anamosa & Northern				
5	a Chicago, Burlington & Quincy	1	365	\$ 1,500.00	\$ 4.10
6	Chicago Great Western	10	3,650	29,791.20	8.16
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul				
10	Chicago & North-Western				
11	Chicago, St. Paul, Minneapolis & Omaha				
12	Chicago, Rock Island & Pacific				
13	b Colfax Northern R. R.	44	4,258	73,979.73	17.37
14	c Colfax Northern Ry.	3	493	1,154.81	2.34
15	Crooked Creek	3			
16	Davenport, Rock Island & Northwestern	7	730	2,171.10	2.97
17	Dubuque & Sioux City (Ill. Cent.)	4	1,464	7,800.00	5.33
18	Great Northern				
19	Iowa & Omaha Short Line				
20	f Iowa Central	1	300	1,200.00	4.00
21	Manchester & Oneida				
22	Minneapolis & St. Louis	9	730	200.00	.27
23	Muscatine North & South	10	1,546	26,816.58	17.35
24	d St. Paul & Des Moines	3	1,095	6,200.00	5.63
25	e St. Paul & Kansas City Short Line				
26	Southern Iowa Traction	1	335	2,750.00	8.18
27	Tabor & Northern	1	365	1,200.00	3.29
28	Union Pacific	2	630	3,000.00	4.76
29	Wabash				
	Total	1	366	7,554.34	17.20
		100	16,327	\$ 165,368.79	\$10.13

a Estimated.
 b This report covers the period July 1, 1911, to May 18, 1912.
 c This report covers the period May 19, 1912, to June 30, 1912.
 d This report covers the one month, July 1 to 31, 1911.
 e This report covers the eleven months, August 1, 1911, to June 30, 1912.
 f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

SALARIES—IOWA—STEAM ROADS

Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	General Office Clerks				Station Agents				Number
				Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	
1	357	\$ 2,982.89	\$ 8.36	12	4,452	\$ 11,718.04	\$ 2.63	3	1,008	\$ 3,034.20	\$ 2.76	1
												2
												3
								4	1,460	1,658.05	1.14	4
				79	23,788	59,701.99	2.51	212	74,825	154,760.02	2.06	5
6	1,972	13,755.29	6.97	217	78,771	178,521.44	2.27	126	44,469	95,866.28	2.16	6
												7
												8
9	3,240	32,700.00	10.09					283	101,340	222,723.75	2.21	9
6	1,846	40,241.63	21.80	23	7,254	21,555.68	2.97	251	78,858	188,682.05	2.39	10
												11
								10	3,130	9,607.40	3.07	11
155	26,856	224,606.17	8.36	1,543	150,265	354,785.96	2.36	386	190,600	331,977.78	1.74	12
1	211	866.13	4.10	1	312	409.33	1.31	1	352	981.61	2.79	13
1	41	181.45	4.12	1	18	24.00	1.33	1	44	123.39	2.80	14
												15
								2	624	831.81	1.33	15
								7	2,587	5,748.25	2.22	16
27	10,311	51,707.36	5.02	24	8,561	24,483.96	2.86	123	47,254	106,253.21	2.25	17
3	1,282	6,520.00	5.09					11	3,935	8,697.08	2.21	18
								2	310	1,806.25	5.82	19
												20
1	365	1,200.00	3.29									21
33	3,962	23,646.12	5.97	200	27,149	51,426.42	1.89	121	30,684	60,528.12	1.97	22
2	730	2,800.00	3.83	2	730	1,380.00	1.89	7	2,555	3,798.29	1.49	23
9	279	1,315.00	4.71	5	152	419.19	2.76	18	558	783.46	1.40	24
8	2,430	11,343.71	4.67	6	1,829	4,989.92	2.73	17	5,776	8,166.11	1.41	25
												26
								2	626	1,410.00	2.25	26
1	315	840.00	2.67					1	315	1,020.00	3.24	27
1	489	1,800.00	3.68	7	3,871	8,664.92	2.24	2	794	3,610.00	4.55	28
4	1,464	7,535.60	4.93	19	6,954	14,554.50	2.22	12	4,392	8,719.79	2.03	29
268	56,153	\$ 424,041.35	\$ 7.55	2,146	316,269	\$ 736,361.70	\$ 2.32	1,602	566,586	\$ 1,220,795.90	\$ 2.05	

TABLE NO. 41—EMPLOYES AND SALARIES

Number	Name of Road	Other Station Men			
		Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
1	Achison, Topeka & Santa Fe	32	10,049	\$ 17,377.11	\$ 1.73
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern				
5	a Chicago, Burlington & Quincy				
6	Chicago Great Western	492	148,988	271,198.72	1.82
7	Mason City & Ft. Dodge	250	73,120	138,341.34	1.89
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul				
10	Chicago & North-Western	458	126,258	199,000.66	1.58
11	Chicago, St. Paul, Minneapolis & Omaha	428	129,682	238,853.64	1.84
12	Chicago, Rock Island & Pacific	123	35,995	77,066.61	2.14
13	b Colfax Northern R. R.	675	182,054	285,718.75	1.57
14	c Colfax Northern Ry.		224	367.60	1.64
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Ill. Cent.)	25	7,965	15,074.41	1.89
18	Great Northern	592	141,560	259,868.11	1.84
19	Iowa & Omaha Short Line	43	12,567	23,374.90	1.86
20	f Iowa Central		10	47.90	4.79
21	Manchester & Oneida				
22	Minneapolis & St. Louis	3	1,079	1,819.81	1.68
23	Muscatine North & South	121	24,663	35,163.82	1.43
24	d St. Paul & Des Moines	7	2,555	3,149.62	1.23
25	e St. Paul & Kansas City Short Line	11	325	420.00	1.29
26	Southern Iowa Traction	12	3,739	5,055.55	1.35
27	Tabor & Northern				
28	Union Pacific	1	263	346.49	1.32
29	Wabash	121	41,406	88,908.80	2.15
		55	20,130	32,205.92	1.85
		3,359	962,612	\$ 1,693,359.76	\$ 1.76

a Estimated.
 b This report covers the period July 1, 1911, to May 18, 1912.
 c This report covers the period May 19, 1912, to June 30, 1912.
 d This report covers the one month, July 1 to 31, 1911.
 e This report covers eleven months, August 1 1911, to June 30, 1912.
 f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

—IOWA—CONTINUED—STEAM ROADS.

Number	Enginemen				Firemen				Conductors				Number
	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	
12	3,890	\$ 20,005.87	\$ 5.14	12	3,894	\$ 12,360.05	\$ 3.17	6	1,690	\$ 9,367.67	\$ 5.54	1	
2	455	1,196.65	2.63	2	374	613.85	1.64	1	365	780.00	2.13	4	
202	71,175	334,204.76	4.70	201	70,810	214,484.13	3.02	186	65,700	261,871.45	3.98	5	
132	33,502	221,475.46	6.61	134	33,004	144,897.42	4.39	101	25,094	143,595.32	5.72	6	
333	135,917	603,694.21	4.44	333	132,779	376,290.52	2.84	261	87,911	402,357.15	4.58	9	
315	106,534	623,165.57	5.85	321	112,165	404,916.80	3.61	228	89,538	430,675.48	4.81	10	
28	7,512	40,401.10	5.38	29	7,512	24,456.94	3.26	17	4,069	22,076.83	5.43	11	
385	123,935	610,463.94	4.93	429	124,761	406,572.74	3.26	238	93,776	402,658.98	4.29	12	
2	609	1,796.12	2.95	2	618	1,113.59	1.80	2	571	1,402.28	2.46	13	
2	48	141.48	2.95	2	41	73.66	1.80	2	38	93.22	2.45	14	
1	365	1,073.25	2.94	1	360	668.28	1.85	1	360	695.17	1.93	15	
3	1,048	4,193.66	4.00	3	1,048	2,625.43	2.50	4	1,279	4,724.95	3.69	16	
99	35,052	159,540.61	4.55	101	36,187	101,826.73	2.81	89	32,385	129,514.08	4.00	17	
8	2,378	11,484.92	4.83	11	2,406	7,267.43	3.02	12	3,141	13,319.64	4.24	18	
1	310	900.00	2.90	1	310	619.42	2.00	1	310	803.00	2.59	19	
1	365	983.80	2.69	1	365	583.98	1.60	1	365	810.10	2.21	20	
109	28,570	121,926.31	4.27	111	28,597	78,694.48	2.75	68	16,840	76,617.91	4.55	21	
5	1,565	4,497.01	2.87	5	1,565	2,939.39	1.87	4	1,252	2,803.85	2.24	22	
17	480	1,802.38	3.75	17	455	1,161.34	2.55	14	340	1,181.51	3.48	23	
27	6,569	24,702.37	3.77	27	6,549	15,890.73	2.43	20	4,569	15,864.55	3.47	24	
1	346	1,348.47	3.87	1	347	834.47	2.41	1	340	1,172.81	3.45	25	
1	313	840.00	2.68	1	313	600.00	1.92	1	313	600.00	1.92	26	
20	7,320	36,247.66	4.96	20	7,320	22,164.83	2.84	14	5,124	21,154.66	4.20	27	
1,706	568,239	\$ 2,826,085.60	\$ 4.97	1,765	571,780	\$ 1,821,655.71	\$ 3.20	1,272	435,370	\$ 1,944,140.61	\$ 4.46	28	

TABLE NO. 42—EMPLOYES AND SALARIES

Number	Name of Road	Other Trainmen			
		Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe				
2	Atlantic Northern & Southern	30	9,388	\$ 32,919.74	\$ 3.51
3	Charles City Western R.				
4	Chicago, Anamosa & Northern				
5	a Chicago, Burlington & Quincy	1	365	630.00	1.72
6	Chicago Great Western	370	130,670	337,759.18	2.58
7	Mason City & Ft. Dodge	310	80,943	295,871.11	3.06
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul				
10	Chicago & North-Western	601	244,916	723,068.82	2.95
11	Chicago, St. Paul, Minneapolis & Omaha	637	263,329	776,821.76	2.95
12	Chicago, Rock Island & Pacific	88	21,284	77,269.95	3.63
13	b Colfax Northern R. R.	609	235,721	642,550.20	2.73
14	c Colfax Northern Ry.	2	584	956.00	1.64
15	Crooked Creek	2	35	64.88	1.85
16	Davenport, Rock Island & Northwestern	1	355	592.93	1.67
17	Dubuque & Sioux City (Ill. Cent.)	5	2,099	7,122.56	3.40
18	Great Northern	205	66,785	181,232.85	2.71
19	Iowa & Omaha Short Line	27	4,989	16,215.84	3.25
20	f Iowa Central	1	310	622.16	2.00
21	Manchester & Onelda				
22	Minneapolis & St. Louis	1	365	505.42	1.38
23	Muscotine North & South	158	37,518	112,742.94	3.01
24	d St. Paul & Des Moines	9	2,817	5,533.35	1.96
25	e St. Paul & Kansas City Short Line	32	773	1,756.10	2.27
26	Southern Iowa Traction	44	9,786	23,173.74	2.37
27	Tabor & Northern	1	338	778.32	2.31
28	Union Pacific				
29	Wabash	33		46,212.44	
		44	16,104	46,632.69	2.88
	Total	3,301	1,129,474	\$ 3,331,058.65	\$ 2.95

a Estimated.
 b This report covers the period July 1, 1911, to May 18, 1912.
 c This report covers the period May 19, 1912, to June 30, 1912.
 d This report covers the one month, July 1 to 31, 1911.
 e This report covers eleven months, August 1, 1911, to June 30, 1912.
 f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

—IOWA—CONTINUED—STEAM ROADS.

Machinists				Carpenters				Other Shopmen				
Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	Number
47	14,583	\$ 54,065.64	\$ 3.71	40	12,057	\$ 30,150.64	\$ 2.50	205	73,449	\$ 165,580.40	\$ 2.25	1
												2
												3
198	59,783	210,033.19	3.52	265	80,441	209,417.91	2.61	738	223,482	553,084.58	2.47	4
298	87,753	260,112.93	2.96	284	84,356	211,659.60	2.51	717	206,042	490,150.21	2.38	5
												6
												7
												8
36	55,640	219,219.70	3.94	614	163,456	397,421.53	2.43	831	288,531	652,177.35	2.26	9
328	86,944	270,546.59	3.11	308	128,570	317,881.41	2.47	1,248	448,318	979,959.60	2.19	10
165	54,775	137,895.16	2.52	99	30,361	71,264.46	2.35	75	23,162	54,036.81	2.33	11
107	27,022	99,715.67	3.69	188	74,036	176,655.88	2.39	1,062	362,560	767,589.81	2.12	12
												13
												14
1	363	1,197.94	3.30		2	6.00	3.30	1	428	908.15	2.12	15
												16
												17
1	41	136.59	3.33									18
												19
												20
												21
1	357	714.13	2.00									22
												23
												24
2	437	1,305.96	2.99	8	2,595	6,805.57	2.55	22	6,686	13,724.10	2.05	25
												26
141	27,941	117,580.58	4.21	6	1,608	5,222.05	3.08	915	244,684	581,047.60	2.36	27
												28
												29
5	1,270	5,361.22	4.22	14	2,989	8,458.81	2.83	41	20,082	43,175.06	2.15	30
												31
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1,615	484,269	\$ 1,591,821.74	\$ 3.29	2,124	627,244	\$ 1,553,892.15	\$ 2.48	6,286	1,948,862	\$ 4,580,888.99	\$ 2.73	

TABLE NO. 43—EMPLOYES AND SALARIES

Number	Name of Road	Section Foreman			
		No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe	9	2,540	\$ 5,451.49	\$ 2.15
2	Atlantic Northern & Southern				
3	Charles City Western Ry Co				
4	Chicago, Anamosa & Northern	2	730	1,320.00	1.80
5	a Chicago, Burlington & Quincy	254	89,425	169,342.65	1.89
6	Chicago Great Western	102	87,038	72,904.70	1.97
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul	278	98,831	179,948.37	1.82
10	Chicago & North-Western	311	96,018	203,685.69	2.12
11	Chicago, St. Paul, Minneapolis & Omaha	12	3,756	8,643.44	2.30
12	Chicago, Rock Island & Pacific	318	118,758	232,774.83	1.96
13	b Colfax Northern R. R.	2	911	1,790.89	1.97
14	c Colfax Northern Ry.	2	88	170.56	1.94
15	Crooked Creek	2	730	1,290.00	1.76
16	Davenport, Rock Island & Northwestern	7	2,261	4,471.38	1.98
17	Dubuque & Sioux City (Ill. Cent.)	126	46,586	90,148.57	1.94
18	Great Northern	11	4,282	8,863.88	2.07
19	Iowa & Omaha Short Line	1	365	960.00	2.63
20	f Iowa Central				
21	Manchester & Oneida	7	365	720.00	1.97
22	Minneapolis & St. Louis	125	35,172	62,284.92	1.77
23	Muscatine North & South	6	2,191	3,830.65	1.75
24	d St. Paul & Des Moines	24	728	1,273.72	1.75
25	e St. Paul & Kansas City Short Line	22	7,176	12,261.88	1.71
26	Southern Iowa Traction	3	1,095	1,800.00	1.65
27	Tabor & Northern	1	86	161.30	1.88
28	Union Pacific	8	1,051	2,483.79	2.36
29	Wabash	13	4,758	8,187.98	1.85
Total		1,635	554,941	\$ 1,074,770.69	\$ 1.93

a Estimated.
b This report covers the period July 1, 1911, to May 18, 1912.
c This report covers the period May 19, 1912, to June 30, 1912.
d This report covers the one month, July 1 to 31, 1911.
e This report covers eleven months, August 1, 1911, to June 30, 1912.
f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

—IOWA—CONTINUED—STEAM ROADS.

Number	Other Trackmen				Switch Tendens, Crossing Tendens and Watchmen				Telegraph Operators and Dispatchers			
	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation
	122	18,711	\$ 25,789.40	\$ 1.38		22	\$ 29.03	\$ 1.32	7	2,618	\$ 7,981.46	\$ 3.05
	7	2,555	3,832.50	1.50								
	2,051	526,153	757,631.75	1.46	64	23,725	35,294.22	1.48	193	68,255	165,038.42	2.42
	1,129	264,952	400,964.87	1.51	8	2,824	3,940.93	1.39	127	41,590	93,767.14	2.25
	3,416	532,880	872,468.27	1.66	46	16,717	20,680.56	1.24	302	108,836	228,661.15	2.10
	1,929	470,210	713,846.40	1.52	83	31,590	42,893.54	1.36	164	58,650	146,271.04	2.49
	23	18,154	28,590.28	1.57	6	1,565	2,604.81	1.66	8	2,504	5,838.15	2.33
	602	401,127	576,549.08	1.44	101	35,513	43,455.30	1.22	252	92,896	226,626.62	2.44
	4	1,196	1,916.88	1.60	1	352	808.39	2.30				
	6	206	329.92	1.60	1	44	101.61	2.31				
	5	1,039	1,620.73	1.56								
	37	11,900	19,183.01	1.61	3	846	917.94	1.09	8	2,972	8,679.08	2.92
	884	200,225	294,232.72	1.47	25	10,273	14,359.95	1.40	35	13,127	42,430.49	3.23
	162	31,671	49,407.73	1.56	7	2,427	3,204.11	1.32	14	1,318	2,978.45	2.26
	10		5,422.70	1.75								
	4	821	1,242.75	1.51	1	365	491.78	1.34				
	638	71,422	107,683.19	1.50	11	2,316	3,350.70	1.44	58	13,172	30,262.63	2.30
	24	7,512	10,448.75	1.39	3	919	1,354.75	1.47	1	365	1,165.00	3.19
	182	4,170	6,323.43	1.52	1	1	1.65	1.65	7	217	515.00	2.37
	87	33,760	51,197.57	1.52	2	140	281.03	2.01	8	2,704	6,670.68	2.47
	16	3,200	4,640.00	1.45								
	5	1,377	2,065.50	1.50								
	47	12,451	18,628.30	1.50	2	789	1,660.07	2.10		52	130.00	2.50
	87	27,231	31,395.85	1.47	17	6,222	9,316.90	1.48	13	4,758	10,478.71	2.20
	11,567	2,642,923	\$ 3,965,461.58	\$ 1.51	382	136,650	\$ 184,747.27	\$ 1.35	1,197	414,084	\$ 977,494.02	\$ 2.36

TABLE NO. 44—EMPLOYES AND SALARIES

Number	Name of Road	Employees—Account Floating Equipment			
		No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe.....				
2	Atlantic Northern & Southern.....				
3	Charles City Western Ry. Co.....				
4	Chicago, Anamosa & Northern.....				
5	a Chicago, Burlington & Quincy.....				
6	Chicago Great Western.....				
7	Mason City & Ft. Dodge.....				
8	Wisconsin, Minnesota & Pacific.....				
9	Chicago, Milwaukee & St. Paul.....				
10	Chicago & North-Western.....				
11	Chicago, St. Paul, Minneapolis & Omaha.....				
12	Chicago, Rock Island & Pacific.....				
13	b Colfax Northern R. R.....				
14	c Colfax Northern Ry.....				
15	Crooked Creek.....				
16	Davenport, Rock Island & Northwestern.....				
17	Dubuque & Sioux City (Ill. Cent.).....				
18	Great Northern.....				
19	Iowa & Omaha Short Line.....				
20	f Iowa Central.....				
21	Manchester & Onida.....				
22	Minneapolis & St. Louis.....				
23	Muscataine North & South.....				
24	d St. Paul & Des Moines.....				
25	e St. Paul & Kansas City Short Line.....				
26	Southern Iowa Traction.....				
27	Tabor & Northern.....				
28	Union Pacific.....				
29	Wabash.....				
	Total.....				

a Estimated.

b This report covers the period July 1, 1911, to May 18, 1912.

c This report covers the period May 19, 1912, to June 30, 1912.

d This report covers the one month, July 1 to 31, 1911.

e This report covers eleven months, August 1, 1911, to June 30, 1912.

f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

—IOWA—CONTINUED—STEAM ROADS.

All Other Employees and Laborers				Total—Including General Officers				Total—Excluding General Officers				Number
No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	
188	51,897	\$ 102,407.18	\$ 1.97	726	210,695	\$ 501,220.81	\$ 2.38	726	210,695	\$ 501,220.81	\$ 2.38	1
												2
												3
												4
708	209,084	507,625.91	2.43	6,223	1,860,954	4,271,299.08	2.46	6,213	1,866,304	4,241,507.88	2.46	5
340	164,903	326,997.68	2.46	4,281	1,260,333	3,102,821.72	2.46	4,281	1,260,333	3,102,821.72	2.46	6
												7
												8
1,785	594,507	947,695.49	1.88	9,676	2,601,809	6,078,132.53	2.34	9,676	2,601,809	6,078,132.53	2.34	9
738	278,070	656,037.81	2.36	7,398	2,387,546	6,056,034.69	2.54	7,398	2,387,546	6,056,034.69	2.54	10
136	39,438	87,101.05	2.21	819	253,217	646,852.99	2.55	819	253,217	646,852.99	2.55	11
1,211	223,814	495,113.22	2.21	8,395	2,467,952	5,951,785.66	2.41	8,351	2,463,694	5,877,814.93	2.39	12
1	176	404.19	2.30	24	7,492	16,081.20	2.17	21	6,909	14,926.36	2.16	13
1	22	50.81	2.31	27	719	1,596.49	2.22	24	719	1,596.49	2.22	14
				23	5,156	10,045.45	1.95	16	4,426	7,874.35	1.78	15
2	802	1,331.77	1.66	145	47,819	106,987.75	2.24	141	46,355	99,187.75	2.14	16
355	115,781	276,268.29	2.38	3,657	1,038,411	2,436,616.66	2.35	3,657	1,038,411	2,436,616.66	2.35	17
54	15,098	35,026.61	2.32	423	109,835	243,356.28	2.22	423	109,835	243,356.28	2.22	18
				18	2,225	12,381.43	-----	17	1,925	11,181.43	-----	19
												20
												21
				23	5,185	8,557.64	1.65	14	4,455	8,367.64	1.92	21
253	62,663	139,086.50	2.22	2,407	474,308	1,177,237.59	2.48	2,397	472,762	1,150,421.01	2.43	22
1	365	1,240.00	3.40	92	30,961	60,936.66	1.97	89	29,866	54,736.66	1.89	23
38	1,031	3,921.36	3.80	460	11,643	25,919.39	2.23	460	11,643	25,919.39	2.23	24
102	13,771	44,550.52	3.24	486	126,373	292,371.09	2.31	485	126,078	289,621.09	2.30	25
				28	7,332	14,263.33	1.81	27	6,967	13,063.33	1.87	26
				14	3,925	9,473.29	2.43	1	3,296	6,473.29	1.68	27
193	76,354	148,130.88	1.94	617	137,257	515,196.60	-----	617	137,257	515,196.60	-----	28
45	15,145	27,649.44	1.85	494	167,978	371,823.84	2.4	492	167,612	364,269.50	2.36	29
												29
6,151	1,772,921	\$ 3,810,638.71	\$ 2.15	46,476	13,234,704	\$31,922,523.22	\$ 2.4	16,376	13,218,377	\$31,757,214.43	\$ 2.41	

TABLE NO. 45—EMPLOYES AND SALARIES

Number	Name of Road	Maintenance of Way and Structures			
		No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe	146	26,522	\$ 43,912.52	\$ 1.66
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern	9	3,285	5,152.50	1.57
5	Chicago, Burlington & Quincy				
6	Chicago Great Western	1,496	407,840	718,102.10	1.76
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul				
10	Chicago & North-Western	2,771	775,268	1,449,198.36	1.87
11	Chicago, St. Paul, Minneapolis & Omaha	50	25,979	47,651.06	1.83
12	Chicago, Rock Island & Pacific	1,792	701,987	1,265,573.50	1.80
13	a Colfax Northern R. R.	6	2,179	3,847.13	1.77
14	b Colfax Northern Ry.	8	303	562.99	1.86
15	Crooked Creek	7	1,769	2,910.73	1.65
16	Davenport, Rock Island & Northwestern	52	16,760	30,479.96	1.82
17	Dubuque & Sioux City (Ill. Cent.)	1,245	334,179	610,731.07	1.80
18	Great Northern	207	44,480	80,051.73	1.80
19	Iowa & Omaha Short Line	11		6,382.70	
20	c Iowa Central				
21	Manchester & Oneida	6	1,186	1,962.75	1.65
22	Minneapolis & St. Louis	905	129,739	228,519.80	1.76
23	Muscatine North & South	31	10,068	15,519.40	1.54
24	c St. Paul & Des Moines	248	5,963	11,465.93	1.92
25	d St. Paul & Kansas City Short Line	194	52,891	103,403.38	1.96
26	Southern Iowa Traction	19	4,295	6,440.00	1.49
27	Tabor & Northern	6	1,463	2,226.80	1.52
28	Union Pacific	56	15,405	25,011.82	1.62
29	Wabash	114	36,583	49,579.68	1.66
	Total	9,378	2,598,144	\$ 4,708,685.91	\$ 1.81

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

c This report covers the one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—IOWA—CONTINUED—DISTRIBUTION—STEAM ROADS

Maintenance of Equipment				Traffic Expenses				Transportation Expenses				Number
No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation	
318	106,967	\$ 265,040.60	\$ 2.49	7	2,856	\$ 10,619.96	\$ 3.72	255	74,350	\$ 180,747.73	\$ 2.43	1
1	30	125.00	4.10	1	150	896.00	2.63	6	1,550	3,220.50	2.06	2
1,299	391,151	961,922.74	2.46	47	36,878	82,497.88	2.24	1,188	334,546	1,137,755.00	3.40	3
1,712	583,830	1,365,713.87	2.34	15	4,680	17,637.31	3.77	2,819	982,058	3,136,955.60	3.19	4
340	109,863	265,712.32	2.42	2	626	2,630.00	4.20	416	113,932	324,529.55	2.85	5
1,509	454,380	1,054,338.04	2.32	694	68,242	247,635.78	3.63	3,479	1,136,196	3,105,792.36	2.73	6
3	1,037	2,510.75	2.42					11	3,381	8,159.15	2.41	7
4	122	270.66	2.22					11	259	666.26	2.57	8
11	857	714.13	2.00					73	24,194	56,438.50	2.33	9
1,081	3,571	8,989.61	2.52					1,268	404,928	1,061,088.88	2.62	10
52	22,569	51,223.54	2.27	9	2,928	8,160.00	2.79	153	38,942	100,401.01	2.58	11
								7		5,998.73		12
				1	365	1,200.00	3.29	8	2,904	5,194.89	1.78	13
378	80,609	237,282.76	2.65	54	13,361	42,574.60	3.19	935	222,224	607,184.44	2.73	14
13	4,745	9,796.00	2.06	2	730	2,630.00	3.61	37	12,309	22,721.51	1.84	15
78	2,013	4,688.10	2.33	7	217	861.66	3.97	125	3,388	8,723.70	2.57	16
103	26,717	63,552.22	2.38	9	2,887	9,860.56	3.42	176	42,661	110,397.43	2.59	17
1	315	840.00	2.67					7	2,359	6,203.33	2.63	18
281		270,023.71	2.29	3	1,836	5,140.00	2.80	5	1,517	3,406.49	2.25	19
147	46,435	97,016.37	2.29	11	4,026	13,012.56	3.36	256		203,758.54		20
7,332	2,124,788	\$ 5,380,359.11	\$ 2.53	884	147,576	\$ 468,226.62	\$ 3.17	11,439	3,476,053	\$10,283,641.88	\$ 2.96	21

TABLE NO. 46—EMPLOYES AND SALARIES—IOWA—

Number	Name of Road	General Expenses			
		Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation
1	Atchison, Topeka & Santa Fe				
2	Atlantic Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern	3	1,645	\$ 2,637.06	\$ 1.60
5	Chicago, Burlington & Quincy				
6	Chicago Great Western	223	80,743	186,276.73	2.31
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul				
10	Chicago & North-Western	24	7,540	44,472.31	5.90
11	Chicago, St. Paul, Minneapolis & Omaha	1	313	2,400.00	7.67
12	Chicago, Rock Island & Pacific	854	87,558	249,395.57	2.85
13	c Colfax Northern R. R.	4	805	1,564.17	1.94
14	d Colfax Northern Ry.	4	35	96.58	2.76
15	Crooked Creek	8	2,300	4,249.49	1.85
16	Davenport, Rock Island & Northwestern	9	3,294	11,079.68	3.36
17	Dubuque & Sioux City (Ill. Cent.)	6	2,166	9,790.63	4.52
18	Great Northern	2	916	3,520.00	3.84
19	Iowa & Omaha Short Line				
20	g Iowa Central				
21	Manchester & Oneida	9	730	200.00	.27
22	Minneapolis & St. Louis	135	19,375	61,575.99	3.18
23	Muscatine North & South	6	2,190	8,915.00	4.07
24	e St. Paul & Des Moines	2	62	180.00	2.90
25	f St. Paul & Kansas City Short Line	4	1,217	5,157.50	4.24
26	Southern Iowa Traction	2	678	1,620.00	2.39
27	Tabor & Northern	2	630	3,000.00	4.76
28	Union Pacific	9	3,444	6,388.54	1.85
29	Wabash	14	5,124	16,137.86	3.18
Total		1,321	220,765	\$ 618,657.10	\$ 2.71

DISTRIBUTION—CONTINUED—AND ENTIRE LINE—STEAM ROADS.

Outside Operations				Total—Including General Officers				Total—Including General Officers—Entire Line				Number
Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation	
				726	210,695	\$ 501,220.81	\$ 2.38	48,567	13,995,271	\$ 34,981,344.30	\$ 2.50	1
				20	6,669	11,531.05	1.73	20	6,669	11,531.05	1.73	2
				a 6,223	a 1,869,954	a 4,271,299.08		49,293	14,652,918	35,207,856.85		3
				4,281	1,560,333	3,192,821.72	2.46	8,525	2,452,588	6,213,952.45	2.53	4
												5
				9,676	2,601,809	6,078,132.53	2.31	46,674	13,412,243	32,187,483.75	2.40	6
				7,368	2,387,546	6,056,034.69	2.54	42,782	13,029,741	33,087,968.50	2.54	7
				819	253,217	646,852.99	2.55	8,458	2,494,211	6,668,212.52	2.67	8
				67	19,569	29,650.41	1.48	8,395	2,467,952	5,951,785.66	2.41	9
				24	7,402	16,081.20	2.17	29,776	11,317,710	26,981,763.20	2.38	10
				27	719	1,566.49	2.22	24	7,402	16,081.20	2.17	11
				7	730	2,171.10	2.97	27	719	1,566.49	2.22	12
				145	47,819	106,987.75	2.24	23	5,156	10,045.45	1.95	13
				3,657	1,038,411	2,436,616.66	2.35	229	73,506	166,264.09	2.26	14
				423	109,835	243,356.28	2.22	4,426	1,271,678	3,150,597.95	2.48	15
				18	b	12,381.43		38,301	10,022,000	22,516,849.09	2.25	16
				23	5,185	8,557.64	1.65	18		12,381.43		17
				2,407	474,308	1,177,237.59	2.48	23	5,185	8,557.64	1.65	18
				3	919	1,354.75	1.47	5,005	1,104,107	2,759,855.52	2.50	19
				92	30,961	60,936.66	1.97	92	30,960	60,966.66	1.97	20
				460	11,643	25,919.39	2.23	460	11,643	25,919.39	2.23	21
				486	126,373	292,371.09	2.31	483	126,373	292,371.09	2.31	22
				28	7,332	14,263.33	1.81	28	7,332	14,263.33	1.81	23
				14	3,925	9,473.29	2.42	14	3,895	9,473.29	2.43	24
				12	4,346	4,873.99	1.12	617	25,031	515,196.60		25
				4	1,464	1,779.09	1.62	494	167,978	371,823.81	2.40	26
				223	81,164	\$ 113,520.99	\$ 1.39	46,476	13,120,253	\$31,922,523.22	\$ 2.43	27
								319,600	89,197,317	\$ 234,443,970.43	\$ 2.63	28
								16,455	5,165,830	12,394,127.90	2.40	29

a Estimated.
 b Cannot give this information.
 c This report covers the period July 1, 1911, to May 18, 1912.
 d This report covers the period May 19, 1912, to June 30, 1912.
 e This report covers the one month, July 1 to 31, 1911.
 f This report covers the eleven months, August 1, 1911, to June 30, 1912.
 g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

TABLE NO. 49—TRAFFIC AND MILEAGE

Number	Name of Road	Total Traffic				
		Operating revenues	Operating revenues per mile of road	Operating revenues per train mile	Operating expenses	Operating expenses per mile of road
1	Atchison, Topeka & Santa Fe.....	\$ 80,856,346.85	\$11,420.58	\$2.57435	\$ 57,666,316.02	\$ 7,329.29
2	Atlantic Northern & Southern.....					
3	Charles City Western Ry. Co.....	31,347.23	1,599.35	1.25589	26,479.11	1,350.98
4	Chicago, Anamosa & Northern.....	86,723,067.97	9,556.96	2.47941	60,646,949.16	6,683.35
5	Chicago, Burlington & Quincy.....	12,795,242.13	8,551.71	2.11528	10,006,233.45	6,687.67
6	Chicago Great Western.....					
7	Mason City & Ft. Dodge.....					
8	Wisconsin, Minnesota & Pacific.....					
9	Chicago, Milwaukee & St. Paul.....	63,122,743.34	8,403.58	1.97747	47,743,156.54	6,356.08
10	Chicago & North-Western.....	73,086,591.58	9,377.76	1.99760	52,701,843.30	6,706.03
11	Chicago, St. Paul, Minneapolis & Omaha.....	15,135,426.08	8,673.10	1.86931	10,466,216.49	5,397.49
12	Chicago, Rock Island & Pacific.....	61,871,392.84	8,183.79	1.84451	44,886,016.60	5,337.12
13	Colfax Northern R. R.....	26,348.78	2,026.83	1.40798	33,484.38	2,575.72
14	Colfax Northern Ry.....	2,246.31	172.79	1.27906	1,880.41	144.65
15	Crooked Creek.....	29,662.84	1,684.43	2.47809	23,816.94	1,352.46
16	Davenport, Rock Island & Northwestern.....	89,459.84	1,825.71		106,078.54	2,164.87
17	Dubuque & Sioux City (Ill. Cent.).....	6,237,793.84	8,070.32	1.69492	5,000,800.81	6,469.93
18	Great Northern.....	66,160,622.52	8,980.30	3.01013	37,610,569.39	5,105.06
19	Iowa & Omaha Short Line.....	10,331.57	860.96	.98373	18,548.43	1,545.70
20	Iowa Central.....	1,842,489.42	3,297.11	1.61300	1,389,012.65	2,485.62
21	Manchester & Oneida.....	25,568.71	3,196.09	1.02470	17,640.21	2,205.02
22	Minneapolis & St. Louis.....	6,111,626.54	3,854.41	1.68280	4,785,015.67	3,017.76
23	Muscatine North & South.....	86,482.53	1,604.99	1.21926	103,884.39	1,927.35
24	St. Paul & Des Moines.....	47,189.18	390.00	1.11455	35,119.91	290.25
25	St. Paul & Kansas City Short Line.....	642,937.58	5,004.97	1.58188	518,911.96	4,039.48
26	Southern Iowa Traction.....	29,956.80	1,239.42	.90778	25,964.82	1,074.25
27	Tabor & Northern.....	26,993.25	2,511.00	1.75066	17,334.09	1,612.47
28	Union Pacific.....	47,186,056.06	13,382.55	2.60177	27,314,428.58	7,716.71
29	Wabash.....	28,354,764.15	11,276.05	1.75118	23,150,484.38	9,206.43
	Total.....	\$ 560,144,687.94	\$ 9,351.53	\$2.22415	\$ 384,296,186.23	\$ 6,415.93

^a Deficit.

^b This report covers the period July 1, 1911, to May 18, 1912.

^c This report covers the period May 19, 1912, to June 30, 1912.

^d This report covers the one month, July 1 to 31, 1911.

^e This report covers eleven months, August 1, 1911, to June 30, 1912.

^f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

^g Not included in total.

STATISTICS—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Total Traffic											
	Operating expenses per train mile	Net operating revenue	Net operating revenue per mile of road	Average number of passengers per car mile	Average number of passengers per train mile	Average number of passenger cars per train mile	Average number of tons of freight per loaded car mile	Average number of tons of freight per train mile	Average number of freight cars per train mile	Average number of loaded cars per train mile	Average number of empty cars per train mile	Average mileage operated during year
1	\$1.65212	\$ 32,190,030.83	\$ 4,091.29	14	57	6.09	14.62	326.44	31.36	22.32	8.09	7,867.93
2												
3												
4	1.06086	4,868.12	248.37	19	10	1.00	19.28	24.66	6.17	2.56	1.61	19.60
5	1.73389	26,076,118.81	2,873.61	15	60	6.19	18.20	437.75	35.37	24.05	10.36	9,074.34
6	1.65421	2,789,008.68	1,864.04	13	47	5.29	17.66	399.64	31.93	22.63	8.32	1,496.22
7												
8												
9	1.49567	15,379,586.80	2,047.50	13	44	5.45	14.80	288.16	27.51	19.47	7.12	7,511.41
10	1.42853	20,996,748.28	2,671.73	16	51	5.05	16.87	298.94	27.22	17.72	8.57	7,858.87
11	1.29263	4,669,209.59	2,675.61	14	50	5.30	17.62	249.20	21.42	14.14	6.43	1,745.10
12	1.33814	16,985,376.24	2,246.67	13	50	5.28	15.14	276.87	26.60	18.29	7.36	7,560.23
13	1.86553	a 7,135.60	a 548.89	22	66	2.06	26.12	78.30	5.87	3.00	2.87	13.00
14	1.07024	365.90	28.15	22	51	2.26	34.62	87.49	5.00	2.53	2.47	18.00
15	1.98971	5,845.90	331.96				1.46	3.70	4.74	2.53	2.21	17.61
16		a 16,618.70	a 339.16									49.00
17	1.35881	1,236,993.03	1,609.39	15	47	4.68	14.38	229.50	24.23	15.96	7.27	772.93
18	1.71118	28,550,053.13	3,875.24	13	44	5.58	21.94	601.11	38.91	27.40	10.57	7,367.31
19	1.76584	10,102.57	841.88	6	5	.88	1.03	11.46	1.82	1.11	.70	12.00
20	1.21601	453,476.77	811.49	15	37	3.02	21.25	312.30	22.92	14.69	7.34	558.82
21	.70700	7,928.50	991.07	9	9	1.00		6.80				8.00
22	1.31752	1,326,610.87	836.65	14	37	3.99	17.10	257.49	21.55	15.05	5.58	1,585.62
23	1.46460	20,526.30	380.07	8	9	1.16	20.11	65.32	4.90	3.24	1.65	53.90
24	.82949	12,069.27	99.75	18	40	2.96	15.86	94.63	8.42	5.97	1.93	121.00
25	1.27672	124,025.62	965.49	16	32	2.68	17.82	185.59	14.95	10.41	3.74	128.46
26	.78741	3,991.98	165.16	12	13	1.03	20.78	34.70	2.49	1.64	.86	24.17
27	1.12999	8,696.08	808.94	11	11	1.00	10.94					10.75
28	1.50698	19,871,627.48	5,635.84	13	49	6.28	16.08	410.51	35.07	25.52	8.68	3,525.94
29	1.42976	5,204,279.77	2,069.62	14	48	4.99	17.70	357.75	29.07	20.21	7.87	2,514.60
	\$1.52616	\$ 175,903,786.16	\$ 2,936.68	14	50	5.55	16.86	352.72	30.20	10.86	4.33	59,896.81

TABLE NO. 50—TRAFFIC AND MILEAGE

Number	Name of Road	Locomotive Mileage						Non-revenue service— locomotive mileage
		Revenue Service						
		Freight locomotive —Miles	Passenger locomotive —Miles	Mixed locomotive —Miles	Special locomotive —Miles	Switching locomotive —Miles	Total revenue— locomotive mileage	
1	A., T. & S. F.	17,517,027	19,231,644	1,910,545	85,595	a 6,116,296	44,861,107	2,190,826
2	A. N. & S.							
3	O. C. W. Ry.							
4	C. A. & N.		12,480	12,480			24,960	
5	C., B. & Q.	18,375,751	17,892,325	851,499	19,580	8,914,030	46,053,185	2,075,482
6	C. G. W.	3,251,597	3,075,959	116,391	4,290	1,313,772	7,756,009	321,103
7	M. C. & Ft. D.							
8	W., M. & P.							
9	C., M. & St. P.	18,760,062	14,458,617	1,648,620	31,623	8,791,878	43,690,800	1,410,858
10	C. & N. W.	17,314,955	20,210,933	1,628,520	34,539	9,646,470	48,835,423	2,263,507
11	C., St. P., M. & O.	4,548,659	3,802,726	600,069	6,833	1,050,627	10,698,914	357,191
12	C., R. I. & P.	15,832,480	17,963,358	698,913	27,557	6,240,018	40,792,356	855,151
13	b C. N. Rd.	8,416	5,273	4,260			17,949	33
14	c C. N. Ry.	577	736	444			1,757	
15	C. C.	12,594				6,551	19,145	
16	D., R. I. & N. W.					128,880	128,880	8,900
17	D. & S. C. (Ill. Cent.)	1,962,154	1,783,171	6,048	4,435	484,308	4,240,116	53,283
18	G. N.	10,190,569	12,042,193	841,056	21,403	3,953,498	27,048,719	1,475,256
19	I. & O. S. L.		1,248	9,200		312	10,760	288
20	f I. O.	957,322	335,084	95,755	3,934	148,105	1,540,200	41,680
21	M. & O.			24,950			24,950	
22	M. & St. L.	2,097,606	1,717,055	161,856	3,183	582,860	4,562,560	112,063
23	M. N. & S.		12,034	58,896		21,910	92,840	
24	d St. P. & D. M.	19,967	16,463	6,050		3,152	45,632	1,668
25	e St. P. & K. C. S. L.	164,974	194,905	48,620		52,417	460,916	26,966
26	S. I. T. Co.			33,000			33,000	
27	T. & N.			15,340			15,340	
28	U. P.	8,224,015	10,333,595	1,107,205	7,911	2,288,151	21,960,917	834,381
29	Wabash	9,239,149	7,710,686	115,686	7,520	3,506,711	20,669,752	328,936
	Total	128,477,874	130,830,515	10,079,412	258,400	53,939,986	323,586,187	12,390,572

STATISTICS—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Car Mileage							Number
	Revenue Service							
	Freight Car—Miles				Passenger Car—Miles			
	Loaded	Empty	Caboose	Total freight car —Miles	Passenger	Special, parlor and observation	Other passenger train—Cars	Total passenger car—Miles
1	384,875,581	139,558,181	16,225,823	540,659,585	41,639,526	38,146,731	38,580,922	118,367,179
2								
3								
4	31,935	20,107	24,960	77,002	24,960			24,960
5	421,665,175	181,749,213	16,756,425	620,170,813	45,718,181	26,862,496	40,584,537	113,165,214
6	69,386,045	25,495,105	3,024,632	97,905,782	7,156,797	3,812,930	5,382,777	16,352,504
7								
8	344,987,683	126,195,685	16,283,071	487,466,439	34,274,273	17,301,706	32,490,436	84,066,415
9	305,119,579	147,472,508	16,039,451	468,631,538	49,427,956	20,080,813	37,702,709	107,217,478
10	61,967,528	28,192,393	3,710,384	93,870,305	10,888,669	5,004,876	7,388,781	23,282,326
11	291,112,675	117,092,667	15,110,948	423,316,290	41,369,218	27,072,827	28,092,275	96,534,320
12	38,006	36,347		74,353	26,003			26,003
13	2,580	2,524		5,104	2,672			2,672
14	30,327	26,502	11,970	68,799				
15								
16	30,812,965	14,037,074	1,945,656	46,795,695	4,156,236	1,387,771	2,650,214	8,194,221
17	283,866,677	109,498,857	9,766,463	403,131,997	24,593,485	17,601,703	27,959,873	69,455,061
18	10,290	6,490		16,780	9,256			9,256
19	11,901,346	5,946,273	717,250	18,564,869	947,095	110,122	216,549	1,273,766
20	29,403,894	10,898,499	1,797,952	42,100,345	4,125,471	931,526	2,245,415	7,302,412
21	191,275	97,430		288,705	82,960			82,960
22	154,432	49,877	13,690	217,999	42,992	8,192	15,488	66,672
23	2,209,927	792,340	169,492	3,171,759	399,146	88,069	162,683	649,898
24	54,120	23,230		82,350	34,000			34,000
25	214,963,451	73,120,881	7,322,164	295,406,496	19,560,912	21,332,719	26,855,706	67,749,337
26	176,686,527	68,775,369	8,676,345	254,138,241	16,536,158	9,852,425	11,352,906	37,741,490
27								
28	2,629,472,018	1,049,092,552	117,566,676	3,796,161,246	301,031,396	189,600,907	260,981,271	751,613,574
29								

aIncludes 27,317 motor car miles.

bThis report covers the period July 1, 1911, to May 18, 1912.

cThis report covers the period May 19, 1912, to June 30, 1912.

dThis report covers the one month, July 1 to 31, 1911.

eThis report covers the eleven months, Aug. 1, 1911, to June 30, 1912.

fThis report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

TABLE NO. 51—TRAFFIC AND MILEAGE

Number	Name of Road	Car							Total special car —Miles
		Revenue							
		Special Car—Miles							
		Freight—loaded	Freight—empty	Caboose	Passenger	Sleeping, parlor and observation	Other passenger train—cars	Total special car —Miles	
1	A., T. & S. F.	311,183	2,598	25,448	94,056	297,044	99,785	830,114	
2	A. N. & S.								
3	C. C. W. Ry.								
4	C., A. & N.								
5	C., B. & Q.	248,069	44	18,700	74,265	331	187	341,596	
6	C., G. W.	25,216	570	2,790	5,606	4,028	1,067	39,877	
7	M. C. & Ft. D.								
8	W., M. & P.								
9	C., M. & St. P.	322,578	1,005		52,690	79,445	50,915	506,633	
10	C. & N. W.	426,697		22,734	44,926	1,070	3,987	499,414	
11	C., St. P., M. & O.	58,618		4,188				62,806	
12	C., R. I. & P.	270,448	51,878	23,388	37,308	71,037	7,207	461,266	
13	^a C. N. Rd.								
14	^b C. N. Ry.								
15	C. O.								
16	D., R. I. & N. W.								
17	D. & S. O. (Ill. Cent.)	48,233		3,142	7,741			59,116	
18	G. N.	191,879		14,136	3,916	63,311	380	273,622	
19	I. & O. S. L.								
20	^c I. C.								
21	M. & O.	13,534			12,537			26,071	
22	M. & St. L.						24,950	24,950	
23	M. N. & S.	8,582			8,770			17,352	
24	^c St. P. & D. M.								
25	^d St. P. & K. C. S. L.								
26	S. I. T. Co.								
27	T. & N.								
28	U. P.	69,139	14	6,502	23,747			99,402	
29	Wabash	86,143	637	6,065		10,750	7,208	110,803	
	Total	2,080,319	56,746	127,093	305,502	527,016	196,286	3,353,022	

^aThis report covers the period July 1, 1911, to May 18, 1912.
^bThis report covers the period May 19, 1912, to June 30, 1912.
^cThis report covers the one month, July 1 to 31, 1911.
^dThis report covers eleven months, August 1, 1911, to June 30, 1912.
^eThis report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

STATISTICS—ENTIRE LINE—CONTINUED—STEAM ROADS

Service	Mileage	Train Mileage						Number	
		Total revenue car mileage	Non-revenue service car — Miles	Revenue Service					Non-revenue service train — Miles
				Freight train—Miles	Passenger train — Miles	Mixed train—Miles	Special train—Miles		
	659,856,878	32,142,805	15,373,052	17,533,783	1,867,064	80,568	34,904,467	1,908,206	
	101,902			12,480	12,480		24,960		
	733,677,623	9,075,026	16,688,629	17,422,976	846,642	19,067	34,977,314	1,279,407	
	114,298,163	4,056,055	2,956,596	2,979,116	109,280	3,956	6,048,948	299,766	
	572,039,487	16,930,296	16,471,825	14,173,015	1,246,961	29,134	31,920,935	1,410,858	
	576,348,430	35,784,049	15,634,633	19,650,099	1,582,150	26,137	36,892,419	1,141,590	
	117,215,437	7,372,614	3,699,117	3,709,801	683,548	4,348	8,096,814	323,018	
	520,311,876	7,711,300	15,220,887	17,599,452	695,615	27,557	33,543,511	734,032	
	100,446	33	8,416	5,273	4,200		17,949	33	
	7,776		577	736	444		1,757		
	68,799		11,970				11,970		
	55,049,032	375,635	1,924,897	1,745,407	6,048	3,938	3,680,290	47,972	
	472,860,680	15,486,837	9,523,132	11,601,716	837,170	17,277	21,979,295	1,444,269	
	26,036			1,248	9,256		10,504	28	
	19,864,706	215,490	717,226	328,990	92,720	3,338	1,142,274	24,858	
	24,950				24,950		24,950		
	49,420,109	499,713	1,797,976	1,675,741	155,304	2,805	3,631,826	84,746	
	371,665			12,034	58,806		70,930		
	284,671		19,826	16,463	6,050		42,339	1,668	
	8,821,657	687,431	163,504	194,256	48,620		406,440	26,966	
	116,350				33,000		33,000		
	15,340				15,340		15,340		
	363,255,235	4,315,803	7,349,978	9,708,051	1,072,547	5,562	18,136,138	431,344	
	291,960,534	1,749,516	8,627,545	7,442,747	114,322	7,213	16,191,827	231,301	
	4,551,127,842	136,402,603	116,189,246	125,863,384	9,522,667	230,900	251,806,197	9,393,322	

TABLE NO. 52—TRAFFIC AND

Number	Name of Road	Passenger	
		Number of passengers carried earning revenue	Number of passengers carried one mile
1	Atchison, Topeka & Santa Fe	271,686	4,924,586
2	Atlantic Northern & Southern		
3	Charles City Western Ry. Co.		
4	Chicago, Anamosa & Northern	14,132	240,244
5	Chicago, Burlington & Quincy	4,310,579	162,471,208
6	Chicago, Great Western	1,725,853	80,513,440
7	Mason City & Ft. Dodge		
8	Wisconsin, Minnesota & Pacific		
9	Chicago, Milwaukee & St. Paul	3,656,255	137,795,683
10	Chicago & North-Western	4,892,304	234,561,151
11	Chicago, St. Paul, Minneapolis & Omaha	596,772	19,382,818
12	Chicago, Rock Island & Pacific	5,811,819	249,537,503
13	a Colfax Northern R. R.	115,860	573,252
14	b Colfax Northern Ry.	12,193	59,705
15	Crooked Creek		
16	Davenport, Rock Island & Northwestern		
17	Dubuque & Sioux City (Ill. Cent.)	1,969,526	80,114,344
18	Great Northern	85,339	2,927,469
19	Iowa & Omaha Short Line	5,764	62,903
20	c Iowa Central	434,445	12,577,041
21	Manchester & Oneida	29,809	238,472
22	Minneapolis & St. Louis	983,578	28,338,613
23	Muscatine North & South	36,711	624,847
24	d St. Paul & Des Moines	20,975	910,707
25	d St. Paul & Kansas City Short Line	214,537	7,841,100
26	Southern Iowa Traction Co.	25,614	445,805
27	Tabor & Northern	15,758	169,399
28	Union Pacific	234,479	522,862
29	Wabash	179,671	10,787,569
	Total	25,643,689	1,035,620,721

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

MILEAGE STATISTICS—IOWA—STEAM ROADS

Traffic								Number
Number of passengers carried one mile per mile of road	Average distance carried	Total passenger revenue	Average amount received from each passenger	Average receipts per passenger per mile	Total passenger service train revenue	Passenger service train revenue per mile of road	Passenger service train revenue per train mile	
247,840	18.13	\$ 83,322.47	\$.30669	\$.01692	\$ 128,612.85	\$ 6,472.72	\$ 1.16356	1
								2
								3
1,050	17.00	4,714.01	.33361	.01920	6,463.13	329.75	.25894	4
112,949	37.69	3,194,218.99	.74102	.01966	4,145,562.04	2,881.97	1.37635	5
103,311	46.65	1,553,173.25	.89904	.01929	1,905,784.33	2,445.41	1.16363	6
								7
								8
71,028	37.69	2,661,857.80	.72817	.01932	3,444,486.75	1,775.48	.95302	9
144,768	47.95	4,427,240.90	.90494	.01888	5,642,266.00	3,482.32	1.11760	10
189,953	32.48	372,371.79	.62398	.01921	440,429.67	4,316.25	1.40807	11
118,696	42.94	4,773,916.35	.82142	.01913	5,771,300.78	2,745.19	1.19794	12
44,066	4.95	5,849.75	.05048	.01020	5,862.53	450.96	.61497	13
4,593	4.90	605.41	.04965	.01014	605.41	46.57	.51306	14
		1,232.81			2,323.65	131.95	.19412	15
					4,209.17	119.27		16
111,748	40.68	1,538,741.42	.78127	.01921	1,919,719.12	2,677.73	1.15684	17
37,599	34.30	61,454.28	.73012	.02099	77,654.72	997.36	.72666	18
5,243	10.91	2,197.70	.38128	.03497	2,197.70	183.13	.14673	19
27,689	28.95	235,332.13	.54168	.01871	283,145.16	623.37	.80847	20
29,809	8.00	7,807.14	.26190	.03269	10,039.69	1,254.86	.40239	21
34,425	28.81	550,681.34	.55988	.01943	688,156.44	835.95	.82141	22
11,571		15,536.97	.42322		17,029.74	311.33	.24009	23
7,527	43.42	16,436.57	.78363	.01805	18,641.95	154.07	.82305	24
61,039	36.55	154,272.80	.71909	.01967	182,625.22	1,412.65	.75193	25
18,444	17.40	13,013.37	.50806	.02919	14,942.55	618.22	.45280	26
15,758	10.75	5,467.13	.34694	.03227	7,195.76	609.37	.46908	27
212,546	2.23	10,056.79	.04390	.01923	18,282.31	7,405.88	1.41635	28
51,625	60.04	300,702.16	1.67363	.02737	378,322.09	1,810.50	1.66873	29
97,018	40.38	\$ 19,990,206.93	\$.77953	\$.01930	\$ 25,115,859.45	\$ 2,338.52	\$ 1.13135	

TABLE NO. 53—TRAFFIC AND MILEAGE

Number	Name of Road	Freight				
		Number of tons carried of freight earning revenue	Number of tons carried of intra-state freight earning revenue	Number of tons carried one mile	Number of tons carried one mile — Intra-state	Number of tons carried one mile per mile of road
1	Atchison, Topeka & Santa Fe.....	1,681,414	455	33,149,155	6,528	1,668,302
2	Atlantic Northern & Southern.....					
3	Charles City Western Ry. Co.....					
4	Chicago, Anamosa & Northern.....	31,492	615,479	615,479		
5	Chicago, Burlington & Quincy.....	8,692,503		735,432,121		511,237
6	Chicago, Great Western.....	3,838,719		575,238,059		738,119
7	Mason City & Ft. Dodge.....					
8	Wisconsin, Minnesota & Pacific.....					
9	Chicago, Milwaukee & St. Paul.....	7,304,723	1,638,647	1,222,161,135	151,063,297	629,970
10	Chicago & North-Western.....	6,500,075	1,607,915	1,263,549,154	151,062,418	779,844
11	Chicago, St. Paul, Minn. & Omaha.....	997,242	139,011	54,853,109	4,979,134	537,565
12	Chicago, Rock Island & Pacific.....	7,225,244		1,014,145,550		482,321
13	a Colfax Northern R. R.....		211,023		592,560	
14	b Colfax Northern Ry.....		17,930		80,327	
15	Crooked Creek.....	44,306	3	2,519		
16	Davenport, Rock Island & Northwest'n.....					
17	Dubuque & Sioux City (Ill. Cent.).....	3,086,170		434,383,078		605,093
18	Great Northern.....	573,000	46,192	40,597,105	1,843,421	521,412
19	Iowa & Omaha Short Line.....	8,847		106,164		8,847
20	c Iowa Central.....	1,317,539		187,210,481		412,158
21	Manchester & Oneida.....		26,363		210,901	
22	Minneapolis & St. Louis.....	1,935,663		215,232,684		261,457
23	Muscatine North & South.....	145,457		3,847,015		71,373
24	c St. Paul & Des Moines.....	38,073		2,448,579		20,236
25	d St. Paul & Kansas City Short Line.....	646,558		39,378,747		300,545
26	Southern Iowa Traction.....	57,256		1,145,120		47,377
27	Tabor & Northern.....	15,616		167,872		15,616
28	Union Pacific.....	1,983,422		4,418,226		1,796,027
29	Wabash.....	404,903		93,822,440		448,997
	Total.....	45,928,259	4,302,118	5,921,903,192	310,308,159	555,068

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
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 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Traffic											Number
Number of tons carried one mile per mile of road — Intra-state	Average distance haul of one ton — Miles	Average distance haul of one ton Intra-state—Miles	Total freight revenue	Total Intra-state freight revenue	Average amount received for each ton of freight	Average amount received for each ton of Intra-state freight	Average receipts per ton per mile	Average receipts per ton per mile — Intra-state	Freight revenue per mile of road	Freight revenue per train mile	
329	19.72	14.35	\$ 348,683.30	\$ 358.30	\$.20738	\$.78725	\$.01052	\$.05487	\$17,548.23	\$3.70530	1
											2
											3
	19.60		24,584.93		.78290		.03295		1,254.34	1.96994	4
	90.88		6,512,116.42		.80471		.00885		4,527.18	2.75763	5
	149.85		4,221,082.70	601,005.78	1.92015		.00734		5,416.30	2.75829	6
											7
											8
	77.882	92.21	10,109,843.56	3,199,553.44	1.38401	1.95256	.00827	.02118	5,211.18	2.09106	9
	93.252	93.97	10,856,725.75	1,755,888.91	1.67017	1.09203	.00859	.01162	6,700.30	2.46000	10
	48.793	35.82	588,388.92	94,693.05	.59002	.68119	.01072	.01901	5,766.26	2.30030	11
		140.36	9,205,498.54		1.27407		.00908		4,378.71	2.05837	12
	76.351	4.70		20,045.00			.09499	.02009	1,541.92	1.58133	13
	6.871	5.25		1,607.40			.09439	.01799	123.65	1.57434	14
			26,583.62		.59919			.03402	1,509.58	.22208	15
											16
	140.75		2,943,303.25	640,650.45	.95371		.00678		4,105.48	1.58181	17
	23.676	39.91	345,186.48	56,068.96	.60242	1.21382	.00850	.03042	4,433.43	3.04403	18
			8,130.62		.93021		.07751		677.55	.87841	19
	142.09		1,056,246.45	410,985.49	.80168		.00564		2,325.41	1.60026	20
	26.363	8.00		15,327.69		.58140		.07267	1,915.16	.61513	21
	111.19		1,750,101.18	950,005.30	.90414		.00813		2,125.97	1.84268	22
	26.44		69,432.79		.47734		.01804		1,269.62	1.17888	23
	64.31		28,092.53		.73786		.01147		232.17	1.08566	24
	60.91		450,461.68		.69677		.01144		3,506.63	2.12298	25
			14,895.26		.26015		.01301		616.25	.45137	26
	10.75		17,009.17		1.08921		.10132		1,582.25	1.10881	27
	2.23		57,068.58		.02878		.01292		23,206.74	3.01307	28
			856,369.30		2.11500		.00913		4,098.25	3.20559	29
81,787	128.82	84.17	\$49,489,325.03	\$ 7,752,789.07	\$1.07753	\$1.39518	\$.00836	\$.01657	\$ 4,638.96	\$2.23328	

TABLE NO. 54—TRAFFIC AND MILEAGE

Number	Name of Road	Total				
		Operating Revenues	Operating revenues per mile of road	Operating revenues per train mile	Operating Expenses	
1	Atchison, Topeka & Santa Fe.....	\$ 481,040.81	\$24,209.40	\$2.43501	\$ 355,612.45	\$17,896.95
2	Atlantic, Northern & Southern.....					
3	Charles City Western Ry. Co.....					
4	Chicago, Anamosa & Northern.....	31,347.23	1,599.35	1.25589	26,479.11	1,350.98
5	Chicago, Burlington & Quincy.....	10,859,347.69	7,549.34	2.07583	7,973,817.61	5,543.34
6	Chicago Great Western.....	6,226,916.50	7,930.09	1.98928	5,178,225.81	6,644.46
7	Mason City & Ft. Dodge.....					
8	Wisconsin, Minnesota & Pacific.....					
9	Chicago, Milwaukee & St. Paul.....	13,791,616.83	7,108.97	1.67864	11,306,766.01	5,828.14
10	Chicago & North-Western.....	16,700,007.73	10,306.98	1.81204	13,164,920.46	8,125.19
11	Chicago, St. P., Minn. & Omaha.....	1,039,385.40	10,186.06	1.93798	692,863.53	6,790.12
12	Chicago, Rock Island & Pacific.....	15,165,030.19	7,213.44	1.67827	10,740,191.84	5,108.71
13	b Colfax Northern R. R.....	26,348.78	2,026.83	1.46798	33,484.38	2,575.72
14	c Colfax Northern Ry.....	2,246.31	172.79	1.27906	1,880.41	144.05
15	Crooked Creek.....	29,662.84	1,684.43	2.47809	23,816.94	1,352.46
16	Davenport, Rock Island & N. W.....	50,961.87	1,444.09		56,630.53	1,661.39
17	Dubuque & S. C. (Ill. Cent.).....	5,374,125.40	7,496.13	1.52765	4,637,281.10	6,468.34
18	Great Northern.....	412,783.75	5,301.62	1.87404	279,486.95	3,580.61
19	Iowa & Omaha Short Line.....	10,331.57	890.96	.98373	18,548.43	1,545.70
20	f Iowa Central.....	1,352,542.15	2,977.72	1.52950	1,038,055.56	2,285.36
21	Manchester & Oneida.....	25,568.71	3,196.09	1.02470	17,640.21	2,205.02
22	Minneapolis & St. Louis.....	2,474,403.59	3,005.84	1.45473	2,101,166.76	2,532.44
23	Muscatine North & South.....	86,482.53	1,604.99	1.21926	103,884.39	1,927.35
24	d St. Paul & Des Moines.....	47,189.18	390.00	1.11455	35,119.91	290.25
25	e St. Paul & K. C. Short Line.....	642,937.58	5,004.07	1.58188	518,911.96	4,039.48
26	Southern Iowa Traction.....	29,956.80	1,239.42	.90778	25,964.82	1,074.25
27	Tabor & Northern.....	26,993.25	2,511.00	1.75966	17,334.09	1,612.47
28	Union Pacific.....	79,121.12	32,163.06	2.48301	109,257.72	44,413.71
29	Wabash.....	1,242,696.65	5,947.06	2.55828	1,252,960.41	5,993.17
	Total.....	\$76,200,044.46	\$ 7,097.47	\$1.76831	\$59,710,301.39	\$ 5,560.91

a Deficit.
 b This report covers the period July 1, 1911, to May 18, 1912.
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 f This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.
 g Not included in total.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Trafic	Operating expenses per train mile	Net operating revenue	Net operating revenue per mile of road	Average number of passengers per car per mile	Average number of passengers per train mile	Average number of passenger cars per train mile	Average number of tons of freight per loaded car mile	Average number of tons of freight per train mile	Average number of freight cars per train mile	Average number of loaded cars per train mile	Average number of empty cars per train mile	Average mileage operated during year	Number
\$1.80010	\$ 125,428.36	\$ 6,312.45	11	45	6.97	13.57	352.26	35.04	25.96	8.08	19.87	1	
												2	
												3	
1.06086	4,868.12	248.37	19	10	1.00	19.28	24.66	6.17	2.56	1.61	19.60	4	
1.52424	2,885,530.08	2,006.00	17	54	5.57	15.17	311.43	30.44	20.53	8.99	1,438.45	5	
1.65426	1,048,690.69	1,345.63	14	49	5.23	17.51	375.21	30.67	21.43	8.24	779.33	6	
												7	
												8	
1.37620	2,484,850.82	1,280.83	13	38	4.76	13.62	252.79	26.85	18.57	7.32	1,940.03	9	
1.42847	3,535,087.27	2,181.80	14	47	5.25	15.43	287.12	29.73	18.61	10.16	1,620.26	10	
1.29187	346,521.87	3,395.94	17	66	5.74	16.75	214.45	22.02	12.80	8.25	102.04	11	
1.18859	4,424,838.35	2,104.73	16	52	4.68	13.72	226.77	23.69	16.52	6.21	2,102.33	12	
1.86553	a 7,135.60	a 548.89	22	66	2.06	26.12	78.30	5.87	3.00	2.87	g 13.00	13	
1.07024	365.90	23.15	22	51	2.26	34.62	87.49	5.00	2.53	2.47	13.00	14	
1.98971	5,845.90	331.96				1.46	3.70	4.74	2.53	2.21	17.61	15	
	a 5,668.66	a 217.30									35.29	16	
1.31819	736,844.30	1,027.79	15	48	4.72	14.38	233.45	24.70	16.24	7.46	716.92	17	
1.26887	133,296.80	1,712.01	11	27	3.67	18.67	358.01	26.78	19.17	7.10	77.86	18	
1.76584	a 8,216.86	841.88	6	5	.88	1.03	11.46	1.82	1.11	.70	12.00	19	
1.17387	314,486.59	692.36	15	36	2.95	20.75	299.58	22.80	14.43	7.52	454.22	20	
	707.00	991.07	9	9	1.00		6.80				8.00	21	
1.23530	373,236.83	453.40	14	34	3.50	17.69	226.62	18.80	12.81	5.08	823.20	22	
1.46460	a 17,401.86	330.07	8	9	1.16	20.11	65.32	4.90	3.24	1.65	53.90	23	
	82949	99.75	18	40	2.96	15.86	94.63	8.42	5.97	1.93	121.00	24	
1.27672	124,025.62	965.49	16	32	2.68	17.82	185.59	14.95	10.41	3.74	128.46	25	
.78741	3,991.98	165.16	12	13	1.03	20.78	34.70	2.49	1.64	.86	24.17	26	
1.12996	9,659.16	808.94	11	11	1.00	10.94					10.75	27	
3.47877	a 30,136.00	a 12,250.65	7	41	10.54	13.98	233.19	22.47	16.68	5.23	2.46	28	
2.57941	a 10,263.76	49.11	14	48	4.99	17.70	357.75	29.07	20.21	7.87	208.96	29	
\$1.38520	\$16,498,743.07	\$ 1,536.47	14	46	4.89	15.01	267.22	26.51	17.80	7.76	10,736.37		

TABLE NO. 55—TRAFFIC AND MILEAGE

Name	Name of Road	Locomotive					
		Revenue Service					
		Freight locomotive	Passenger locomotive	Mixed locomotive	Special locomotive	Switching locomotive	Total revenue—Loco-
		—Miles	—Miles	—Miles	—Miles	—Miles	motive mileage
1	Atchison, Topeka & Santa Fe	102,380	120,696	8,214	200	107,520	339,010
2	Atlantic Northern & Southern						
3	Charles City Western Ry						
4	Chicago, Anamosa & Northern		12,480	12,480			24,960
5	Chicago, Burlington & Quincy	2,441,496	2,927,525	146,001	2,602	1,041,331	6,558,955
6	Chicago, Great Western	1,623,278	1,650,012	43,591	2,779	371,712	3,691,372
7	Mason City & Ft. Dodge						
8	Wisconsin, Minnesota & Pacific						
9	Chicago, Milwaukee & St. Paul	5,053,611	3,463,938	291,380	6,806	1,083,372	9,899,197
10	Chicago & North-Western	4,430,851	4,921,504	253,511	6,828	1,166,028	10,808,722
11	Chicago, St. Paul, Minn. & O.	276,608	298,523	15,542	433	205,984	797,110
12	Chicago, Rock Island & Pacific	4,452,069	4,617,219	259,960	5,975	1,250,928	10,616,181
13	a Colfax Northern R. R.	8,416	5,273	4,260			17,949
14	b Colfax Northern Ry.	577	736	444			1,757
15	Crooked Creek	12,594				6,551	19,145
16	Davenport, R. I. & Northwestern					62,880	62,880
17	Dubuque & Sioux City (Ill. Cent.)	1,891,777	1,600,742	6,048	4,236	408,882	4,001,685
18	Great Northern	114,069	107,263			77,745	299,107
19	Iowa & Omaha Short Line		1,248	9,200		312	10,760
20	c Iowa Central	721,273	261,426	95,755	2,482	89,720	1,170,656
21	Manchester & Onelda			24,950			24,950
22	Minneapolis & St. Louis	1,067,142	769,491	92,432	1,400	188,441	2,118,906
23	Muscatine North & South		12,034	58,896		21,910	92,840
24	d St. Paul & Des Moines	19,967	16,463	6,050		3,152	45,632
25	d St. Paul & Kansas City S. L.	164,974	194,905	48,620		52,417	460,916
26	Southern Iowa Traction			33,000			33,000
27	Tabor & Northern			15,340			15,340
28	Union Pacific	26,863	31,888		25	208,493	267,269
29	Wabash	277,174	231,321	3,471	226	107,901	620,093
	Total	22,715,199	21,364,687	1,429,145	34,082	6,455,279	51,998,392

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
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STATISTICS—IOWA—CONTINUED—STEAM ROADS

Mileage	Non-revenue service loco- motive—Miles	Car Mileage								Number
		Revenue Service								
		Freight Car—Miles				Passenger Car—Miles				
		Loaded	Empty	Coach	Total freight car—Miles	Passenger	Sleeping, parlor and observation	Other passenger train—Cars	Total passenger car—Miles	
25,887		2,442,914	760,451	94,293	3,297,658	202,801	237,717	329,595	770,113	1
										2
										3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27
										28
										29
1,568,460		394,517,786	172,079,104	20,970,348	587,567,238	46,509,136	23,604,057	38,315,041	108,428,234	

TABLE NO. 56—TRAFFIC AND MILEAGE

Number	Name of Road	Car						
		Revenue						
		Special Car—Miles						
		Freight—Loaded	Freight—Empty	Caboose	Passenger	Sleeping, parlor and observation	Other passenger train cars	Total special car Miles
1	A., T. & S. F.				63	863	603	1,520
2	A. N. & S.							
3	C. O. W. Ry.							
4	C., A. & N.							
5	C., B. & Q.	27,118		2,413	9,530			39,061
6	C. G. W.	16,361	476	1,885	3,972	2,291	1,040	26,025
7	M. C. & Ft. D.							
8	W., M. & P.							
9	C., M. & St. P.	110,558	118		10,854	22,694	15,517	159,741
10	C. & N. W.	87,072		5,145	6,894	138		99,249
11	C., St. P., M. & O.	5,780		297				6,077
12	C., R. I. & P.	83,084	3,011	6,039	1,542	25,801	530	120,007
13	a C. N. R. R.							
14	b C. N. Ry.							
15	C. C.							
16	D., R. I. & N. W.							
17	D. & S. C. (Ill. Cent.)	45,767		2,995	7,741			56,503
18	G. N.							
19	I. & O. S. L.							
20	e I. O.	13,534			5,011			18,545
21	M. & O.						24,950	24,950
22	M. & St. L.	3,488			3,321			6,809
23	M. N. & S.							
24	c St. P. & D. M.							
25	d St. P. & K. C. Short Line							
26	S. I. T. Co.							
27	T. & N.							
28	U. P.	154	12	2	62			230
29	Wabash	2,584	19	182		323	216	3,324
	Total	395,500	3,636	18,958	48,990	52,110	42,856	562,050

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b This report covers the period May 19, 1912, to June 30, 1912.

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d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

STATISTICS—IOWA—CONTINUED—STEAM ROADS

Service	Mileage	Train Mileage						Number	
		Revenue Service					Non-revenue service train—miles		
		Freight train—miles	Passenger train—miles	Mixed train—miles	Special train—miles	Total revenue train—miles			
	4,069,300	507,718	86,818	103,248	7,286	200	197,552	22,752	1
	101,962			12,480	12,480		24,960		2
	88,695,601	1,254,907	2,216,917	2,867,432	144,572	2,413	5,231,334	191,494	3
	55,607,713	1,779,667	1,489,836	1,594,530	43,269	2,605	3,130,240	145,608	4
	147,173,058	4,482,048	4,593,344	3,372,845	241,431	8,290	8,215,910	373,504	5
	157,428,022	12,044,703	4,162,751	4,810,168	238,000	5,214	9,216,133	336,662	6
	7,317,642	253,852	242,029	200,240	13,759	297	636,325	9,251	7
	128,615,479	1,132,850	4,212,430	4,557,893	259,791	5,975	9,036,089	125,153	8
	100,446	33	8,416	5,273	4,260		17,949	33	9
	7,776		577	736	444		1,757		10
	68,799		11,970				11,970		11
	53,853,673	368,884	1,854,670	1,653,406	6,048	3,791	3,517,915	46,847	12
	3,429,557	31,785	113,398	106,866			220,264	7,628	13
	26,036			1,248	9,256		10,504	238	14
	15,302,718	198,291	532,180	257,502	92,720	1,900	884,302	21,290	15
	24,950				24,950		24,950		16
	20,803,264	257,936	861,997	750,016	87,762	1,156	1,700,931	47,879	17
	371,665			12,034	58,896		70,930		18
	284,671		19,826	16,463	6,050		42,339	1,668	19
	3,821,657	687,431	163,564	194,256	48,620		406,440	26,966	20
	116,350				33,000		33,000		21
	15,340				15,340		15,340		22
	562,127	43,154	18,947	12,908		10	31,865	41,777	23
	8,759,716	52,485	258,826	223,282	3,439	217	485,755	6,939	24
	696,557,522	23,095,744	20,848,496	20,832,826	1,351,364	32,068	43,064,754	1,414,729	25

TABLE NO. 57—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Products of					
		Grain		Flour		Other Mill Products	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe.....	1,215,280	6.09	452,481	2.61	241,968	1.39
2	Atlantic, Northern & Southern.....						
3	Charles City Western Ry. Co.....						
4	Chicago, Anamosa & Northern.....	2,653	8.45	879	1.20	101	.32
5	Chicago, Burlington & Quincy.....	3,551,059	11.79	666,974	2.21	262,434	.87
6	Chicago Great Western.....	774,513	15.32	339,210	6.71	108,081	2.14
7	Mason City & Ft. Dodge.....						
8	Wisconsin, Minnesota & Pacific.....						
9	Chicago, Milwaukee & St. Paul.....	2,795,391	10.52	728,979	2.74	581,057	2.18
10	Chicago & North-Western.....	2,843,449	7.63	357,653	.99	298,277	.80
11	Chicago, St. Paul, Minneapolis & Omaha.....	1,127,796	16.24	261,000	3.76	195,798	2.82
12	Chicago, Rock Island & Pacific.....	2,558,661	13.80	540,867	2.92	453,422	2.44
13	a Colfax Northern R. R.....	153	.07	185	.09	1	
14	b Colfax Northern Ry.....			30	.18		
15	Crooked Creek.....	7,591	17.11	3	.01		
16	Davenport, Rock Island & Northwestern.....						
17	Dubuque & Sioux City (Ill. Cent.).....	725,433	22.06	66,310	2.07	127,542	3.98
18	Great Northern.....	3,150,253	11.44	274,246	1.00	158,987	.58
19	Iowa & Omaha Short Line.....	1,147	12.96	21	.23	21	.23
20	c Iowa Central.....	154,950	10.06	100,664	6.54	8,221	.53
21	Manchester & Onida.....	54	.21	268	1.01	215	.81
22	Minneapolis & St. Louis.....	796,558	21.08	397,023	10.51	45,406	1.20
23	Muscatine North & South.....	12,073	8.30	415	.28		
24	d St. Paul & Des Moines.....	4,501	11.82	1,007	2.64	365	.96
25	d St. Paul & Kansas City Short Line.....	105,679	16.34	11,118	1.72	4,643	.72
26	Southern Iowa Traction.....	794	1.39	213	.37	15	.03
27	Tabor & Northern.....	2,284	14.63	131	.64	35	.22
28	Union Pacific.....	1,045,481	11.29	229,741	2.48	66,934	.72
29	Wabash.....	1,491,643	11.05	204,412	1.51	248,948	1.85
	Total.....	22,367,396	11.08	4,633,340	2.29	2,802,471	1.39

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—ENTIRE LINE—STEAM ROADS

Agriculture												Number
Hay		Tobacco		Cotton		Fruit and Vegetables		Other Products of Agriculture		Total		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
430,811	2.48			40,976	.24	1,030,662	5.93	234,909	1.35	3,647,087	20.99	1
												2
												3
722	2.29									8,855	12.26	4
388,049	1.29	3,253	.01	25,756	.09	936,882	3.11	159,123	.53	5,993,530	19.90	5
39,139	.77	535	.01	2,884	.06	140,045	2.77	64,342	1.28	1,468,759	29.06	6
												7
												8
270,406	1.02	41,917	.16	24,228	.09	305,466	1.15	431,618	1.62	5,179,062	19.48	9
367,885	.99	11,362	.03	888		876,451	2.35	178,557	.48	4,934,522	13.24	10
124,724	1.79	240		53		199,645	2.87	95,785	1.38	2,005,041	28.86	11
229,732	1.24			110,473	.59	526,653	2.84	346,495	1.87	4,766,303	25.70	12
										415	.20	13
34	.02					42	.02			52	.31	14
20	.12					2	.11					15
35	.08					1				7,630	17.20	16
												17
33,793	1.06	324	.01	1,583	.05	209,139	6.53	24,563	.76	1,158,687	37.12	17
225,655	.82	386		15,750	.06	389,003	1.38	247,083	.90	4,461,363	16.18	18
												19
52	.58					121	1.37	54	.61	1,416	15.98	19
4,429	1.29			59		39,991	2.60	3,301	.22	311,615	20.24	20
682	2.54					61	.23	37	.01	1,317	4.81	21
21,969	.58	12		1,967	.05	79,564	2.11	11,896	.31	1,354,395	35.84	22
537	.37					4,038	2.78			17,063	11.73	23
69	.18					139	.37	113	.30	6,194	16.27	24
2,493	.39			105	.02	14,965	2.31	972	.15	139,975	21.65	25
324	.57					323	.57			1,669	2.93	26
70	.45					653	4.18			3,173	20.32	27
235,111	2.54	4,396	.05	1,862	.02	758,571	8.18	51,734	.56	2,393,830	25.84	28
137,203	1.02	4,755	.03	37,832	.28	316,079	2.34	99,753	.74	2,540,625	18.82	29
2,513,944	1.24	67,180	.03	264,416	.13	5,828,496	2.89	1,950,335	.96	40,427,578	20.01	

TABLE NO. 58—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Products			
		Live Stock		Dressed Meats	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe.....	950,244	5.46	63,044	.36
2	Atlantic, Northern & Southern.....				
3	Charles City Western Ry. Co.....				
4	Chicago, Anamosa & Northern.....	3,218	10.56		
5	Chicago, Burlington & Quincy.....	1,830,064	6.08	200,164	.66
6	Chicago Great Western.....	208,121	4.12	60,230	1.19
7	Mason City & Ft. Dodge.....				
8	Wisconsin, Minnesota & Pacific.....				
9	Chicago, Milwaukee & St. Paul.....	1,320,517	4.97	172,720	.65
10	Chicago & North-Western.....	1,375,947	3.69	170,192	.46
11	Chicago, St. Paul, Minneapolis & Omaha.....	347,720	5.01	45,399	.65
12	Chicago, Rock Island & Pacific.....	995,515	5.37	150,154	.81
13	a Colfax Northern R. R.....	208	.10		
14	b Colfax Northern Ry.....				
15	Crooked Creek.....	1,154	2.60		
16	Davenport, Rock Island & Northwestern.....				
17	Dubuque & Sioux City (Ill. Cent.).....	173,959	5.43	10,171	.32
18	Great Northern.....	226,352	.82	18,129	.07
19	Iowa & Omaha Short Line.....	3,030	34.25	5	.05
20	c Iowa Central.....	48,289	3.14	7,918	.52
21	Manchester & Onida.....	1,643	6.23		
22	Minneapolis & St. Louis.....	127,749	3.38	24,132	.64
23	Muscatine North & South.....	2,479	1.70		
24	d St. Paul & Des Moines.....	680	1.79		
25	d St. Paul & Kansas City Short Line.....	10,102	1.56	10	.01
26	Southern Iowa Traction.....	145	.25		
27	Tabor & Northern.....	3,599	23.05		
28	Union Pacific.....	598,596	6.46	32,995	.36
29	Wabash.....	346,172	2.57	223,935	1.66
	Total.....	8,575,503	4.25	1,179,228	.58

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—ENTIRE LINE—CONTINUED—STEAM ROADS

of Animals												Number
Other Packing House Products		Poultry, Fish and Game		Wool		Hides and Leather		Other Products of Animals		Total Products of Animals		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
57,042	.33	10,935	.06	16,683	.10	13,634	.08	177,135	1.02	1,288,768	7.41	1
		20	.06			2		172	.54	3,412	11.16	2
												3
146,605	.49	82,713	.27	21,156	.07	18,301	.06	77,594	.26	2,876,597	7.89	4
29,593	.58	13,926	.28	2,612	.05	9,422	.19	15,547	.31	339,451	6.72	5
												6
												7
89,443	.34	12,085	.04	18,316	.07	77,201	.29	85,578	.32	1,775,860	6.68	8
139,252	.37	43,787	.12	24,821	.07	91,261	.24	132,262	.36	1,977,522	5.31	9
21,057	.30	16,773	.24	3,767	.06	11,173	.16	16,686	.24	462,575	6.66	10
112,460	.60	81,555	.44	5,312	.03	25,442	.14	48,000	.26	1,419,338	7.65	11
										208	.10	12
												13
												14
		11	.02					39	.09	1,204	2.71	15
												16
81,579	2.55	11,631	.36	6,896	.22	4,026	.13	17,223	.54	305,485	9.55	17
14,655	.05	29,134	.11	10,223	.04	5,135	.02	34,215	.12	337,843	1.23	18
48	.54	11	.12							3,094	34.66	19
1,446	.09	2,164	.14	210	.01	262	.02	3,665	.24	63,984	4.16	20
		206	.79	12	.01			809	3.02	2,670	10.05	21
3,230	.09	10,700	.28	960	.03	3,162	.08	3,353	.09	173,286	4.59	22
		71	.05							2,550	1.75	23
94	.25	40	.10			25	.06			839	2.20	24
2,575	.40	642	.10	117	.02	749	.11	194	.03	14,389	2.23	25
										145	.25	26
										3,599	23.05	27
33,489	.36	36,724	.40	28,879	.31	9,341	.10	19,431	.21	759,455	8.20	28
233,908	1.73	71,949	.53	11,469	.09	74,177	.55	82,620	.61	1,044,230	7.74	29
966,476	.48	425,078	.21	151,433	.07	343,363	.17	715,423	.35	12,856,504	6.11	

TABLE NO. 59—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Products of							
		Anthracite Coal		Bituminous Coal		Coke		Ores	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total Tonnage
1	Atchison, Topeka & Santa Fe	36,580	.21	2,667,975	15.35	185,160	1.07	863,443	4.97
2	Atlantic Northern & Southern								
3	Charles City Western Ry.								
4	Chicago, Anamosa & North'n	815	2.59	1,775	5.55				
5	Chicago, Burlington & Quincy	99,208	.33	9,697,213	32.20	177,457	.59	543,375	1.80
6	Chicago, Great Western	99,906	1.98	908,066	17.96	22,236	.44	3,962	.08
7	M., O. & Ft. D.								
8	W., M. & P.								
9	C., M. & St. P.	711,304	2.68	2,907,181	11.28	384,909	1.45	1,773,360	6.67
10	Chicago & North-Western	828,619	2.22	5,418,221	14.54	218,225	.59	7,180,730	19.27
11	C., St. P., M. & O.	256,270	3.69	806,188	11.61	16,143	.23	22,877	.33
12	C., Rock Island & P.	184,561	.99	3,705,366	19.98	81,955	.44	228,362	1.23
13	cC. N. R. R.	55	.03	199,659	94.33				
14	dC. N. Ry.			16,363	96.08				
15	Crooked Creek	31	.07	10,257	23.12				
16	D., R. I. & N. W.								
17	D. & S. C. (Ill. Cent.)								
18	Great Northern	42,397	1.32	421,413	13.16	19,793	.62	4,298	.14
19	Iowa & Omaha Short Line	532,028	1.93	a 1,918,051	b 6.96	114,313	.42	14,399,267	52.28
20	gI. O.	282	3.18	1,103	12.35	23	.26		
21	Manchester & Oneida	6,849	.41	699,907	45.46	5,737	.37	345	.02
22	Minneapolis & St. Louis	1,794	6.81	8,085	30.86	164	.62		
23	Muscatine North & South	51,622	1.37	825,786	21.85	8,113	.21	285	.01
24	eSt. P. & D. M.	2,067	1.42	59,334	40.80				
25	fSt. P. & K. C. S. L.			11,126	29.22	48	.13		
26	Southern Iowa Traction	1,177	.18	281,563	43.55	128	.02	651	.10
27	Tabor & Northern	131	.23	44,962	78.53	61	.11		
28	Union Pacific	843	5.40	3,730	23.89				
29	Wabash	55,089	.60	2,212,576	23.88	18,226	.20	117,702	1.27
	387,282	2.87	3,353,397	24.85	43,876	.33	38,960	.29	
	Total	3,298,601	1.61	36,268,760	17.96	1,296,637	.65	25,177,617	12.42

a Includes 57,745 tons Lignite Coal.

b Includes 21 per cent Lignite Coal.

c This report covers the period July 1, 1911, to May 18, 1912.

d This report covers the period May 19, 1912, to June 30, 1912.

e This report covers the one month, July 1 to 31, 1911.

f This report covers eleven months, August 1, 1911, to June 30, 1912.

g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since

January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Mines						Products of Forests						Number
	Stone, Sand, Etc.		Other Products of Mines		Total		Lumber		Other Products of Forests		Total		
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
	1,307,111	7.52	1,129,566	6.50	6,189,835	35.62	842,616	4.85	460,141	2.65	1,302,757	7.50	1
													2
													3
	2,359	7.51	209	.66	5,158	16.31	10,759	34.23	1,215	3.87	11,974	38.10	4
	1,626,802	5.40	384,052	1.29	12,528,107	41.61	1,582,351	5.25	323,902	1.08	1,906,253	6.33	5
	285,303	5.64	111,016	2.20	1,430,519	28.30	343,109	6.79	13,235	.26	356,344	7.05	6
													7
													8
	1,576,982	5.93	87,876	.33	7,531,702	28.34	1,971,380	7.42	1,594,884	6.00	3,566,264	13.42	9
	2,930,790	7.86	199,771	.54	16,776,356	45.02	2,585,144	6.91	2,533,547	6.80	5,118,691	13.74	10
	103,827	1.49	26,856	.39	1,232,161	17.74	849,862	12.24	851,159	12.25	1,701,021	24.49	11
	1,362,337	7.35	157,123	.85	5,719,404	30.84	1,412,761	7.62	551,347	2.97	1,964,108	10.59	12
	1,043	.49			200,157	94.85	231	.11	3,040	1.44	3,271	1.55	13
					16,363	96.08	15	.09	387	2.27	402	2.36	14
	292	.66	10,560	23.80	21,140	47.65	536	1.21	89	.20	625	1.41	15
													16
	155,651	4.86	26,606	.83	670,158	29.93	165,438	5.17	10,491	.33	175,929	5.50	17
	515,660	1.87	73,630	.27	17,552,979	63.73	1,798,012	6.53	853,912	3.10	2,651,924	9.63	18
													19
	50,704	3.29	4,770	.31	768,303	49.89	81,430	5.29	1,418	.09	82,848	5.38	20
	93	.35	140	.53	10,276	39.17	1,199	4.54	508	1.92	1,707	6.46	21
	155,042	4.10	12,048	.32	1,052,896	27.86	251,755	6.66	9,067	.24	260,822	6.90	22
	5,197	3.57			66,598	45.79	22,065	15.12	2,301	1.60	24,366	16.72	23
	2,689	7.06	38	.10	13,901	36.51	1,227	3.22	379	1.00	1,606	4.22	24
	10,684	1.65	768	.12	294,974	45.62	22,411	3.47	10,334	1.60	32,745	5.07	25
	2,468	4.31			47,622	83.18	907	1.58	4,455	7.78	5,362	9.36	26
	1,124	7.19			5,697	36.48	607	3.89	96	.61	703	4.50	27
	586,467	6.33	299,591	3.24	3,289,651	35.52	508,781	5.44	6,140	.07	509,921	5.51	28
	584,817	4.33	816,897	2.35	4,725,199	35.02	763,646	5.66	232,696	1.72	996,342	7.38	29
	11,267,442	5.59	2,841,512	1.42	80,150,589	39.68	13,212,334	6.54	7,464,925	3.70	20,677,259	10.24	

TABLE NO. 60—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Manufactures					
		Petroleum, Etc.		Sugar		Naval Stores	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
		1	Atchison, Topeka & Santa Fe	372,554	2.15	90,245	.52
2	Atlantic, Northern & Southern						
3	Charles City Western Ry. Co.						
4	Chicago, Anamosa & Northern	30	.00				
5	Chicago, Burlington & Quincy	381,455	1.27	174,143	.58	608	
6	Chicago Great Western	128,608	2.54	46,489	.92	146	
7	Mason City & Ft. Dodge						
8	Wisconsin, Minnesota & Pacific						
9	Chicago, Milwaukee & St. Paul	279,898	1.05	88,004	.33	41,295	.16
10	Chicago & North-Western	278,710	.75	114,308	.31		
11	Chicago, St. Paul, Minneapolis & Omaha	60,128	.87	29,195	.42	8	
12	Chicago, Rock Island & Pacific	196,624	1.06	153,630	.83		
13	a Colfax Northern R. R.	32	.02				
14	b Colfax Northern Ry.	3	.02	3	.02		
15	Crooked Creek						
16	Davenport, Rock Island & Northwestern						
17	Dubuque & Sioux City (Ill. Cent.)	36,955	1.16	23,544	.73	1,798	.06
18	Great Northern	138,799	.50	29,739	.11	189	
19	Iowa & Omaha Short Line	105	1.18	43	.48		
20	e Iowa Central	17,714	1.15	1,276	.08	32	
21	Manchester & Onelda	11	.04	67	.23		
22	Minneapolis & St. Louis	48,628	1.29	13,725	.36		
23	Muscataine North & South	270	.18				
24	c St. Paul & Des Moines	352	.93	13	.03		
25	d St. Paul & Kansas City Short Line	6,711	1.04	2,014	.31		
26	Southern Iowa Traction						
27	Tabor & Northern			20	.13		
28	Union Pacific	108,444	1.17	188,310	2.03	199	
29	Wabash	181,969	1.35	88,979	.66	1,839	.01
	Total	2,238,000	1.11	1,043,747	.52	46,114	.02

—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Name of Road	Manufactures											
		Iron, Pig and Bloom		Iron and Steel Rails		Other Castings and Machinery		Bar and Sheet Metal		Cement, Brick and Lime		Agricultural Implements	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
		1	Atchison, Topeka & Santa Fe	36,859	.21	53,020	.31	313,257	1.80	185,695	.78	1,271,218	7.32
2	Atlantic, Northern & Southern												
3	Charles City Western Ry. Co.												
4	Chicago, Anamosa & Northern			1,710	5.42					1,009	3.21	31	.08
5	Chicago, Burlington & Quincy	151,779	.50	133,528	.44	559,797	1.86	172,687	.57	1,575,139	5.23	218,964	.73
6	Chicago Great Western	21,001	.42	36,069	.71	114,487	2.27	69,222	1.37	388,254	7.29	82,677	.65
7	Mason City & Ft. Dodge												
8	Wisconsin, Minnesota & Pacific												
9	Chicago, Milwaukee & St. Paul	465,421	1.75	121,403	.46	225,836	.85	313,144	1.18	1,500,641	5.65	141,725	.53
10	Chicago & North-Western	298,888	.80	128,724	.35	377,836	1.01	444,583	1.19	1,196,238	3.21	161,361	.43
11	Chicago, St. Paul, Minneapolis & Omaha	31,018	.45	36,358	.52	69,789	1.00	18,072	.26	210,667	3.03	44,351	.64
12	Chicago, Rock Island & Pacific	72,657	.39	73,456	.39	100,012	.54	230,408	1.24	820,985	4.42	164,480	.89
13	a Colfax Northern R. R.			59	.02	97	.05	9	.01	90	.04	8	
14	b Colfax Northern Ry.					4	.02					2	.01
15	Crooked Creek					1				57	.13		
16	Davenport, Rock Island & Northwestern												
17	Dubuque & Sioux City (Ill. Cent.)	6,775	.21	11,994	.37	39,377	1.23	18,322	.57	231,601	7.24	22,438	.70
18	Great Northern	11,442	.04	74,091	.27	140,836	.51	54,038	.20	461,682	1.68	90,728	.33
19	Iowa & Omaha Short Line					55	.62			823	9.31	24	.27
20	e Iowa Central	8,502	.55	2,930	.19	8,672	.56	3,603	.24	84,618	5.50	2,829	.18
21	Manchester & Onelda					119	.42			1,386	5.30	58	.22
22	Minneapolis & St. Louis	13,806	.36	3,809	.10	19,873	.52	10,478	.28	293,276	7.76	27,480	.73
23	Muscataine North & South	252	.17	1,957	1.35	353	.24			7,823	5.88	82	.06
24	c St. Paul & Des Moines			1,149	3.02	151	.40	84	.22	7,060	18.62	194	.51
25	d St. Paul & Kansas City Short Line	437	.07	2,409	.37	2,011	.31	1,336	.21	58,734	9.08	1,325	.20
26	Southern Iowa Traction					46	.08			704	1.23		
27	Tabor & Northern					18	.11			344	2.20	12	.08
28	Union Pacific	23,596	.26	196,773	2.13	173,604	1.87	84,617	.91	314,741	3.40	85,298	.38
29	Wabash	68,277	.51	48,747	.36	321,721	2.33	366,229	2.71	565,981	4.19	46,237	.34
	Total	1,210,710	.60	928,186	.46	2,467,952	1.22	1,922,617	.95	8,973,101	4.44	1,044,577	.52

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

c This report covers the one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

TABLE NO. 61—FREIGHT TRAFFIC MOVEMENT

Number	Name of Road	Manufactures			
		Wagons, Carriages, Etc.		Wines, Liquors and Beers	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe	46,835	.27	108,333	.62
2	Atlantic, Northern & Southern				
3	Charles City Western Ry. Co.			61	.15
4	Chicago, Anamosa & Northern				
5	Chicago, Burlington & Quincy	62,725	.21	179,175	.60
6	Chicago Great Western	12,685	.25	36,586	.72
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul	76,897	.29	515,942	1.94
10	Chicago & North-Western	40,350	.12	25,136	.68
11	Chicago, St. Paul, Minneapolis & Omaha	10,220	.15	34,281	.49
12	Chicago, Rock Island & Pacific	0,418	.49	87,071	.47
13	a Colfax Northern R. R.	1			
14	b Colfax Northern Ry.				
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Ill. Cent.)				
18	Great Northern	9,219	.29	15,507	.48
19	Iowa & Omaha Short Line	18,001	.07	52,387	.19
20	c Iowa Central	15	.16	56	.63
21	Manchester & Oneida	1,605	.11	9,251	.60
22	Minneapolis & St. Louis				
23	Muscatine North & South	4,800	.13	29,407	.78
24	c St. Paul & Des Moines				
25	d St. Paul & Kansas City Short Line	73	.06	831	2.18
26	Southern Iowa Traction	386	.06	4,196	.65
27	Tabor & Northern				
28	Union Pacific				
29	Wabash	40,008	.43	58,387	.63
		57,357	.43	132,213	.98
	Total	477,575	.24	1,515,820	.75

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

c This report covers the one month, July 1 to 31, 1911.

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e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Number	Manufactures						Merchandise		Miscellaneous		Total tonnage	Number
	Household Goods and Furniture		Other Manufactures		Total		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage		
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage						
	111,760	.64	747,792	4.30	3,341,841	19.23	1,321,668	7.03	386,077	2.22	17,378,033	1
												2
	164	.51			3,005	9.46	2,456	7.82	1,542	4.90	31,402	3
	113,844	.38	919,291	3.05	4,643,135	15.42	2,013,253	6.69	650,638	2.16	30,111,513	4
	36,813	.73	196,620	3.89	1,099,657	21.76	293,624	5.81	66,124	1.30	5,054,478	5
												6
												7
												8
	153,307	.53	1,144,477	4.31	5,067,960	19.07	2,900,019	10.91	554,917	2.09	26,575,784	9
	152,276	.41	1,661,220	4.46	5,112,630	13.72	2,140,695	5.74	1,205,226	3.23	37,265,642	10
	28,351	.41	324,484	4.67	896,922	12.91	542,706	7.81	106,378	1.53	6,946,804	11
	148,289	.80	1,230,921	6.64	3,368,951	18.16	1,225,027	6.61	83,601	.45	18,546,731	12
	67	.03	952	.45	1,315	.62	368	.17	5,289	2.51	211,023	13
	2	.01			14	.08	76	.45	123	.72	17,090	14
	121	.27	12,366	27.87	12,545	28.27	1,036	2.34	186	.42	44,360	15
												16
	15,434	.48	100,746	3.15	533,710	16.67	256,486	8.01	71,168	2.22	3,201,623	17
	85,616	.13	266,486	.97	1,374,034	5.00	759,848	2.76	405,181	1.47	27,543,172	18
	30	.33	135	1.52	1,286	14.50	284	3.21			8,817	19
	5,799	.38	52,660	3.42	199,361	12.96	89,117	5.79	24,330	1.58	1,539,778	20
	452	1.82	996	3.77	3,089	11.80			7,304	27.71	26,303	21
	28,700	.76	141,932	3.76	636,004	16.83	214,846	5.68	86,799	2.30	3,779,048	22
	380	.26			11,117	7.64	21,786	14.97	2,037	1.40	145,457	23
	80	.21	2,837	7.45	12,804	33.63	2,551	6.70	178	.47	38,073	24
	4,954	.77	42,611	6.59	127,124	19.66	23,357	3.61	13,994	2.16	646,558	25
	65	.11			815	1.42	1,308	2.28	335	.58	57,250	26
	201	1.29	255	1.63	850	5.44			1,594	10.21	15,616	27
	57,337	.62	268,055	2.90	1,549,369	16.73	555,465	5.99	204,623	2.21	9,262,311	28
	78,527	.58	917,429	6.80	2,875,475	21.30	912,826	6.76	402,058	2.98	13,466,755	29
												30
	972,569	.48	8,032,265	3.98	30,873,233	15.29	13,178,802	6.55	4,279,702	2.12	201,943,667	

TABLE NO. 63—INTRASTATE FREIGHT TRAFFIC

Number	Name of Road	Products of			
		Live Stock		Dressed Meats	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe	8	1.76		
2	Atlantic, Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern	3,218	10.56		
5	Chicago, Burlington & Quincy				
6	Chicago Great Western				
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul	135,294	8.26	5,992	.37
10	Chicago & North-Western	88,049	5.48	940	.06
11	Chicago, St. Paul, Minneapolis & Omaha	19,182	13.80		
12	Chicago, Rock Island & Pacific	449,977	6.23	120,470	1.67
13	a Colfax Northern R. R.	208	.10		
14	b Colfax Northern Ry.	1,154	2.60		
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Ill. Cent.)				
18	Great Northern	173,011	5.60	9,990	.32
19	Iowa & Omaha Short Line				
20	c Iowa Central	3,030	34.25	5	.05
21	Manchester & Oneida	36,789	2.79	7,948	.60
22	Minneapolis & St. Louis	1,643	6.23		
23	Muscataine North & South	77,885	4.02	8,180	.42
24	e St. Paul & Des Moines	2,479	1.70		
25	d St. Paul & Kansas City Short Line	680	1.79		
26	Southern Iowa Traction	10,102	1.56	10	.01
27	Tabor & Northern	145	.25		
28	Union Pacific	3,599	23.05		
29	Wabash				
	Total	10,385	2.57	6,718	1.66
		1,016,838	5.46	160,253	.85

a This report covers the period July 1, 1911, to May 18, 1912.
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MOVEMENT—IOWA—CONTINUED—STEAM ROADS

Animals											Number	
Other Pack- ing House Products		Poultry, Game and Fish		Wool		Hides and Leather		Other Products of Animals		Total		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons		Per cent of total tonnage
										8	1.76	1
												2
		20	.06					2		172	.54	3
												4
												5
												6
												7
												8
1,489	.09	248	.01	1,194	.07	355	.02	1,497	.00	146,069	8.91	9
1,092	.07	124	.01	33		75		1,598	.10	91,911	5.72	10
1,325	.96	18	.01					96	.07	20,621	14.84	11
64,423	.89	37,309	.52	3,983	.05	14,970	.21	33,658	.46	724,790	10.03	12
										208	.10	13
										39	.09	14
		11	.02									15
												16
80,654	2.61	11,543	.37	6,829	.22	3,943	.12	16,223	.53	302,193	9.77	17
												18
48	.54	11	.12							3,094	34.96	19
1,416	.11	1,898	.14	198	.02	262	.02	3,264	.25	51,775	3.93	20
		206	.79	12	.01			809	3.02	2,670	10.05	21
1,532	.08	5,953	.31	207	.01	973	.05	2,019	.11	96,749	5.00	22
		71	.05							2,550	1.75	23
		40	.10							839	2.20	24
94	.25	642	.10	117	.02	749	.11	194	.03	14,389	2.23	25
2,575	.40									145	.25	26
												27
										3,599	23.05	28
												29
7,017	1.73	2,159	.53	344	.09	2,225	.55	2,479	.61	31,327	7.74	29
161,365	.86	60,253	.31	12,917	.07	23,579	.12	62,048	.33	1,497,553	8.00	

TABLE NO. 64—INTRASTATE FREIGHT TRAFFIC

Num	Name of Road	Products of									
		Anthracite Coal		Bituminous Coal		Coke		Ores			
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage		
1	A., T. & S. F.			158	34.73						
2	Atlantic Northern & Southern										
3	Charles City Western Ry.										
4	Chicago, Anamosa & Northern	815	2.50	1,775	5.55						
5	Chicago, Burlington & Quincy										
6	Chicago, Great Western										
7	Mason City & Ft. Dodge										
8	Wisconsin, Minnesota & Pacific										
9	C., M. & St. P.	15,863	.97	440,971	26.91	1,974	.12	336	.02		
10	Chicago & North-Western	3,663	.23	564,821	35.13	529	.03				
11	O., St. P., M. & O.	4,670	3.36	38,975	28.04						
12	Chicago, Rock Island & Pacific	116,109	1.61	1,249,595	17.29	33,965	.47	92,247	1.28		
13	a Colfax Northern R. R.	55	.03	199,059	94.33						
14	b Colfax Northern Ry.			15,363	96.08						
15	Crooked Creek	31	.07	-0.257	23.12						
16	D., R. I. & N. W.										
17	Dubuque & S. O. (Ill. Cent.)	42,204	1.37	419,540	13.59	19,389	.63	4,279	.14		
18	Great Northern										
19	Iowa & Omaha Short Line	282	3.18	1,103	12.35	23	.26				
20	c Iowa Central	6,128	.46	584,541	44.37	5,583	.42	345	.03		
21	Manchester & Oneida	1,794	6.81	8,085	30.86	164	.62				
22	Minneapolis & St. Louis	10,659	.55	535,751	27.68	5,808	.30	285	.01		
23	Muscatine North & South	2,067	1.42	59,334	40.80						
24	d St. P. & D. M.			11,126	29.22	48	.13				
25	d St. P. & K. O. S. L.	1,177	.18	281,566	43.55	128	.02	651	.10		
26	Southern Iowa Traction Co	131	.22	44,962	78.53	61	.11				
27	Tabor & Northern	843	5.40	3,730	23.89						
28	Union Pacific										
29	Wabash	11,618	2.87	100,602	24.85	1,316	.33	1,100	.29		
	Total	218,139	1.17	4,572,314	24.59	68,988	.37	99,312	.53		

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

MOVEMENT—IOWA—CONTINUED—STEAM ROADS

Mines						Products of Forests						Number
Stone, Sand Etc.		Other Mine Products		Total		Lumber		Other Products of Forests		Total		
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	
				158	34.73			158	34.72	158	34.72	1
												2
												3
2,359	7.51	209	.66	5,158	16.31	10,759	34.23	1,215	3.87	11,974	38.10	4
												5
												6
												7
												8
195,688	12.00	4,906	.30	660,738	40.32	44,801	2.73	28,336	1.73	73,137	4.46	9
167,052	10.39	45	.03	730,110	45.78	21,539	1.34	5,338	.33	26,877	1.67	10
28,021	20.16			71,666	51.56	550	.40	344	.25	894	.65	11
469,931	6.50	49,631	.69	2,011,478	27.84	365,280	5.06	102,978	1.42	468,258	6.48	12
1,043	.49			200,157	94.85	231	.11	3,040	1.44	3,271	1.55	13
				16,363	96.08	15	.09	387	2.27	402	2.36	14
292	.66	10,560	23.80	21,140	47.65	536	1.21	89	.20	625	1.41	15
												16
140,550	4.55	25,320	.82	651,282	21.10	160,486	5.20	10,398	.34	170,884	5.54	17
												18
		25	.28	1,433	16.07	1,152	13.02	182	2.05	1,334	15.07	19
43,545	3.30	4,288	.33	644,430	48.91	75,219	5.71	1,254	.99	76,473	5.80	20
93	.35	140	.53	10,276	39.17	1,199	4.54	508	1.92	1,707	6.46	21
83,135	4.30	5,279	.27	640,947	33.11	117,664	6.08	3,071	.16	120,735	6.24	22
5,197	3.57			66,598	45.79	22,005	15.12	2,301	1.60	24,306	16.72	23
2,689	7.06	38	.10	13,901	36.51	1,227	3.22	379	1.00	1,606	4.22	24
10,684	1.65	768	.12	294,974	45.62	22,411	3.47	10,334	1.60	32,745	5.07	25
2,468	4.31			47,622	83.18	907	1.58	4,455	7.78	5,362	9.36	26
1,124	7.19			5,697	36.48	607	3.89	96	.61	703	4.50	27
												28
17,545	4.33	9,506	2.35	141,756	35.02	22,909	5.66	6,981	1.72	29,890	7.38	29
1,172,416	6.82	110,715	.60	6,241,884	33.58	869,497	4.69	181,844	.99	1,051,341	5.68	

TABLE NO. 65—INTRASTATE FREIGHT TRAFFIC

Number	Name of Road	Manufactures					
		Petroleum Etc.		Sugar		Naval Stores	
		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
1	Atchison, Topeka & Santa Fe						
2	Atlantic, Northern & Southern						
3	Charles City Western Ry. Co.						
4	Chicago, Anamosa & Northern						
5	Chicago, Burlington & Quincy	30	.09				
6	Chicago Great Western						
7	Mason City & Ft. Dodge						
8	Wisconsin, Minnesota & Pacific						
9	Chicago, Milwaukee & St. Paul						
10	Chicago & North-Western	2,085	.12	4,100	.25	256	.02
11	Chicago, St. Paul, Minneapolis & Omaha	323	.02	65			
12	Chicago, Rock Island & Pacific	190	.13	45	.03		
13	a Colfax Northern R. R.	85,852	1.19	53,742	.74		
14	b Colfax Northern Ry.	32	.02				
15	Crooked Creek	3	.02	3	.02		
16	Davenport, Rock Island & Northwestern						
17	Dubuque & Sioux City (Ill. Cent.)						
18	Great Northern	35,133	1.14	22,678	.73	1,595	.05
19	Iowa & Omaha Short Line						
20	c Iowa Central	105	1.18	43	.48		
21	Manchester & Oneida	15,169	1.15	1,276	.10	32	
22	Minneapolis & St. Louis	11	.04	67	.23		
23	Muscatine North & South	25,124	1.30	7,036	.36		
24	d St. Paul & Des Moines	270	.18				
25	d St. Paul & Kansas City Short Line	352	.93	13	.03		
26	Southern Iowa Traction	6,711	1.04	2,014	.31		
27	Tabor & Northern						
28	Union Pacific			20	.13		
29	Wabash					55	.01
	Total	176,799	.95	93,771	.50	1,938	.01

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

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e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

MOVEMENT—IOWA—CONTINUED—STEAM ROADS

Number	Manufactures										Number		
	Iron—Pig and Bloom		Iron and Steel Rails		Other Castings and Machinery		Bar and Sheet Metal		Cement, Brick and Lime			Agricultural Implements	
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage		Tons	Per cent of total tonnage
1													1
2													2
3													3
4			1,710	5.42					1,009	3.21	31	.08	4
5													5
6													6
7													7
8													8
9	517	.03	491	.03	3,584	.22	387	.02	162,240	9.90	3,018	.18	9
10	1,061	.07	128	.01	5,478	.34	766	.05	77,851	4.84	3,213	.20	10
11	208	.15			273	.19			4,291	3.09	91	.06	11
12	27,255	.38	46,348	.64	55,646	.77	139,384	1.93	347,498	4.81	112,463	1.56	12
13			59	.02	97	.05	9	.01	90	.04	8		13
14					4	.02					2	.01	14
15					1				57	.13			15
16													16
17	6,631	.27	11,923	.39	39,286	1.27	18,091	.59	183,228	5.94	19,790	.64	17
18													18
19					55	.62			823	9.31	24	.27	19
20	5,835	.44	2,722	.21	7,212	.55	806	.06	81,919	6.22	2,217	.17	20
21					119	.42			1,386	.22	58		21
22	7,200	.37	2,228	.12	7,081	.37	3,973	.21	196,666	10.16	11,710	.60	22
23	252	.17	1,957	1.35	353	.24			7,823	5.38	82	.06	23
24			1,149	3.02	151	.40	84	.22	7,000	18.62	194	.51	24
25	437	.07	2,409	.37	2,011	.31	1,336	.21	58,734	9.08	1,325	.20	25
26					46	.08			704	1.23			26
27					18	.11			344	2.20	12	.08	27
28													28
29	2,048	.51	1,462	.36	9,652	2.38	10,987	2.71	16,979	4.19	1,387	.34	29
	51,444	.27	72,586	.39	131,067	.71	175,823	.95	1,148,732	6.18	155,025	.83	--

TABLE NO. 66—INTRASTATE FREIGHT TRAFFIC

Number	Name of Road	Manufactures			
		Wagons, Carriages, Etc.		Wines, Liquors Etc.	
		Tons	Per cent. of total tonnage	Tons	Per cent. of total tonnage
1	Atchison, Topeka & Santa Fe				
2	Atlantic, Northern & Southern				
3	Charles City Western Ry. Co.				
4	Chicago, Anamosa & Northern			61	.15
5	Chicago, Burlington & Quincy				
6	Chicago Great Western				
7	Mason City & Ft. Dodge				
8	Wisconsin, Minnesota & Pacific				
9	Chicago, Milwaukee & St. Paul				
10	Chicago & North-Western	981	.06	5,356	.33
11	Chicago, St. Paul, Minneapolis & Omaha	727	.05	2,252	.14
12	Chicago, Rock Island & Pacific	34	.02	107	.08
13	a Colfax Northern R. R.	61,390	.85	21,894	.30
14	b Colfax Northern Ry.	1			
15	Crooked Creek				
16	Davenport, Rock Island & Northwestern				
17	Dubuque & Sioux City (Ill. Cent.)				
18	Great Northern	8,957	.29	14,219	.46
19	Iowa & Omaha Short Line				
20	c Iowa Central	15	.16	56	.63
21	Manchester & Oneida	1,049	.07	7,942	.60
22	Minneapolis & St. Louis				
23	Muscatine North & South	1,906	.10	9,548	.49
24	d St. Paul & Des Moines				
25	d St. Paul & Kansas City Short Line	23	.06	831	2.18
26	Southern Iowa Traction	386	.06	4,196	.65
27	Tabor & Northern				
28	Union Pacific				
29	Wabash				
	Total	1,720	.43	3,966	.98
		77,180	.42	70,425	.39

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
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 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

MOVEMENT—IOWA—CONTINUED—STEAM ROADS

Number	Manufactures						Merchandise		Miscellaneous		Total tonnage	Number
	Household Goods and Furniture		Other Manufactures		Total		Tons	Per cent. of total tonnage	Tons	Per cent. of total tonnage		
	Tons	Per cent. of total tonnage	Tons	Per cent. of total tonnage	Tons	Per cent. of total tonnage						
	10	2.20			10	2.20	95	20.88			455	1
												2
												3
	164	.51			3,005	9.46	2,456	7.82	1,542	4.90	31,402	4
												5
												6
												7
												8
	20,590	1.26	23,120	1.41	226,675	13.83	189,596	11.57	55,923	3.41	1,638,647	9
	7,666	.48	79,061	4.91	178,591	11.11	169,060	10.51	43,667	2.72	1,607,915	10
	532	.38	963	.69	6,734	4.82	13,856	9.97	2,870	2.06	139,041	11
	78,453	1.09	479,882	6.64	1,509,807	20.90	565,925	7.83	21,265	.29	7,225,244	12
	67	.03	952	.45	1,315	.62	368	.17	5,289	2.51	211,023	13
	2	.01			14	.08	76	.45	123	.72	17,030	14
	121	.27	12,366	27.87	12,545	28.27	1,036	2.34	186	.42	44,366	15
												16
	15,162	.49	100,569	3.26	477,292	15.52	246,983	8.00	66,029	2.14	3,086,170	17
												18
	30	.33	135	1.52	1,286	14.50	284	3.21			8,847	19
	4,307	.33	36,684	2.79	167,170	12.69	76,960	5.84	22,638	1.72	1,317,536	20
	452	1.82	996	3.77	3,089	11.80			7,304	27.71	26,363	21
	18,261	.94	64,729	3.34	355,462	18.36	113,966	5.89	36,536	1.89	1,935,653	22
	380	.26			11,117	7.64	21,786	14.97	2,037	1.40	145,457	23
	80	.21	2,837	7.45	12,804	33.63	2,551	6.70	178	.47	38,073	24
	4,954	.77	42,611	6.59	127,124	19.66	23,357	3.61	13,994	2.16	646,558	25
	65	.11			815	1.42	1,308	2.28	335	.58	57,256	26
	201	1.29	255	1.63	850	5.44			1,594	10.21	15,616	27
												28
	2,356	.58	27,524	6.80	86,264	21.30	27,385	6.76	12,062	2.98	404,903	29
	153,853	.82	872,684	4.69	3,181,939	17.11	1,457,048	7.84	293,572	1.58	18,597,555	

TABLE NO. 67—DESCRIPTION OF EQUIPMENT

Number	Name of Road	Locomotives					
		Passenger	Freight	Switching	Total locomotives in service	Total locomotives owned	
1	Atchison, Topeka & Santa Fe	466	1,004	333	1,803	26	1,777
2	Atlantic Northern & Southern						
3	Charles City Western Ry. Co.	1	2		3		3
4	Chicago, Anamosa & Northern		1		1		1
5	Chicago, Burlington & Quincy	437	873	362	1,672		1,672
6	Chicago Great Western	44	198	41	283		283
7	Mason City & Ft. Dodge						
8	Wisconsin, Minnesota & Pacific						
9	Chicago, Milwaukee & St. Paul	313	846	226	1,385		1,385
10	Chicago & North Western	359	1,022	289	1,670		1,670
11	Chicago, St. Paul, Minneapolis & Omaha	68	243	53	364		364
12	Chicago, Rock Island & Pacific	483	725	290	1,498	356	1,142
13	Colfax Northern R. R.		3		3		3
14	Colfax Northern Ry.		3		3		3
15	Crooked Creek		1		1		1
16	Davenport, Rock Island & Northwestern		1		1		1
17	Dubuque & Sioux City (Ill. Cent.)	17	30	8	55		55
18	Great Northern	271	678	132	1,189	2	1,187
19	Iowa & Omaha Short Line		1		1		1
20	Iowa Central						
21	Manchester & Oneida						
22	Minneapolis & St. Louis						
23	Muscatine North & South	37	154	24	215	12	203
24	St. Paul & Des Moines		3	1	5		5
25	St. Paul & Kansas City Short Line						
26	Southern Iowa Traction	5	11	1	17		17
27	Tabor & Northern		1		1		1
28	Union Pacific	181	448	130	759	4	755
29	Wabash	149	432	118	699		699
	Total	2,833	6,790	2,016	11,639	404	11,235

a Observation cars.

b Includes 4 electric and 1 oil motor.

c This report covers the period July 1, 1911, to May 18, 1912.

d This report covers the period May 19, 1912, to June 30, 1912.

e This report covers one month, July 1 to 31, 1911.

f This report covers eleven months, August 1, 1911, to June 30, 1912.

g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

—ENTIRE LINE—STEAM ROADS

in Service	Cars in Passenger Service															Number			
	Locomotives Owned						First class	Second class	Combination cars	Emigrant cars	Dining cars	Parlor cars	Sleeping cars	Baggage, express and postal cars	Other cars in passenger service		Total cars in passenger service	Number fitted with train brake	Number fitted with automatic coupler
	On June 30, 1911	Added during year	Retired during year	On June 30, 1912	No. fitted with train brake	No. fitted with automatic coupler													
1,665	348	236	1,777	1,777	1,777	565	141	139		34	9			491	7	1,386	1,386	1,386	1
3			3	3	3	1										5	6	6	3
1			1	1	1			2								2	2	2	4
1,673	3	4	1,672	1,663	1,663	660		230		37	14			268	45	1,254	1,248	1,248	5
318		35	283	283	283	79	13	22		3	2	24	49			192	192	192	6
																			7
																			8
1,244	156	15	1,385	1,385	1,385	418	171	a 9		28	28	146	458			1,258	1,258	1,258	9
1,644	128	102	1,670	1,670	1,670	889	12	173		25	55		359	244		1,757	1,757	1,757	10
337	27		364	364	364	104	45	60		5	32		75			321	321	321	11
1,161	32	51	1,142	1,142	1,142	215	335	86		33	4		338	41		1,052	1,052	1,052	12
3			3	3	3										5	6	6	6	13
															5	6	6	6	14
																			15
2		1	1	1	1														16
9			9	9	9														17
55			55	55	55	28							17			45	45	45	17
1,169	20	2	1,187	1,187	1,187	368		44		46	31	193	338			1,020	1,020	1,020	18
1			1	1	1										1	1	1	1	19
																			20
1			1	1	1											1	1	1	21
94	109		203	203	203	47	32	15					36	3		133	133	133	22
4	1		5	5	5	1										3	3	3	23
																			24
17			17	17	17		3	4								7	7	7	25
1			1	1	1											1	1	1	26
1			1	1	1											2	2	2	27
759	3	7	755	755	755	189		35		43	5		198	36		506	506	506	28
645	74	20	699	698	699	119	31	64		17	7		117	57		412	412	412	29
10,807	901	473	11,235	11,225	11,226	3,683	785	889		271	187	363	2,745	448		9,371	9,365	9,365	

TABLE NO. 68—DESCRIPTION OF EQUIPMENT

Number	Name of Road	Cars in Freight						
		Box	Flat	Stock	Coal	Tank	Refrigerator	Other cars
1	Atchison, Topeka & S. F.	27,831	3,113	3,302	8,673	2,129		4,428
2	Atlantic Northern & South'n							
3	Charles City Western Ry		5					
4	Chicago, Anamosa & N.	1	1					
5	Chicago, Burlington & Q.	29,597	1,205	6,481	15,780	113	2,462	88
6	Chicago, Great Western	7,965	888	836	1,149		456	
7	M. C. & Ft. D.							
8	W., M. & P.							
9	C., M. & St. P.	31,777	5,058	3,451	2,478		1,840	2,624
10	Chicago & North-Western	31,679	4,467	4,849	11,013		1,859	5,231
11	C., St. P., M. & O.	8,062	1,556	139	1,398		279	4
12	Chicago, Rock Island & P.	24,789	2,072	4,746	6,050		2,102	
13	a Colfax Northern R. R.							
14	b Colfax Northern Ry.							
15	Crooked Creek	1			18			
16	D., R. I. & N. W.	19	35		69			
17	D. & S. C. (Ill. Cent.)	137	24	24	14			
18	Great Northern	30,468	3,488	1,910	2,288		1,109	8,377
19	Iowa & Omaha Short Line	4	6		2			
20	c Iowa Central							
21	Manchester & Oneida							
22	Minneapolis & St. Louis	5,406	211	602	1,362		4	111
23	Muscatine North & South	5	2					
24	d St. P. & D. M.							
25	e St. P. & K. O. S. L.	58	25	10	285			
26	Southern Iowa Traction							
27	Tabor & Northern							
28	Union Pacific	9,590	766	2,301	2,175		40	1,363
29	Wabash	11,555	827	1,188	7,068		90	289
	Total	218,944	23,749	29,839	59,822	2,242	10,241	22,515

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

c This report covers one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

—ENTIRE LINE—CONTINUED—STEAM ROADS

Service	Cars in Companies' Service										Number	
	Total	No. Fitted With—		Officers and pay	Gravel	Derrick	Caboose	Other road cars	Total	No. Fitted With—		
		Train brake	Automatic coupler							Train brake		Automatic coupler
49,476	49,476	49,476	38	3,300	80	747	651	4,766	4,761	4,766	1	
5	5	5									2	
55,726	55,714	55,726	32	978	40	680	4,150	5,880	5,532	5,821	3	
11,294	11,294	11,294	4	583	11	138	93	829	829	829	4	
47,228	47,228	47,228	5		24	812	621	1,462	1,462	1,462	5	
59,098	59,098	59,098	8	814	31	785	541	2,179	2,179	2,179	6	
11,438	11,438	11,438	2	154	9	150	24	339	339	339	7	
39,759	39,353	39,759	29	2,551	30	709	1,057	4,376	3,975	4,376	8	
19	19	19				1		1	1	1	9	
123	123	123				1		1	1	1	10	
199	199	199				7		7	7	7	11	
47,640	47,291	47,640	27	518	34	586	624	1,789	1,495	1,789	12	
12	12	12									13	
7,696	7,539	7,696	3	47	7	114	302	473	340	472	14	
7	7	7				1		1	1	1	15	
378				10		7	3	20	20	20	16	
16,235	16,235	16,235	17	467	23	304	2,138	2,949	2,939	2,949	17	
21,017	20,921	21,017	6		14	298	279	597	548	597	18	
367,352	365,954	366,974	171	9,422	253	5,340	10,483	25,609	24,429	25,609	19	

TABLE NO. 69—DESCRIPTION OF EQUIPMENT

Number	Name of Road	Total cars in service	Cars leased	Total cars owned	Cars	
					On June 30, 1911	Added during year
1	Atchison, Topeka & Santa Fe.....	55,628	603	55,025	54,640	1,664
2	Atlantic Northern & Southern.....					
3	Charles City Western Ry.....	11		11	11	
4	Chicago, Anamosa & Northern.....	4		4	4	
5	Chicago, Burlington & Quincy.....	62,890		62,890	57,968	8,925
6	Chicago, Great Western.....	12,315	21	12,291	12,443	447
7	Mason City & Fort Dodge.....					
8	Wisconsin, Minnesota and Pacific.....					
9	Chicago, Milwaukee & St. Paul.....	49,948		49,948	46,992	3,819
10	Chicago & North-Western.....	63,034		63,034	64,511	401
11	Chicago, St. Paul, Minneapolis & Omaha.....	12,098		12,098	12,533	35
12	Chicago, Rock Island & Pacific.....	45,187	20,475	24,712	25,248	352
13	a Colfax Northern R. R.	6		6	6	
14	b Colfax Northern Ry.....	6	6			
15	Crooked Creek.....	20		20	35	
16	Davenport, Rock Island & Northwestern.....	124		124	124	
17	Dubuque & Sioux City (Ill. Cent.).....	251		251	251	
18	Great Northern.....	50,449		50,449	48,804	2,269
19	Iowa & Omaha Short Line.....	13		13	13	
20	c Iowa Central.....					
21	Manchester & Oneida.....	1		1	1	
22	Minneapolis & St. Louis.....	8,302	1,021	7,281	3,525	3,760
23	Muscatine North & South.....	11		11	5	6
24	c St. Paul & Des Moines.....					
25	d St. Paul & Kansas City Short Line.....	405		405	405	
26	Southern Iowa Traction.....	1		1	1	
27	Tabor & Northern.....	2	1	1	1	
28	Union Pacific.....	19,690		19,690	20,024	1,756
29	Wabash.....	22,026	1,654	20,372	20,602	107
	Total.....	402,392	23,784	378,608	368,147	23,611

a This report covers the period July 1, 1911, to May 18, 1912.

b This report covers the period May 19, 1912, to June 30, 1912.

c This report covers one month, July 1 to 31, 1911.

d This report covers eleven months, August 1, 1911, to June 30, 1912.

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—ENTIRE LINE—CONTINUED—STEAM ROADS

Owned	Equipment Owned or Leased Not in Service of Respondent																	
	Retired during year	Equipped With		Cars contributed to fast freight line service	Locomotives		Cars				Number							
		Train brake	Automatic coupler		Number	Equipped With -	Passenger service	Freight service	Companies' service	Total		Equipped With -						
1,279	55,025	55,025		65	65	65					7,678		7,678	7,678	7,678	1		
																	2	
																		3
																		4
																		5
																		6
																		7
																		8
																		9
																		10
																		11
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																		21
																		22
																		23
																		24
																		25
																		26
																		27
																		28
2,090	19,680	19,680		15	15	15											29	
337	20,227	20,372										992		992	992	992		
13,150	376,386	378,542		49	82	82						8,670		8,670	8,670	8,670		

TABLE NO. 70—MILEAGE—

Number	Name of Road	Mileage—All Tracks		Mileage of		
		Total mileage operated	New line constructed during year	Line Owners		Line of proprietary companies
				Main line	Branches and spurs	
1	Atchison, Topeka & Santa Fe	11,915.50	236.26	4,023.47	3,142.83	21.57
2	Atlantic, Northern & Southern	53.74		53.74		
3	Charles City Western Ry. Co	18.30	3.53	16.33		
4	Chicago, Anamosa & Northern	20.20		19.60		
5	Chicago, Burlington & Quincy	12,638.24	87.48	822.41	7,914.66	71.24
6	Chicago Great Western	2,139.07	3.14	713.83	42.18	655.56
7	Mason City & Ft. Dodge					
8	Wisconsin, Minnesota & Pacific					
9	Chicago, Milwaukee & St. Paul	10,695.42		7,281.02		
10	Chicago & North-Western	12,335.27	218.22	3,049.59	4,695.26	1.98
11	Chicago, St. Paul, Minneapolis & Omaha	2,445.45	40.34	1,672.01		
12	Chicago, Rock Island & Pacific	9,878.50	69.89	3,580.68	1,788.40	
13	c Colfax Northern R. R.	14.00		6.00		
14	b d Colfax Northern Ry.	14.00				
15	Crooked Creek	20.27		17.61		
16	Davenport, Rock Island & Northwestern	85.23		41.68	5.08	
17	Dubuque & Sioux City (Ill. Cent.)	1,001.53	6.47	326.13	434.85	
18	Great Northern	9,554.95	116.37	6,457.39	78.33	622.50
19	Iowa & Omaha Short Line	13.38		12.38	1.00	
20	g Iowa Central					
21	Manchester & Oneida	8.75		8.00		
22	Minneapolis & St. Louis	1,949.91		1,234.37	128.82	
23	Muscataine North & South	60.97	9.10	47.77		
24	e St. Paul & Des Moines					
25	f St. Paul & Kansas City Short Line	147.91		117.41		
26	Southern Iowa Traction	27.08		24.17		
27	Tabor & Northern	11.75		8.79		
28	Union Pacific	5,569.99	199.01	1,959.09	1,582.07	
29	Wabash	3,440.96	9.22	1,743.67	202.05	88.83
	Total	84,056.37	999.03	33,237.14	20,015.53	1,461.68

a Includes 43.20 miles connecting tracks.

b Not included in total.

c This report covers the period July 1, 1911, to May 18, 1912.

d This report covers the period May 19, 1912, to June 30, 1912.

e This report covers the one month, July 1 to 31, 1911.

f This report covers the eleven months, August 1, 1911, to June 30, 1912.

g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

ENTIRE LINE—STEAM ROADS

Road Operated—Single Track							Mileage of Road Owned							Number
Line operated under lease	Line operated under contract, etc.	Line operated under trackage rights	Total mileage operated	New line constructed during year	Rails—Miles of		Single track	Second track	Third track	Fourth track	Yard track and sidings	Total mileage all tracks		
					Iron	Steel								
878.47		134.52	8,200.86		2.60	8,063.65	7,166.30	721.78	6.23	5.94	2,588.89	10,489.14	1	
			53.74			53.74	53.74					53.74	2	
			16.33	3.23		16.33	16.33				1.97	18.30	3	
			19.60			19.60	19.60				.60	20.20	4	
		265.79	9,074.10	.82	5.51	8,802.80	8,737.07	703.66	23.55		2,766.18	12,230.46	5	
		84.65	1,496.22			1,411.57	756.01	57.43			360.04	1,173.48	6	
													7	
													8	
													9	
		230.39	7,511.41		47.64	7,233.38	7,281.02	595.93	12.83	3.55	a 2,450.88	10,344.21	10	
		136.84	7,960.45	12.01	61.54	7,822.13	7,744.85	799.55	104.49	95.36	3,196.15	11,940.40	11	
			72.38		4.60	1,667.41	1,672.01	119.85	6.37	2.50	572.34	2,373.07	12	
			7,566.05	.57		6,952.36	5,369.08	282.24	8.01		1,536.65	7,195.98	13	
			13.00			13.00	6.00				1.00	7.00	14	
			13.00			13.00							15	
			17.61			17.61	17.61				2.66	20.27	16	
			49.00			46.76	46.76	1.06			35.17	82.99	17	
			772.93			763.01	760.98	.70		4.89	207.02	673.59	18	
		2.24	7,482.36	69.62	6.71	7,151.51	6,457.39	178.84	9.28	13.05	1,740.08	8,395.64	19	
			13.38			13.38	13.38					13.38	20	
			8.00			8.00	8.00				.75	8.75	21	
			1,585.62		8.63	1,528.73	1,363.19	9.92			311.02	1,684.13	22	
		174.22	53.97	9.10		60.97	47.77				7.00	54.77	23	
		6.20	128.46			117.66	117.41				19.45	136.86	24	
		.25	24.17			24.17	24.17				2.91	27.08	25	
			10.80			8.79	8.79				1.00	9.79	26	
			24.17			3,547.96	3,541.16	723.02	2.07	2.07	1,264.97	5,533.29	28	
			10.75			2,040.72	1,945.72	99.72			816.54	2,861.98	29	
		6.80	2,514.60	100.04										
		6.17	473.88											
2,314.89	480.17	2,382.65	59,892.06	195.39	137.37	57,385.24	53,174.34	4,293.70	172.83	127.36	17,883.27	75,651.50		

TABLE NO. 71—MILEAGE—

Number	Name of Road	Mileage—All Tracks		Mileage of		
		Total mileage operated	New line constructed during year	Line Owned		Line of proprietary companies
				Main line	Branches and spurs	
1	Atchison, Topeka & Santa Fe	65.35	.52	19.89		
2	Atlantic, Northern & Southern	53.74		53.74		
3	Charles City Western Ry. Co.	18.30	3.53	16.33		
4	Chicago, Anamosa & Northern	20.20		19.60		
5	Chicago, Burlington & Quincy	2,000.54	1.85	274.55	1,090.43	
6	Chicago Great Western	1,061.77		370.79	29.42	373.30
7	Mason City & Ft. Dodge					
8	Wisconsin, Minnesota & Pacific					
9	Chicago, Milwaukee & St. Paul	1,940.03		1,870.08		
10	Chicago & North-Western	2,548.83	24.19	363.78	1,238.92	
11	Chicago, St. Paul, Minneapolis & Omaha	128.90	c.22	74.54		
12	Chicago, Rock Island & Pacific	2,067.85		1,102.82	756.35	
13	e Colfax Northern R. R.	14.00		6.00		
14	d f Colfax Northern Ry.	14.00				
15	Crooked Creek	20.27		17.61		
16	Davenport, Rock Island & Northwestern	53.41		31.50		
17	Dubuque & Sioux City (Ill. Cent.)	92.77	6.47	326.13	389.71	
18	Great Northern	101.91		77.83		
19	Iowa & Omaha Short Line	13.38		12.38	1.00	
20	Iowa Central					
21	Manchester & Oneida	8.75		8.00		
22	Minneapolis & St. Louis	984.10		497.22	128.82	
23	Muscatine North & South	60.97	9.10	47.77		
24	g St. Paul & Des Moines					
25	h St. Paul & Kansas City Short Line	147.91		117.41		
26	Southern Iowa Traction	27.08		24.17		
27	Tabor & Northern	11.75		8.79		
28	Union Pacific	50.87	c.19	2.46		
29	Wabash	244.81	1.33	167.33	36.05	
Total		13,177.52	46.58	5,513.75	3,670.70	373.30

a Includes second, third, fourth and yard tracks and siding.
b Includes siding on branches and spurs.
c Loss.
d Not included in total.
e This report covers the period July 1, 1911, to May 18, 1912.
f This report covers the period May 19, 1912, to June 30, 1912.
g This report covers the one month, July 1 to 31, 1911.
h This report covers eleven months, August 1, 1911, to June 30, 1912.

i This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

IOWA—STEAM ROADS

Road Operated—Single Track						Mileage of Road Owned								
Line operated under lease	Line operated under contract, etc.	Line operated under trackage rights	Total mileage operated	New line constructed during year	Rails—Miles of		Single track	Second track	Third track	Fourth track	Yard track and sidings	Total mileage all tracks	Number	
					Iron	Steel								
			19.89			19.89	19.89	19.57			25.80	65.35	1	
			53.74			53.74	53.74					53.74	2	
			16.33	3.23		16.33	16.33				1.97	18.30	3	
			19.60			19.60	19.60				.60	20.20	4	
			1,438.45			1,304.98	1,304.98	244.49			317.60	1,927.07	5	
		73.47	779.33			773.51	400.21	14.85			146.85	561.91	6	
		5.82											7	
													8	
			1,940.03		18.20	1,851.88	a 1,870.08					1,870.08	9	
			17.56			1,620.70	1,602.70	348.39			b 543.06	2,494.15	10	
			27.50		.10	74.44	74.54				36.86	111.40	11	
			2,102.33			2,021.48	1,859.17	85.09			460.55	2,404.81	12	
		182.31	80.85								1.00	7.00	13	
			13.00			14.00	6.00						14	
	7.00		13.00			14.00						20.27	15	
	13.00		17.61			17.61	20.27				17.06	52.62	16	
			35.29			34.50	34.50	1.06			197.98	919.41	17	
		.79	716.92			716.42	715.84	.70		4.89	24.05	101.91	18	
	.58	.50	77.86			77.86	77.86					13.38	19	
			13.38			13.38	13.38						20	
			8.00			8.00	8.00				.75	8.75	21	
			823.20		8.65	791.58	626.04				132.00	758.94	22	
	174.22	22.94	53.97	9.10		60.97	47.77				7.00	54.77	23	
		6.20											24	
			128.46			117.66	117.41				19.45	136.86	25	
			24.17			24.17	24.17				2.91	27.08	26	
			10.75			8.79	8.79				1.00	9.79	27	
			2.46			2.46	2.46	1.63			46.78	50.87	28	
			208.96			203.58	903.38				35.85	239.23	29	
		5.58												30
	7.58	336.53	324.17	10,226.02	12.33	26.98	9,907.33	7,187.11	715.78	4.89	2,020.11	11,927.80		

TABLE NO. 72—RENEWALS OF RAILS AND

Number	Name of Road	New Rails	
		Iron	
		Tons	Weight per yard—pounds
1	Atchison, Topeka & Santa Fe		
2	Atlantic Northern & Southern		
3	Charles City Western Ry. Co.		
4	Chicago, Anamosa & Northern		
5	Chicago, Burlington & Quincy		
6	Chicago Great Western		
7	Mason City & Ft. Dodge		
8	Wisconsin, Minnesota & Pacific		
9	Chicago, Milwaukee & St. Paul		
10	Chicago & North-Western	33	56
11	Chicago, St. Paul, Minneapolis & Omaha		
12	Chicago, Rock Island & Pacific		
13	a Colfax Northern R. R.		
14	b Colfax Northern Ry.		
15	Crooked Creek		
16	Davenport, Rock Island & Northwestern		
17	Dubuque & Sioux City (Ill. Cent.)		
18	Great Northern		
19	Iowa & Omaha Short Line		
20	c Iowa Central		
21	Manchester & Oneida		
22	Minneapolis & St. Louis		
23	Muscataine North & South		
24	d St. Paul and Des Moines		
25	e St. Paul & Kansas City Short Line		
26	Southern Iowa Traction Co.		
27	Tabor & Northern		
28	Union Pacific		
29	Wabash		
	Total	33	56

a This report covers the period July 1, 1911, to May 18, 1912.
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TIES—IOWA—STEAM ROADS

Number	Laid During Year				New Ties Laid During Year		Number	
	Average price per ton at distributing point	Iron		Steel		Number		Average price per tie at distributing point—cents
		Tons	Weight per yard pounds	Average price per ton at distributing point	Average price per tie at distributing point—cents			
1		5.01	85	\$ 30.07	9,541	70.78	1	
2							2	
3							3	
4							4	
5		4,324.00	90-85	30.05	445,407	62.49	5	
6		55,550.00	85	29.83	135,874	58.20	6	
7							7	
8							8	
9	\$ 16.00	23,868.69	90-75-76	20.22	774,669	60.75	9	
10		5,119.86	100-90-80-72-60	28.16	418,164	54.78	10	
11		.75	80	29.23	11,190	50.42	11	
12		4,895.98	100-80-79	33.54	264,892	72.30	12	
13					1,040	67.30	13	
14							14	
15					725	70.00	15	
16					15,430	73.00	16	
17		1,655.00	90-75	30.05	188,226	52.34	17	
18		785.70	80	32.23	27,584	56.58	18	
19							19	
20		3,757.34	80-70	30.96	89,432	65.00	20	
21					3,842	31.40	21	
22		149.07	80-70	31.68	136,561	57.90	22	
23					6,000	65.20	23	
24					2,161	69.00	24	
25		8,394.96	85	32.93			25	
26					1,387	66.00	26	
27					183	35.00	27	
28		7.91	90	28.59	9,807	95.00	28	
29					90,136	54.00	29	
	\$ 16.00	108,514.27			2,632,260			

TABLE NO. 73—CONSUMPTION OF FUEL

Number	Name of Road	Bituminous Coal—Tons—Consumption					
		Freight service locomotives	Passenger service locomotives	Mixed service locomotives	Special service locomotives	Switching service locomotives	Non-revenue service locomotives
1	A., T. & S. F.	11,418	6,119	441	14	5,627	2,763
2	Atlantic N. & S.						
3	C. O. W. Ry.						
4	C., A. & N.	41,029					
5	b C., B. & Q.	1,420,641	574,114	37,509	1,040	386,473	77,105
6	C., G. W.	210,200	97,841	5,639	166	26,317	10,157
7	M., O. & Ft. D.						
8	W., M. & P.						
9	C., M. & St. P.						
10	C. & N. W.	525,809	178,087	10,690	381	41,336	20,227
11	C., St. P., M. & O.	492,658	250,117	22,732	482	79,635	27,908
12	C., R. I. & P.	22,232	14,193	762	31	11,041	695
13	d Colfax Northern R. R.	518,758	260,923	28,807	631	82,609	9,749
14	e Colfax Northern Ry.	1,054	660	534			5
15	Crooked Creek	54	69	41			
16	D., R. I. & N. W.			1,176			
17	D. & S. C. (Ill. Cent.)					3,139	267
18	Great Northern	157,691	140,898	507	338	34,092	4,359
19	Iowa & Omaha S. L.			798			
20	h Iowa Central	91,553	12,720	9,054	128	9,572	2,342
21	Manchester & Oneida	1,124					
22	Minneapolis & St. Louis	111,669	38,561	9,435	76	10,587	5,475
23	Muscatine North & South		802	3,927		1,460	
24	f St. P. & D. M.	1,340	946	403		190	101
25	g St. P. & K. C. S. L.	19,307	12,034	5,692		3,335	3,842
26	Southern Iowa Traction			1,500			
27	Tabor & Northern			842			
28	Union Pacific	4,024	4,719		3	18,917	35
29	Wabash	29,067	11,675	321	23	8,333	542
	Total	3,619,949	1,613,478	149,810	3,313	722,676	165,572

a Includes passenger service locomotives.
 b Lines east of Missouri river.
 c In addition to this amount motor cars consumed 3,868 gallons of gasoline, the average cost per gallon being four and six-tenths cents.
 d This report covers the period July 1, 1911, to May 18, 1912.
 e This report covers the period May 19, 1912, to June 30, 1912.
 f This report covers the one month, July 1 to 31, 1911.
 g This report covers the eleven months, August 1, 1911, to June 30, 1912.
 h This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.

BY LOCOMOTIVES—IOWA—STEAM ROADS

By	Wood--Cords						Fuel Oil--Gallons		Total Fuel Consumed--Tons		Number
	Total		Hard		Soft		Amount	Average cost per gallon at distributing point	Amount	Average cost per ton at distributing point	
	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point					
	26,382	\$1.63	65	\$2.63			10,652	\$.01239	26,491	\$ 1.68	1
											2
											3
	1,020	3.65							1,020	3.65	4
	2,496,832	1.73			32,164	\$1.62			2,512,914	1.73	5
	350,320	2.09							350,320	2.09	6
											7
											8
	785,593	2.02							785,593	2.02	9
	882,532	1.96	2,721	1.64	5,440	1.64			887,066	1.97	10
	48,954	2.96	9	3.89	654	1.47			49,290	2.96	11
	901,477	1.96	2,176	.98			367,758	.01600	905,479	1.96	12
	2,253	1.87			44	2.99			2,275	1.99	13
	164	1.98			4	3.26			166	2.03	14
	1,176	3.00							1,176	3.00	15
	3,406	2.25	29	2.50					3,435	2.15	16
	337,885	1.26	863	2.46			50,794	.02000	338,780	1.26	17
											18
	798	3.20							798	3.20	19
	125,369	1.78			516	3.45			125,627	1.79	20
	1,124										21
	175,803	2.25			616	2.34			176,111	2.25	22
	6,189	2.43							6,189	2.43	23
	2,980	1.90							2,980	1.90	24
	44,210	2.25	10	2.94			2,633	.08700	44,233	2.25	25
	1,500	2.00							1,500	2.00	26
	842	3.75							842	3.75	27
	27,608	1.68			37	.74	3,995	.01700	27,740	1.68	28
	49,991	1.54	50	2.52			6,977	.01600	50,211	1.53	29
	6,274,498		5,923		30,475		442,809		6,300,236		

TABLE NO. 74—CONSUMPTION OF FUEL BY

Number	Name of Road	Miles Run			
		Freight		Passenger	
		Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile
1	Atchison, Topeka & Santa Fe.....	102,380	223.87	120,666	101.78
2	Atlantic Northern & Southern.....				
3	Charles City Western Ry.....				
4	Chicago, Anamosa & Northern.....	a 24,960	81.73		
5	b Chicago, Burlington & Quincy.....	12,061,855	235.97	11,615,280	99.85
6	Chicago, Great Western.....	1,623,278	259.00	1,650,012	118.60
7	Mason City & Fort Dodge.....				
8	Wisconsin, Minnesota & Pacific.....				
9	Chicago, Milwaukee & St. Paul.....	5,053,611	208.09	3,463,538	102.82
10	Chicago & North-Western.....	4,460,851	221.57	4,921,504	106.08
11	Chicago, St. Paul, Minneapolis & Omaha.....	276,628	161.84	298,523	95.75
12	Chicago, Rock Island & Pacific.....	4,452,069	233.91	4,647,219	112.97
13	c Colfax Northern R. R.....	8,416	252.85	5,273	252.99
14	d Colfax Northern Ry.....	577	190.64	736	187.50
15	Crooked Creek.....				
16	Davenport, Rock Island & Northwestern.....				
17	Dubuque & Sioux City (Ill. Cent.).....	1,891,777	167.15	1,690,742	167.11
18	Great Northern.....				
19	Iowa & Omaha Short Line.....				
20	g Iowa Central.....	721,273	192.00	261,426	76.00
21	Manchester & Oneida.....				
22	Minneapolis & St. Louis.....	1,067,142	210.00	769,491	100.00
23	Muscatine North & South.....			12,034	133.29
24	e St. Paul & Des Moines.....	19,967	134.22	16,463	114.92
25	f St. Paul & Kansas City Short Line.....	164,974	234.17	194,906	123.55
26	Southern Iowa Traction.....				
27	Tabor & Northern.....				
28	Union Pacific.....	27,211	296.29	64,359	146.88
29	Wabash.....	277,174	210.71	231,321	101.40
	Total.....	32,264,173		29,963,922	

a Includes passenger.
 b Lines east of Missouri River.
 c This report covers the period July 1, 1911, to May 18, 1912.
 d This report covers the period May 19, 1912, to June 30, 1912.
 e This report covers the one month, July 1 to 31, 1911.
 f This report covers the eleven months, August 1, 1911, to June 30, 1912.
 g This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

LOCOMOTIVES—IOWA—CONTINUED—STEAM ROADS

by Locomotives										Number
Mixed		Special		Switching		Non-Revenue		Total		
Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile	Miles	Average lbs. consumed per mile	
8,214	107.86	200	140.00	107,520	105.26	25,887	214.24	364,897	145.20	1
										2
										3
								24,960		4
319,261	235.96	8,850	235.93	6,932,219	112.48	1,428,098	108.98	32,395,563	155.14	5
43,591	258.72	2,779	119.47	371,712	141.00	155,664	130.50	3,847,036	182.13	6
										7
										8
291,380	135.16	6,896	110.40	1,083,372	76.43	373,504	108.31	10,272,701	152.95	9
253,511	180.46	6,828	142.06	1,166,028	138.06	373,072	150.69	11,181,794	158.66	10
15,542	98.70	433	147.81	205,984	107.92	14,416	96.98	811,526	121.47	11
259,960	222.64	5,975	211.21	1,250,928	132.71	137,302	142.55	10,753,483	168.41	12
4,260	253.05					33	303.03	17,982	253.03	13
444	189.19							1,757	188.96	14
19,145	122.32							19,145	122.32	15
				62,880	100.76	8,900	60.00	71,780	95.71	16
6,048	167.99	4,236	160.06	408,882	167.20	52,158	167.61	4,053,843	167.14	17
										18
10,760	148.32							10,760	148.32	19
95,755	189.00	2,482	65.00	89,720	130.00	31,728	113.00	1,202,384	159.00	20
24,950	90.10							24,950	90.10	21
92,432	204.00	1,400	111.00	188,441	113.00	56,800	193.00	2,175,706	162.00	22
58,896	133.36			21,910	133.27			92,840	197.95	23
6,050	133.22			3,152	120.56	1,668	121.10	47,300	126.81	24
48,620	234.27			52,417	127.33	26,966	285.16	487,882	181.33	25
33,000	90.91							33,000	90.91	26
15,340	109.78							15,340	109.78	27
		25	240.00	208,680	181.56	412	169.90	300,687	184.51	28
3,471	185.41	226	204.25	107,901	155.55	9,363	109.89	629,961	159.40	29
1,610,630		40,330		12,261,746		2,606,476		78,837,277		

TABLE NO. 75—ACCIDENTS TO PERSONS IN IOWA. A. ACCIDENTS

Number	Name of Road	A—Railway														
		Coupling or uncoupling		Collisions		Derailments		Parting of trains		Locomotives or cars breaking down		Struck by trains, locomotives or cars				
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured			
1	Atchison, Topeka & Santa Fe										2	1	1			
2	Atlantic Northern & Southern															
3	Charles City Western Ry. Co.			1									2			
4	Chicago, Anamosa & Northern															
5	Chicago, Burlington & Quincy		1				1			3	1	2	3			
6	Chicago Great Western		7		11	1	26			3	11	8	5			
7	Mason City & Ft. Dodge															
8	Wisconsin, Minnesota & Pacific															
9	Chicago, Milwaukee & St. Paul		12		2		12		1	5	1	3	4			
10	Chicago & North-Western		16		9		7		4		2	18	9			
11	Chicago, St. Paul, Minneapolis & Omaha		3		1						3	3	1			
12	Chicago, Rock Island & Pacific		8		10		5			2	12	1	4			
13	a Colfax Northern R. R.															
14	b Colfax Northern Ry.															
15	Crooked Creek															
16	Davenport, Rock Island & Northwestern		1													
17	Dubuque & Sioux City (Ill. Cent.)		10	1	20		3		2		1	9	7			
18	Great Northern		3		1			6		2	7	2	2			
19	Iowa & Omaha Short Line															
20	c Iowa Central		2		1		1				8	1	5			
21	Manchester & Oneida															
22	Minneapolis & St. Louis		5	2	14						7	1	3			
23	Muscatine North & South															
24	d St. Paul & Des Moines				5											
25	d St. Paul & Kansas City Short Line		1								1	2	2			
26	Southern Iowa Traction															
27	Taber & Northern															
28	Union Pacific		5		1		1				5	1	1			
29	Wabash		1		4		1			3	2	5				
	Total	3	73	5	50	1	59	13	1	12	10	89	2	86	28	48

RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS

Employees											A—Passengers												
Overhead obstructions		Other causes		Total		Average number employed during year	Collisions		Derailments		Parting of trains		Locomotives or cars breaking down		Falling from trains, locomotives or cars		Jumping on or off trains, locomotives or cars		Struck by Trains, Locomotives or Cars at—			Total	
Killed	Injured	Killed	Injured	Killed	Injured		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Highway crossings	Stations	Other points		Other causes
						575																1	1
						31																	
						7																	
						6,223																	
						4,281		1		71												5	2
						84																	
						9,676		18		26												45	1
						7,575		5		3												12	2
						809																1	2
						8,395		25	1	5												5	2
						22																	
						17																	
						145																	
						3,847		23		3												12	1
						423																	
						17																	
						56				1												2	2
						16																	
						2,164		9		3												14	28
						89																	
						460																	
						486																	
						21																	
						14																	
						617																	
						494		60														2	62
						1,009																99	10
						46,397		139	1	112													402

a This report covers the period July 1, 1911, to May 18, 1912.
 b This report covers the period May 19, 1912, to June 30, 1912.
 c This report covers the one month, July 1 to 31, 1911.
 d This report covers eleven months, August 1, 1911, to June 30, 1912.
 e This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year, as the corporation is still in existence.

TABLE NO. 77—ACCIDENTS TO PERSONS IN IOWA, A. ACCIDENTS OR CARS— B. ACCIDENTS ARISING FROM

Table with 15 columns: Name of Road, Collisions (Killed/Injured), Derailments (Killed/Injured), Parting of trains (Killed/Injured), Locomotives or cars breaking down (Killed/Injured), Falling from trains, locomotives or cars (Killed/Injured), Jumping on or off trains, locomotives or cars (Killed/Injured), Struck by trains locomotives or cars at— (Highway crossings, Stations, Other points along track) (Killed/Injured). Lists roads like A., T. & S. F., C. C. W. Ry. Co., etc., and a Total row.

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RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES CONTINUED OTHER CAUSES—STEAM ROADS

Table with 13 columns: Other causes (Killed/Injured), Total, B—Railway Employees (Handling traffic, Handling tools, machinery, etc., Handling supplies, etc., Getting on or off locomotives or cars at rest, Other causes, Total), B—Passengers (Handling traffic, Handling tools, machinery, etc., Handling supplies, etc., Getting on or off locomotives or cars at rest, Other causes, Total), Number. Lists various causes and employee/passenger counts.

TABLE NO. 78—ACCIDENTS TO B. ACCIDENTS ARISING FROM OTHER CAUSES—

Table with columns: Name of Road, B-Postal Clerks, Express Messengers Pullman Employees, Etc., and Other. Rows list various railroads like A., T. & S. F., Atlantic Northern & S., etc.

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PERSONS IN IOWA—CONTINUED CONTINUED—AND SUMMARY—STEAM ROADS.

Complex table with columns: Persons (Killed, Injured) and Summary of A and B (Railway employees, Passengers, Postal clerks, etc.). Rows include statistical data for various categories.

TABLE NO. 79—BRIDGES, TREŚTLES, TUNNELS,

Number	Name of Road	Bridges					
		Stone		Iron		Wooden	
		Number	Aggregate length	Number	Aggregate length	Number	Aggregate length
1	Atchison, Topeka & Santa Fe	10	128	5	1,590		
2	Atlantic Northern & Southern						
3	Charles City Western Ry.						
4	Chicago, Anamosa & Northern	6	600				
5	Chicago, Burlington & Quincy	a 22	916	206	27,724	6	999
6	Chicago, Great Western			103	13,900		
7	Mason City & Fort Dodge						
8	Wisconsin, Minnesota & Pacific						
9	Chicago, Milwaukee & St. Paul	98	7,405	540	47,041	20	2,052
10	Chicago & North-Western	2	96	493	38,662	70	4,240
11	Chicago, St. Ptul. Minn. & Omaha	21	609	16	714	1	60
12	Chicago, Rock Island & Pacific	a 4	444	533	54,950	23	347
13	e Colfax Northern R. R.					23	738
14	f Colfax Northern Ry.					23	738
15	Crooked Creek						
16	Davenport, Rock Island & N. W.			1	3,058		
17	Dubuque & Sioux City (Ill. Cent.)			8	2,808		
18	Great Northern	52	798	103	17,532		
19	Iowa & Omaha Short Line			b 2	253		
20	i Iowa Central					18	1,845
21	Manchester & Onelda					2	16
22	Minneapolis & St. Louis	a 3	24				
23	Muscatine North & South			37	9,822		
24	g St. Paul & Des Moines			2	1,035		
25	h St. Paul & Kansas City S. L.			4	730	52	6,572
26	Southern Iowa Traction			5	839		
27	Tabor & Northern			1	222		
28	Union Pacific			1	128	12	1,056
29	Wabash			3	1,090		
	Total			d 6	559	15	1,505
		218	11,020	2,069	222,687	243	19,530

a Stone and concrete.
 b Steel.
 c Includes conduits and trestles.
 d Includes steel.
 e This report covers the period July 1, 1911, to May 18, 1912.
 f This report covers the period May 19, 1912, to June 30, 1912.
 g This report covers the one month, July 1 to 31, 1911.
 h This report covers eleven months, August 1, 1911, to June 30, 1912.
 i This report covers the actual operations for the six months, July 1 to December 31, 1911. Since January 1, 1912, the property has been operated as a part of the Minneapolis & St. Louis R. R. Co. The report covers the entire fiscal year as the corporation is still in existence.
 j Not included in total.

ETC.—IOWA—STEAM ROADS

Bridges		Trestles		Overhead Highway Crossings				Overhead Railway Crossings					
Number	Aggregate length	Total		Number	Aggregate length	Bridges—Number	Conduits—Number	Trestles—Number	Total—Number	Bridges—Number	Conduits—Number	Trestles—Number	Total—Number
		Number	Aggregate length										
		15	1,718	8	622	1			1	1			1
		6	600	30	2,900								
		234	29,639	1,142	93,782	12		62	74	5		6	11
		103	13,900	439	37,693			13	13		1		1
		658	55,498	1,994	126,150	11		50	61	9		1	10
		565	42,998	2,188	145,275	16		22	38	21		4	25
		38	1,413	82	6,214	1			1				
4	912	564	56,653	866	50,507	9		38	47	11	1	7	19
		23	738	1	300								
		23	738	1	300								
		1	3,058	16	1,175								
		8	2,808	19	2,092								
		155	18,330	799	62,811	2		22	24	4		1	5
		8	353	105	14,923	c 2			2				2
		18	1,845			1			1				
1	8	6	48										
		37	9,822	625	54,227	2		14	16	4		1	5
		2	1,035	41	6,099								
		56	7,302			2			2	1			1
		5	839	61	6,631	4			4	4			4
		1	222	12	1,826			2	2			2	2
		13	1,184			1			1				
		3	1,090	13	263								
		21	2,064	370	30,059	1			1	1			1
5	920	2,535	254,157	8,801	643,599	65		223	288	61	2	22	85

COMPILED RETURNS
OF
Terminal Railway Companies

TABLE NO. 1—MILEAGE, BRIDGES, TRESTLES AND CROSSINGS—TERMINAL COMPANIES

Lines	Mileage					Bridges, Etc.											
	Line owned			New line constructed during year	Rails		Bridges		Trestles		Overhead highway crossings			Overhead railway crossings			
	Main track	Yard track and Sidings	Total		Iron	Steel	Number	Aggregate length	Number	Aggregate length	Bridges	Conduits	Trestles	Bridges	Conduits	Trestles	
Des Moines Terminal.....	.91	6.46	7.37	.52	7.37												
Des Moines Union.....	5.15	20.91	26.06		26.06	1	525	1	42								
Des Moines Western.....	1.47	2.65	4.12		4.12												
Iowa Transfer.....	.21	2.42	2.63		2.63												
Sioux City Terminal.....	1.57	6.88	8.45	.36	8.45	1	106										
Total.....	9.31	39.32	48.63	.88	48.63	2	631	1	42								

TABLE NO. 2—CAPITAL STOCK—TERMINAL COMPANIES

Lines	Common Stock							Dividends Declared During Year	
	Number of shares authorized	Total par value authorized	Total par value outstanding	Total par value held by respondent			Total par value not held by respondent	Rate	Amount
				In treasury	Pledged as collateral	In sinking or other funds			
Des Moines Terminal.....	5,000	\$ 500,000.00	\$ 299,200.00				\$ 299,200.00		
Des Moines Union.....	20,000	2,000,000.00	400,000.00				400,000.00		
Des Moines Western.....	3,000	300,000.00	85,000.00				85,000.00		
Iowa Transfer.....	3,000	300,000.00	34,000.00				34,000.00	5%	1,700.00
Sioux City Terminal.....	2,000	200,000.00	100,000.00				100,000.00	8	8,000.00
Total.....	33,000	\$ 3,300,000.00	\$ 918,200.00				\$ 918,200.00		\$ 9,700.00

TABLE NO. 3—FUNDED DEBT—TERMINAL COMPANIES

Lines	Mortgage Bonds							
	Total par value authorized	Total par value outstanding	Total par value held by respondent			Total par value not held by respondent	Interest	
			In treasury	Pledged as collateral	In sinking or other funds		Rate	Amount accrued during year
Des Moines Terminal								
Des Moines Union								
Des Moines Western	\$ 671,000.00	\$ 671,000.00				\$ 671,000.00	\$ 33,550.00	\$ 33,500.00
Iowa Transfer								
Sioux City Terminal								
Total	\$ 671,000.00	\$ 671,000.00				\$ 671,000.00	\$ 33,550.00	\$ 33,500.00

TABLE NO. 4—RECAPITULATION OF CAPITALIZATION—TERMINAL COMPANIES

Lines	Total Par Value Outstanding			Assignment to Railways		
	Capital stock	Funded debt	Total	Capital stock	Funded debt	Total
Des Moines Terminal	\$ 299,200.00		\$ 299,200.00	\$ 299,200.00		\$ 299,200.00
Des Moines Union	400,000.00	\$ 671,000.00	1,071,000.00	400,000.00	\$ 671,000.00	1,071,000.00
Des Moines Western	85,000.00		85,000.00	85,000.00		85,000.00
Iowa Transfer	34,000.00		34,000.00	34,000.00		34,000.00
Sioux City Terminal	100,000.00		100,000.00	100,000.00		100,000.00
Total	\$ 918,200.00	\$ 671,000.00	\$ 1,589,200.00	\$ 918,200.00	\$ 671,000.00	\$ 1,589,200.00

TABLE NO. 5—ROAD AND EQUIPMENT—TERMINAL COMPANIES

Lines	Investment to June 30, 1907		Investment ^a since June 30, 1907	Total	Reserve for accrued depreciation	Net total
	Road	Equipment				
Des Moines Terminal	\$ 245,548.02		\$ 62,762.07	\$ 308,310.09		\$ 308,310.09
Des Moines Union	1,253,107.55	\$ 31,386.63	24,919.26	1,309,413.44		1,309,413.44
Des Moines Western	214,849.39		97,368.08	117,481.30		117,481.30
Iowa Transfer	30,862.41		2,859.61	33,722.02		33,722.02
Sioux City Terminal			124,057.76	124,057.76		124,057.76
Total	\$ 1,744,367.37	\$ 31,386.63	\$ 117,231.57	\$ 1,892,985.57		\$ 1,892,985.57

^a Credit.

^b Investment to June 30, 1908.

^c Investment since June 30, 1908.

TABLE NO. 6—INCOME

Lines	Rail Operations				Taxes accrued	Operating income
	Operating revenues	Operating expenses	Net operating revenues	Net operating deficit		
Des Moines Terminal.....	\$ 7,965.45	\$ 4,159.05	\$ 3,806.40		\$ 2,404.87	\$ 1,401.53
Des Moines Union.....	85,977.68		85,977.68		49,467.57	36,510.11
Des Moines Western.....	3,868.81		3,868.81		1,378.40	2,490.41
Iowa Transfer.....					441.75	
Sioux City Terminal.....	126,069.41	106,801.50	19,267.91		600.00	18,667.91
Total.....	\$ 223,881.35	\$ 110,960.55	\$ 112,920.80		\$ 54,292.59	\$ 69,069.96

TABLE NO. 7—INCOME ACCOUNT—

Lines	Gross corporate income	Gross corporate loss	Deductions from				Separately operated property—loss
			Rents accrued from lease of other roads	Other Rents			
				Hire of equipment—balance	Joint facilities	Miscellaneous rents	
Des Moines Terminal.....	\$ 1,401.53						
Des Moines Union.....	131,014.49						
Des Moines Western.....	9,925.87						
Iowa Transfer.....	1,686.10						
Sioux City Terminal.....	18,667.91						
Total.....	\$ 162,695.90		\$ 5.00		\$ 10,220.00		

ACCOUNT—TERMINAL COMPANIES

Operating loss	Rents accrued from lease of road	Other Rents				Separately operated properties—profit	Dividends declared on stocks owned or controlled	Interest accrued on funded debt owned or controlled	Interest on other securities, loans and accounts	Unextinguished premium on outstanding funded debt	Miscellaneous income	Total other income
		Hire of equipment—balance	Joint facilities	Miscellaneous rents								
			\$ 83,031.57				\$ 340.00		\$ 11,132.81			\$ 94,504.38
			5,506.43				340.00		1,689.03			7,435.46
\$ 441.75			2,127.85									2,127.85
\$ 441.75			\$ 90,665.85				\$ 680.00		\$ 12,721.84			\$ 104,067.69

CONTINUED—TERMINAL COMPANIES

Gross Corporate Income							Net corporate income	Dividends declared on common stock	Balance for Year Carried Forward to Profit and Loss	
Interest accrued on funded debt	Other interest	Extinguishment of discount on securities	Sinking and redemption funds	Other deductions	Total deductions	Debit			Credit	
						\$ 1,401.53				\$ 1,401.53
\$ 33,550.00				\$ 14.00	\$ 33,564.00	97,450.49				97,450.49
						9,925.87				9,925.87
						1,686.10	\$ 1,700.00	\$ 13.90		
					10,226.00	8,442.91	8,000.00			442.91
\$ 33,550.00				\$ 14.00	\$ 43,789.00	\$ 118,906.90	\$ 9,700.00	\$ 13.90		\$ 109,220.80

TABLE NO. 8.—PROFIT AND LOSS—TERMINAL COMPANIES

Lines	Debit						Credit					
	Balance on June 30, 1911	Balance for year brought forward from income account	Deductions for year	Balance credit June 30, 1912	Total	Balance June 30, 1911	Balance for year brought forward from income account	Additions for year	Balance debit, June 30, 1912	Total		
Des Moines Terminal				\$ 14,028.00	\$ 14,028.00	\$ 13,474.43	\$ 1,493.56			\$ 14,028.00		
Des Moines Union				677,273.87	677,273.87	479,953.38	97,460.49			677,273.87		
Des Moines Western				69,396.29	69,396.29	59,846.00	9,435.87			69,396.29		
Iowa Transfer		\$ 13.90		1,255.87	1,255.87	1,257.77				1,257.77		
Sioux City Terminal				4,069.87	4,069.87	2,000.00	643.91			4,069.87		
Total		\$ 13.90		\$ 665,000.00	\$ 665,000.00	\$ 656,783.19	\$ 209,220.80			\$ 666,000.00		

TABLE NO. 9.—OPERATING EXPENSES—TERMINAL COMPANIES

Lines	Ratio of operating expenses to operating revenues—per cent	Total operating expenses	(General) expenses	Transportation expenses	Traffic expenses	Maintenance of equipment	Maintenance of way and structures
	Ratio of operating expenses to operating revenues—per cent						
Des Moines Terminal	82.00	\$ 4,156.00	\$ 13.40	\$ 4,159.00			
Des Moines Union	82.00						
Des Moines Western	84.72						
Iowa Transfer							
Sioux City Terminal							
Total		\$ 110,000.00	\$ 6,023.04	\$ 110,000.00	\$ 2,000.00	\$ 82,959.91	\$ 21,030.09

TABLE NO. 10—COMPARATIVE GENERAL

Lines	Property				
	Road and				
	Investment to June 30, 1907		Investment since June 30, 1907		
	Road	Equip-ment	Road	Equip-ment	General ex-pen-ditures
Des Moines Terminal.....	\$ b 245,548.02			\$ c 62,762.97	
Des Moines Union.....	1,253,107.55	\$ 31,386.63	\$ 1,869.26	33,050.00	
Des Moines Western.....	214,849.39			a 97,368.03	
Iowa Transfer.....	30,862.41		2,859.61		
Sioux City Terminal.....			96,915.96	27,141.80	
Total.....	\$ 1,744,367.37	\$ 31,386.63	\$ 101,644.83	\$ 15,586.74	

a Credit.
 b Investment to June 30, 1908.
 c Investment since June 30, 1908.

TABLE NO. 11—COMPARATIVE GENERAL BALANCE

Lines	Working			
	Cash	Marketable Securities		
		Stocks	Funded Debt	Miscel-laneous
Des Moines Terminal.....	\$ 2,938.41			
Des Moines Union.....	23,227.14			
Des Moines Western.....	1,446.05			
Iowa Transfer.....	474.03			
Sioux City Terminal.....	15,344.18			
Total.....	\$ 43,429.81			

BALANCE SHEET—ASSETS—TERMINAL COMPANIES

Reserve for accrued Depreciation—Cr.	Equipment				Securities			
	Total 1912	Total 1911	Increase 1912	Decrease 1912	Stocks of proprietary, affiliated and controlled companies		In-crease 1912	De-crease 1912
					1912	1911		
	\$ 308,310.99	\$ 295,324.25	\$ 12,986.74		\$ 6,800.00	\$ 6,800.00		
	1,309,413.44	1,309,413.44			6,800.00	6,800.00		
	117,481.36	88,375.32	29,106.04					
	33,722.02	33,722.02						
	124,057.76	110,797.46	13,260.30					
	\$ 1,892,985.57	\$ 1,837,632.49	\$ 55,353.08		\$ 13,600.00	\$ 13,600.00		

SHEET—ASSETS—CONTINUED—TERMINAL COMPANIES

Assets							
Loans and bills receivable	Miscel-laneous accounts receivable	Materials and supplies	Other working assets	Total 1912	Total 1911	Increase 1912	Decrease 1912
	\$ 1,642.49	\$ 1,301.89		\$ 5,882.29	\$ 6,150.22		\$ 267.93
\$ 432,909.82	131,458.66	1,070.28	\$ 54,888.23	644,454.13	651,780.75	\$ 92,673.38	145,534.20
14,500.00	11,400.05	4,407.26	6,094.33	38,537.69	184,071.89		159.16
	1,320.87	50.11		1,845.01	2,004.17		7,921.18
	39,331.43	3,848.37	73.23	58,597.21	66,518.34		
\$ 447,409.82	\$ 185,153.50	\$ 11,667.41	\$ 61,655.79	\$ 749,316.33	\$ 810,525.37	\$ 92,673.38	\$ 153,882.42

TABLE NO. 12—COMPARATIVE GENERAL BALANCE

Lines	Deferred		
	Rents and insurance paid in advance	Other deferred debit items	Total 1912
Des Moines Terminal.....			
Des Moines Union.....			
Des Moines Western.....			
Iowa Transfer.....			
Sioux City Terminal.....	\$ 321.15		\$ 321.15
Total.....	\$ 321.15		\$ 321.15

TABLE NO. 13—COMPARATIVE GENERAL BALANCE

Lines	Capital Stock		Funded Debt	
	1911	1912	1911	1912
Des Moines Terminal.....	\$ 288,800.00	\$ 299,200.00		
Des Moines Union.....	400,000.00	400,000.00	\$ 671,000.00	\$ 671,000.00
Des Moines Western.....	217,700.00	85,000.00		
Iowa Transfer.....	34,000.00	34,000.00		
Sioux City Terminal.....	100,000.00	100,000.00		
Total.....	\$ 1,040,500.00	\$ 918,200.00	\$ 671,000.00	\$ 671,000.00

SHEET—ASSETS—CONTINUED—TERMINAL COMPANIES

Debit Items			Grand Total		Increase 1912	Decrease 1912
Total 1911	Increase 1912	Decrease 1912	1912	1911		
			\$ 314,193.28	\$ 301,474.47	\$ 12,718.81	
			1,960,667.57	1,867,994.19	92,673.38	
			162,819.05	279,247.21		\$ 116,428.16
			35,567.03	35,726.19		159.16
\$ 300.83	\$ 20.32		182,976.12	177,616.63	5,359.49	
\$ 300.83	\$ 20.32		\$ 2,636,223.05	\$ 2,662,058.69	\$ 110,751.68	\$ 116,587.32

SHEET—LIABILITIES—TERMINAL COMPANIES

Working Liabilities							
Loans and bills Payable	Audited vouchers and wages unpaid	Miscellaneous accounts payable	Matured interest, dividends and rents unpaid	Total 1912	Total 1911	Increase 1912	Decrease 1912
		\$ 917.28		\$ 917.28		\$ 917.28	
	\$ 55,532.29	^a 5,431.33	\$ 6,716.64	\$ 67,680.26	\$ 72,457.87	6,345.97	\$ 4,777.11
	8,552.66			8,552.66	2,206.69		
	343.16			343.16	483.42		145.26
\$ 25,000.00	14,912.33	21,288.31		61,200.64	57,307.37	3,833.27	
\$ 25,000.00	79,340.44	27,636.92	6,716.64	\$ 138,694.00	\$ 132,519.85	\$ 11,006.52	\$ 4,922.37

^aOther working liabilities.

TABLE NO. 14—COMPARATIVE GENERAL BALANCE

Lines	Accrued Liabilities Not Due			
	Taxes Accrued		Increase 1912	Decrease 1912
	1911	1912		
Des Moines Terminal.....				
Des Moines Union.....				
Des Moines Western.....				
Iowa Transfer.....				
Sioux City Terminal.....	\$ 912.38	\$ 721.10		\$ 191.28
Total.....	\$ 912.38	\$ 721.10		\$ 191.28

TABLE NO. 15—COMPARATIVE GENERAL BALANCE

Lines	Appropriated Surplus—Continued.			
	Total 1912	Total 1911	Increase 1912	Decrease 1912
Des Moines Terminal.....				
Des Moines Union.....	\$ 24,919.26	\$ 24,919.26		
Des Moines Western.....				
Iowa Transfer.....				
Sioux City Terminal.....	17,004.51	15,729.92	1,274.59	
Total.....	\$ 41,923.77	\$ 40,649.18	\$ 1,274.59	

TABLE NO. 16—EMPLOYEES AND SALARIES—

Lines	Employees and							
	General Officers				All Other Employees			
	No. on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	No. on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
Des Moines Terminal.....	1	365	\$ 300.00	\$.82	23	1,963	\$ 3,745.01	\$ 4.14
Des Moines Union.....	6	730	5,400.00	7.40	349	112,476	260,966.39	2.32
Des Moines Western.....	4	366	369.96	1.09	29	10,126	19,208.21	1.89
Iowa Transfer.....	4	1,460	480.00	.66	6	1,835	4,610.77	2.51
Sioux City Terminal.....	4	1,460	7,300.00	5.00	36	13,332	34,032.57	2.55
Total.....	19	4,381	\$13,879.96	\$ 3.19	443	139,732	\$ 322,562.96	\$ 2.31

SHEET—LIABILITIES—CONTINUED—TERMINAL COMPANIES

Deferred Credit Items.				Appropriated Surplus	
Amount		Increase 1912	Decrease 1912	Additions to property since June 30, 1907 through income	Reserves from income or surplus not specifically invested
1911	1912				
				\$ 24,919.26	
					\$ 17,004.51
				\$ 24,919.26	\$ 17,004.51

SHEET—LIABILITIES—CONTINUED—TERMINAL COMPANIES

Profit and Loss				Grand Total		Increase 1912	Decrease 1912
Balance		Increase 1912	Decrease 1912	1912	1911		
1912	1911						
\$ 14,076.00	\$ 12,674.47	\$ 1,401.53		\$ 314,193.28	\$ 301,474.47	\$ 12,718.81	
797,068.05	699,617.56	97,450.49		1,960,667.57	1,867,994.19	92,673.38	
69,266.39	59,340.52	9,925.87		162,819.05	279,247.21		\$ 116,428.16
1,223.87	1,227.77		\$ 13.90	35,567.93	35,726.19		169.16
4,049.87	3,606.99	442.91		182,976.12	177,616.63	5,359.49	
\$ 885,684.18	\$ 776,477.28	\$ 109,220.80	\$ 13.90	\$ 2,656,223.06	\$ 2,662,058.09	\$ 110,751.68	\$ 116,587.32

DESCRIPTION OF EQUIPMENT—TERMINAL COMPANIES

Salaries				Equipment Owned									
Total				Locomotives				Cars					
No. on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Passenger	Freight	Switching	Fitted with		Passenger	Freight	In companies service	Fitted with	
							Train brake	Automatic coupler				Train brake	Automatic coupler
24	2,328	\$ 4,045.01	\$ 4.96										
355	113,306	266,366.39	2.35			7	7	7		17	7	15	17
33	10,492	19,608.17	1.86										
10	3,295	5,090.77	1.54										
40	14,792	41,332.57	2.79			4	2	2		2			
462	144,113	\$ 336,442.91	\$ 2.33			11	9	9		19	7	15	17

TABLE NO. 17—TRAFFIC AND CAR STATISTICS—TERMINAL COMPANIES

Lines	Car Statistics											
	Switching Traffic—Freight				Terminal Operations —Freight				Terminal Operations —Passenger			
	Number of cars handled —Loaded	Number of cars handled —Empty	Number of cars handled at cost for tenant companies	Number of cars handled not earning revenue	Number of cars handled —Loaded	Number of cars handled —Empty	Number of cars handled not earning revenue	Total number of cars handled	Number of cars handled earning revenue	Number of cars handled at cost for tenant companies	Number of cars handled earning revenue	Total number of cars handled
Des Moines Terminal.....	73,923	577	187,392	5,999	79,997	160,406	34,270	88,131	122,401	21,247	21,247	21,247
Des Moines Union.....	1,182	1,182	187,392	187,392	187,392	187,392	2,364	31,221	33,686	7,836	7,836	7,836
Des Moines Western.....	73,923	577	187,392	5,999	79,997	160,406	34,270	88,131	122,401	21,247	21,247	21,247
Iowa Transfer.....	73,923	577	187,392	5,999	79,997	160,406	34,270	88,131	122,401	21,247	21,247	21,247
Sioux City Terminal.....	73,923	577	187,392	5,999	79,997	160,406	34,270	88,131	122,401	21,247	21,247	21,247
Total.....	76,106	18,804	385,357	15,998	159,994	320,812	68,844	207,613	226,402	50,537	50,537	50,537

TABLE NO. 18—TRAFFIC AND CAR STATISTICS—CONTINUED—TERMINAL COMPANIES

Lines	Summary—Car Statistics								Revenue and Expense Statistics—Switching Traffic and Terminal Operations.							
	Total number of cars handled earning revenue—Loaded	Total number of cars handled not earning revenue—Loaded	Total number of cars handled not earning revenue—Empty	Total number of cars handled at cost for tenant companies	Total number of cars handled	Revenue from revenue cars	Other revenue	Total revenue	Average revenue per revenue car	Amount received from tenant companies	Average amount received per car from tenant companies	Operating expenses	Average expense per car handled			
Des Moines Terminal.....	73,923	5,999	79,997	109,378	143,648	\$ 44,496.20	\$ 3,373.06	\$ 47,869.26	2.007	\$ 314,836.63	\$ 2.970	\$ 237,809.96	\$1.614			
Des Moines Union.....	1,182	1,182	1,182	38,557	40,739	405.75	3,868.81	4,274.56	2.007	33,793.43	.889	28,201.00	.690			
Des Moines Western.....	73,923	5,999	79,997	109,378	143,648	44,496.20	3,373.06	47,869.26	2.007	314,836.63	2.970	237,809.96	1.614			
Iowa Transfer.....	73,923	5,999	79,997	109,378	143,648	44,496.20	3,373.06	47,869.26	2.007	314,836.63	2.970	237,809.96	1.614			
Sioux City Terminal.....	73,923	5,999	79,997	109,378	143,648	44,496.20	3,373.06	47,869.26	2.007	314,836.63	2.970	237,809.96	1.614			
Total.....	76,106	18,804	94,910	385,357	532,457	\$ 152,006.95	\$ 21,828.47	\$ 173,835.42	1.623	\$ 556,112.49	\$ 1.068	\$ 374,253.14	\$.708			

TABLE NO. 19—RENEWALS OF RAILS AND TIES—CONSUMPTION OF FUEL BY LOCOMOTIVES—ACCIDENTS TO PERSONS—TERMINAL COMPANIES

Lines	Renewals of Rails and Ties During Year				Consumption of Fuel by Locomotives						Accidents to Persons										
	Steel Rails			Ties	Switching Locomotives				Consumption per Mile		Killed		Injured								
	Tons	Weight per yard—lbs.	Average price per ton at distributing point	Number	Average price at distributing point	Bituminous Coal		Hard Wood		Soft Wood		Miles run	Average lbs. consumed per mile	Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total
						Tons	Average cost at distributing point	Cords	Average cost at distributing point	Cords	Average cost at distributing point										
Des Moines Terminal.....																					
Des Moines Union.....	98.59	75	\$29.96	6,527	.860	7,550	\$2.287										48	2			50
Des Moines Western.....				749	.725																
Iowa Transfer.....																					
Sioux City Terminal.....	50.50	60	20.00	2,633	.866	3,096	3.630								1	1		1	2		3
Total.....	149.09			9,909		11,246									1	1	48	3	2		53

COMPILED RETURNS
OF
Railway Bridge Companies

TABLE NO. 1—CAPITAL STOCK—BRIDGE COMPANIES

Name	Common Stock							Dividends Declared During Year	
	No. of shares authorized	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent			Total par value not held by respondent	Rate	Amount
				In treasury	Pledged as collateral	In sinking or other funds			
Dunleith & Dubuque.....	10,000	\$ 1,000,000.00	\$ 1,000,000.00				\$ 1,000,000.00	14	\$ 140,000.00
Keokuk & Hamilton.....	10,000	1,000,000.00	1,000,000.00				1,000,000.00		
Missouri Valley & Blair.....	20,000	2,000,000.00	1,930,000.00				1,930,000.00	6	115,800.00
Omaha Bridge & Terminal.....	75,000	7,500,000.00	5,000,000.00				5,000,000.00		
Sioux City Bridge.....	22,500	2,250,000.00	945,800.00				945,800.00	8	75,664.00
Total.....	137,500	\$13,750,000.00	\$ 9,875,800.00				\$ 9,875,800.00		\$ 331,464.00

TABLE NO. 2—FUNDED DEBT—BRIDGE COMPANIES

Name	Mortgage Bonds							Interest	
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent			Total par value not held by respondent	Rate	Amount accrued during year	Amount paid during year
			In treasury	Pledged as collateral	In sinking or other funds				
Dunleith & Dubuque.....									
Keokuk & Hamilton.....	\$1,000,000.00	\$1,000,000.00				\$1,000,000.00			
Missouri Valley & Blair.....									
Omaha Bridge & Terminal.....									
Sioux City Bridge.....									
Total.....	\$1,000,000.00	\$1,000,000.00				\$1,000,000.00			

TABLE NO. 3—RECAPITULATION OR CAPITALIZATION—BRIDGE COMPANIES

Name	Total Par Value Outstanding			Assignments							
	Capital stock	Funded debt	Total	To Railways			To Other Properties				
				Capital Stock	Funded debt	Total	Capital stock	Funded debt	Total		
Dunleith & Dubuque.....	\$ 1,000,000.00		\$ 1,000,000.00	\$ 1,000,000.00		\$ 1,000,000.00					
Keokuk & Hamilton.....	1,000,000.00	\$ 1,000,000.00	2,000,000.00	1,000,000.00	\$ 1,000,000.00	2,000,000.00					
Missouri Valley & Blair.....	1,930,000.00		1,930,000.00	1,930,000.00		1,930,000.00					
Omaha Bridge & Terminal.....	5,000,000.00		5,000,000.00	5,000,000.00		5,000,000.00					
Sioux City Bridge.....	945,800.00		945,800.00	945,800.00		945,800.00					
Total.....	\$ 9,875,800.00	\$ 1,000,000.00	\$10,875,800.00	\$ 9,875,800.00	\$ 1,000,000.00	\$10,875,800.00					

TABLE NO. 4—SUMMARY OF ROAD AND EQUIPMENT—BRIDGE COMPANIES

Name	Entire Line					
	Investment to June 30, 1907		Investment since June 30, 1907	Total	Reserve for accrued depreciation—Cr.	Net total
	Road	Equipment				
Dunleith & Dubuque.....	\$ 1,016,862.82		\$ 33,141.77	\$ 1,050,004.59		\$ 1,050,004.59
Keokuk & Hamilton.....	2,000,000.00			2,000,000.00		2,000,000.00
Missouri Valley & Blair.....	1,930,000.00		10,009.73	1,940,009.73		1,940,009.73
Omaha Bridge & Terminal.....	6,733,391.08	\$ 18,785.01	a 67,423.70	6,899,752.39		6,899,752.39
Sioux City Bridge.....	945,800.00			945,800.00	\$ 50,434.64	895,365.36
Total.....	\$ 12,631,053.90	\$ 18,785.01	a 24,272.20	\$ 12,625,566.71	\$ 50,434.64	\$ 12,575,132.07

a Credit.

TABLE NO. 5—INCOME ACCOUNT

Name	Rail Operations			Taxes accrued	Operating income	Other Joint facil- ities
	Operating revenues	Operating expenses	Net operating expenses			
Dunleith & Dubuque				\$30,000.00	\$30,000.00	\$ 175,582.32
Keokuk & Hamilton	\$65,496.19	\$18,447.12	\$47,049.07	4,384.91	42,664.16	
Missouri Valley & Blair				9,226.13	a 9,226.13	
Omaha Bridge & Terminal					b 87,500.00	
Sioux City Bridge				15,438.01	a 15,438.01	97,077.21
Total	\$65,496.19	\$18,447.12	\$47,049.07	\$59,039.05	\$ 75,500.02	\$ 272,659.53

a Loss.
b Income from lease of road.
c Other interest.

TABLE NO. 6—PROFIT AND LOSS

Name	Debit	
	Balance, June 30, 1911	Balance for year brought forward
Dunleith & Dubuque		
Keokuk & Hamilton		
Missouri Valley & Blair		
Omaha Bridge & Terminal		
Sioux City Bridge		
Total		

—BRIDGE COMPANIES

Income				Gross corporate income	Interest accrued on funded debt	Dividends declared on common stock	Balance for Year carried to Profit and Loss	
Miscellaneous rents	Interest on other securities, loans and accounts	Miscellaneous income	Total				Credit	Debit
			\$ 175,582.32	\$ 145,582.32		\$ 140,000.00	\$ 5,582.32	
\$ 146,003.19	\$ 300.99	\$ 9,693.03	9,994.02	52,658.18		115,800.00	52,658.18	
	2,823.32		148,326.51	139,100.38			23,300.38	
				87,500.00	\$ c 87,500.00			
	970.20		98,047.41	82,609.40		75,664.00	6,945.40	
\$ 146,003.19	\$ 3,594.51	\$ 9,693.03	\$ 431,950.26	\$ 507,450.28	\$ 87,500.00	\$ 431,464.00	\$88,486.28	

ACCOUNT—BRIDGE COMPANIES

Deductions for year	Debit		Credit				
	Balance credit June 30, 1912	Total	Balance June 30, 1911	Balance for year brought forward	Additions for year	Balance debit June 30, 1912	Total
\$ 60,000.00	\$ 80,527.85	\$ 80,527.85	\$ 74,945.53	\$ 5,582.32			\$ 80,527.85
	14,550.42	74,550.42	21,892.24	52,658.18			74,550.42
10,997.83	123,548.14	123,548.14	100,247.76	23,300.38			123,548.14
	175,877.57	186,875.40	186,812.74		\$ 62.66		186,875.40
	57,659.97	57,659.97	50,714.57	6,945.40			57,659.97
\$ 70,997.83	\$ 452,163.95	\$ 523,161.78	\$ 434,612.84	\$ 88,486.28	\$ 62.66		\$ 523,161.78

TABLE NO. 7—OPERATING EXPENSES

Name	Maintenance of Way and				
	Maintenance of roadway and tracks	Maintenance of track structures	Maintenance of buildings, docks and wharves	Injuries to persons	Other maintenance of way and structure expenses
Dunleith & Dubuque.....	\$ 3,279.11				\$ 5,002.25
Keokuk & Hamilton.....		\$ 3,616.63			
Missouri Valley & Blair.....					
Omaha Bridge & Terminal.....					
Sioux City Bridge.....	4,029.83	2,038.68	\$ 8.99		
Total	\$ 7,308.94	\$ 5,655.31	\$ 8.99		\$ 5,002.25

TABLE NO. 8—OPERATING EXPENSES—ENTIRE

Name	General	
	Administration	Other general expenses
Dunleith & Dubuque.....	\$ 2,550.53	\$ 242.95
Keokuk & Hamilton.....	14,830.49	
Missouri Valley & Blair.....		
Omaha Bridge & Terminal.....		
Sioux City Bridge.....		533.00
Total	\$ 17,381.02	\$ 775.95

— ENTIRE LINE—BRIDGE COMPANIES

Structures		Transportation Expenses					
Maintaining joint tracks, yards and other facilities—Cr.	Total	Superintendence and dispatching trains	Station service	Casualties	All other transportation expenses	Operating joint tracks and facilities—Credit	Total
\$ 8,281.36		\$ 2,915.03			\$ 5,752.80	\$ 8,667.92	
	\$ 3,616.63						
6,077.50		3,962.58	\$ 39.26		502.20	4,504.04	
\$ 14,358.86	\$ 3,616.63	\$ 6,877.61	\$ 39.26		\$ 6,255.00	\$ 13,171.06	

LINE—CONTINUED—BRIDGE COMPANIES

Expenses		Recapitulation of Expenses				Ratio of operating expenses to operating revenues Per Cent
General Administration, joint tracks, yards and terminals—Cr.	Total	Maintenance of Way and Structures	Transportation Expenses	General Expenses	Total operating expenses	
		Amount	Amount	Amount		
\$ 2,793.40						
	\$ 14,830.49	\$ 3,616.63		\$ 14,830.49	\$ 18,447.12	28.16
533.00						
\$ 3,326.48	\$ 14,830.49	\$ 3,616.63		\$ 14,830.49	\$ 18,447.12	

TABLE NO. 9—TAXES AND ASSESSMENTS—BRIDGE COMPANIES

Name	Iowa	Illinois	Nebraska	Internal Revenue U. S. Government	Total Taxes
Dunleith & Dubuque.....	\$ 24,309.67	\$ 4,328.43		\$ 1,361.90	\$ 30,000.00
Keokuk & Hamilton.....	1,660.00	2,724.91			4,384.91
Missouri Valley & Blair.....	2,527.50		\$ 5,321.46	1,377.17	9,226.13
Omaha Bridge & Terminal.....					
Sioux City Bridge.....	6,588.75		a 8,069.20	780.06	15,438.01
Total.....	\$ 35,085.92	\$ 7,053.34	\$ 13,390.66	\$ 3,519.13	\$ 59,049.05

a Includes \$149.20 on property owned, not used in operation, and miscellaneous.

TABLE NO. 10—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—BRIDGE COMPANIES

Name	Property Investment							
	Investment to June 30, 1907		Investment Since June 30, 1907				Reserved for Accrued Depreciation—Cr.	
	Road	Equipment	Road		Equipment		1911	1912
			1911	1912	1911	1912		
Dunleith & Dubuque.....	\$ 1,016,862.82		\$ 33,141.77	\$ 33,141.77				
Keokuk & Hamilton.....	2,000,000.00		3,781.81	10,009.73				
Missouri Valley & Blair.....	1,930,000.00							
Omaha Bridge & Terminal.....	6,738,891.08	18,785.01	42,922.78	a 48,638.69		\$ a 18,785.01		
Sioux City Bridge.....	945,800.00					\$ 40,434.62	\$ 50,434.64	
Total.....	\$ 12,631,053.90	\$ 18,785.01	\$ 79,846.36	\$ a 5,487.19		\$ a 18,785.01	\$ 40,434.62	\$ 50,434.64

a Credit.

TABLE NO. 11—COMPARATIVE GENERAL BALANCE

Name	Property Investment					
	Miscellaneous Investments		Total		Increase	Decrease
	1911	1912	1911	1912	1912	1912
Dunleith & Dubuque...	\$ 1.00	\$ 1.00	\$ 1,050,005.50	\$ 1,050,005.50		
Keokuk & Hamilton.....			2,000,000.00	2,000,000.00		
Missouri Valley & Blair.....			1,033,781.81	1,940,009.73	\$ 6,227.92	
Omaha Bridge & Terminal.....			6,800,098.87	6,089,752.39		\$ 110,346.48
Sioux City Bridge.....			905,365.38	895,365.35		10,000.02
Total.....	\$ 1.00	\$ 1.00	\$12,689,251.65	\$12,575,133.07	\$ 6,227.92	\$ 120,346.50

TABLE NO. 12—COMPARATIVE GENERAL BALANCE

Name	Working			
	Marketable Securities		Other Working Assets	
	1911	1912	1911	1912
Dunleith & Dubuque.....				
Keokuk & Hamilton.....				
Missouri Valley & Blair.....				
Omaha Bridge & Terminal.....				
Sioux City Bridge.....				
Total.....				

SHEET—ASSETS—CONTINUED—BRIDGE COMPANIES

Working Assets									
Cash		Loans and Bills Receivable		Traffic and car Service Balance Due from Other Companies		Net Balances Due from Agents and Conductors		Miscellaneous Accounts Receivable	
1911	1912	1911	1912	1911	1912	1911	1912	1911	1912
								\$ 24,939.94	\$ 116,804.41
\$ 22,152.24	\$ 14,830.42								
83,953.66	103,697.71							13,348.33	13,333.33
27,377.74				\$14,132.15		\$ 5,193.20		97,649.81	238,458.99
50,913.09	15,719.38							47,857.16	97,657.70
\$ 184,396.73	\$ 134,247.51			\$14,132.15		\$ 5,193.20		\$ 183,795.24	\$ 466,254.43

SHEET—ASSETS—CONTINUED—BRIDGE COMPANIES

Assets—Continued				Grand Total		Increase	Decrease
Total		Increase	Decrease				
1911	1912	1912	1912	1911	1912	1912	1912
\$ 24,939.94	\$ 116,804.41	\$ 91,864.47		\$ 1,074,945.53	\$ 1,166,810.00	\$91,864.47	
22,152.24	14,830.42		\$ 7,321.82	2,022,152.24	2,014,830.42		\$ 7,321.82
97,901.96	117,031.04	19,729.06		2,031,083.80	2,057,040.77	25,956.97	
144,352.90	238,458.99	94,106.09		6,944,451.77	6,928,211.38		16,240.39
98,770.25	113,377.08	14,606.83		1,004,135.63	1,008,742.44	4,606.81	
\$ 387,517.32	\$ 600,501.94	\$ 220,306.44	\$ 7,321.82	\$13,076,768.97	\$13,175,635.01	122,428.25	\$23,562.21

TABLE NO. 13—COMPARATIVE GENERAL BALANCE

Name	Capital Stock		Funded Debt		Working	
					Audited Vouch- ers and Wages Unpaid	
	1911	1912	1911	1912	1911	1912
Dunleith & Dubuque.....	\$ 1,000,000.00	\$ 1,000,000.00				\$ 1,414.52
Keokuk & Hamilton.....	1,000,000.00	1,000,000.00				
Missouri Valley & Blair.....	1,930,000.00	1,930,000.00			\$ 836.04	3,492.63
Omaha Bridge & Terminal.....	5,000,000.00	5,000,000.00	\$ 1,750,000.00	\$ 1,752,333.81	7,639.03	
Sioux City Bridge.....	945,800.00	945,800.00			7,621.06	5,282.47
Total.....	\$ 9,875,800.00	\$ 9,875,800.00	\$ 1,750,000.00	\$ 1,752,333.81	\$16,096.13	\$10,189.62

TABLE NO. 14—COMPARATIVE GENERAL BALANCE

Name	Profit	
	Balance	
	1911	1912
Dunleith & Dubuque.....	\$ 74,945.53	\$ 80,527.85
Keokuk & Hamilton.....	21,892.24	14,550.42
Missouri Valley & Blair.....	100,247.76	123,548.14
Omaha Bridge & Terminal.....	186,812.74	175,877.57
Sioux City Bridge.....	50,714.57	57,659.97
Total.....	\$ 434,612.84	\$ 452,163.95

SHEET—LIABILITIES—BRIDGE COMPANIES

Liabilities									
Matured Inter- est, Dividends and Rents Unpaid		Other Working Liabilities		Total		Increase	Decrease	Accrued Li- abilities Not Due	
1911	1912	1911	1912	1911	1912	1912	1912	1911	1912
	\$70,000.00					\$ 71,414.52	\$71,414.52		
\$ 260.00	280.00	\$ 1,000,000.00	\$ 1,000,000.00	\$ 1,000,260.00	1,000,280.00	20.00			\$14,867.63
				836.04	3,492.63	2,656.59			
				7,639.03				\$ 7,639.03	
				7,621.06	5,282.47			2,338.59	
\$ 260.00	\$70,280.00	\$ 1,000,000.00	\$ 1,000,000.00	\$ 1,016,356.13	\$ 1,080,469.62	\$74,091.11	\$ 9,977.62		\$14,867.63

SHEET—LIABILITIES—CONTINUED—BRIDGE COMPANIES

and Loss		Grand Total			
Increase	Decrease	Amount		Increase	Decrease
1912	1912	1911	1912	1912	1912
\$ 5,582.32		\$ 1,074,945.53	\$ 1,166,810.00	\$ 91,864.47	
	\$ 7,341.82	2,022,152.24	2,014,830.42		\$ 7,321.82
23,300.33		2,031,083.80	2,057,040.77	25,956.97	
	10,935.17	6,944,451.77	6,928,211.38		16,240.39
6,945.40		1,004,136.63	1,008,742.44	4,606.81	
\$ 35,828.10	\$ 18,276.99	\$ 13,076,768.97	\$ 13,175,635.01	\$ 122,428.25	\$ 23,562.21

TABLE NO. 15—EMPLOYES AND SALARIES

Name	Employees			
	General Officers			
	Number on June 30, 1912	Total number of days worked	Total yearly compensation	Average daily compensation
Dunleith & Dubuque.....	2	626	\$ 1,520.00	\$ 2.43
Keokuk & Hamilton.....	3	969	5,400.00	5.57
Missouri Valley & Blair.....	7	2,191		
Omaha Bridge & Terminal.....				
Sioux City Bridge.....	6	1,878		
Total.....	18	5,664	\$ 6,920.00	\$ 4.34

TABLE NO. 16—MILEAGE—BRIDGES, TRESTLES

Name	Mileage Owned						Total mileage—Entire line
	Main Line			Branches, Spurs and All Other Tracks			
	Iowa	Illinois	Nebraska	Iowa	Illinois	Nebraska	
Dunleith & Dubuque.....	1.22	.08					1.30
Keokuk & Hamilton.....	2.60						2.60
Missouri Valley & Blair.....	2.11		1.25	2.09		1.61	7.06
Omaha Bridge & Terminal.....	.58		1.45	2.28		13.71	18.02
Sioux City Bridge.....	1.74		2.14	.93		.53	5.34
Total.....	6.31	.08	4.84	5.30		15.85	32.38

—ACCIDENTS TO PERSONS—BRIDGE COMPANIES

and Salaries								Accidents to Persons							
All Other Employees				Total				Killed		Injured					
Number on June 30, 1912	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1912	Total number days worked	Total yearly compensation	Average daily compensation	Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total
11	3,756	\$ 8,376.12	\$ 2.23	13	4,382	\$ 9,896.12	\$ 2.26								
8	2,928	6,725.10	1.96	11	3,897	11,125.10	2.86								
13	3,784	6,945.76	1.84	20	5,975	6,945.76	1.84								
10	4,633	8,713.80	1.88	16	6,511	8,713.80	1.88								
42	15,101	\$29,760.78	\$ 1.97	60	20,765	\$36,680.78	\$ 2.19								

AND CROSSINGS—BRIDGE COMPANIES

Bridges								Trestles		O'erh'd Cr's'gs			
Stone		Iron		Wooden		Combination		Total		Number	Aggregate length—feet	Highway	Railway
Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet				
		2	1,565					2	1,565				
		1	2,500	1	100			2	2,600				
		2	1,594					2	1,594				
		3	1,937					3	1,937	1	134		
		8	7,596	1	100			9	7,696	1	134		

COMPILED RETURNS
OF
Electric Interurban Railway
Companies

TABLE NO. 1—MILEAGE—ELECTRIC LINES

Number	Lines	Mileage of Road Operated—All Tracks												Number				
		Line Owned				Line of proprietary companies	Line operated under lease	Line operated under contract	Line operated under trackage rights	Total Mileage Operated					New Line Constructed During Year			
		Single track	Second track	Sidings and turn-outs	Total					Single track	Second track	Sidings and turn-outs	Total		Single track	Second track	Sidings and turn-outs	Total
1	Albia Interurban	10.00			10.00					10.00			10.00					1
2	Boone Electric	5.50			5.50													2
3	Cedar Rapids & Iowa City	28.35		3.08	31.43		.86			29.21		3.06	32.27					3
4	^a Cedar Rapids & Marion City	2.80			2.80					2.80			2.80					4
5	Centerville Light & Traction	6.48		.10	6.58					6.48		.10	6.58					5
6	Colfax Springs	1.00			1.00					1.00			1.00					6
7	Ft. Dodge, Des Moines & Southern	118.57		23.74	142.31	3.35		4.80		125.96		24.50	150.46	5.73			5.73	7
8	Inter-Urban	64.18	5.06	4.45	73.69			20.75		84.93	5.06	4.45	94.44			1.15	1.15	8
9	Iowa & Illinois	32.54	1.61	2.07	36.22			36.31		36.17	1.61	2.07	39.85					9
10	Mason City & Clear Lake	14.62		5.54	20.16					14.62		5.54	20.16					10
11	^b Oskaloosa & Buxton	2.30			2.30					2.30			2.30					11
12	Oskaloosa Traction & Light					2.30				2.30			2.30					12
13	^c Tama & Toledo Ry. Co.	2.95		.10	3.05					2.95		.10	3.05	.20			.20	13
14	Waterloo, Cedar Falls & Northern	50.86	3.58	7.16	61.60					50.86	3.58	7.16	61.60	.79	.54	.88	2.16	14
	Total	340.15	10.25	46.24	396.64	3.35	3.16	31.86	369.58	10.25	47.00	126.83	6.72	.54	1.98	9.24		

^aMileage from city limits of Cedar Rapids to Marion City.
^bThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^cThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 2—CAPITAL STOCK—ELECTRIC LINES

Number	Lines	Number of Shares Authorized			Par value of one share	Total Par Value Authorized			Total Par Value Outstanding			Number
		Common	Preferred	Total		Common	Preferred	Total	Common	Preferred	Total	
1	Albia Interurban	2,500		2,500	\$ 100.00	\$ 250,000.00		\$ 250,000.00	\$ 250,000.00		\$ 250,000.00	1
2	Boone Electric	3,000	3,000	6,000	100.00	300,000.00	300,000.00	600,000.00	300,000.00	300,000.00	600,000.00	2
3	a Cedar Rapids & Iowa City	17,000	10,000	27,000	100.00	1,700,000.00	1,000,000.00	2,700,000.00	1,700,000.00	563,810.00	2,263,810.00	3
4	Cedar Rapids & Marion City											4
5	b Centerville Light & Traction	5,000		5,000	100.00	500,000.00		500,000.00	175,000.00		175,000.00	5
6	Colfax Springs	250		250	100.00	25,000.00		25,000.00	25,000.00		25,000.00	6
7	Ft. Dodge, Des Moines & S.	55,000	12,000	67,000	100.00	5,500,000.00	1,200,000.00	6,700,000.00	5,500,000.00	1,200,000.00	6,700,000.00	7
8	Inter-Urban	12,000		12,000	100.00	1,200,000.00		1,200,000.00	1,160,000.00		1,160,000.00	8
9	Iowa & Illinois	15,000	8,000	23,000	100.00	1,500,000.00	800,000.00	2,300,000.00	1,500,000.00	554,200.00	2,054,200.00	9
10	Mason City & Clear Lake	15,000		15,000	100.00	1,500,000.00		1,500,000.00	400,000.00		400,000.00	10
11	c Oskaloosa & Buxton	5,000		5,000	100.00	500,000.00		500,000.00	170,094.66		170,094.66	11
12	Oskaloosa Traction & Light	3,000		3,000	100.00	300,000.00		300,000.00	300,000.00		300,000.00	12
13	d Tama & Toledo Ry. Co.	500		500	100.00	50,000.00		50,000.00	50,000.00		50,000.00	13
14	Waterloo, Cedar Rapids & N.	22,500	3,000	25,500	100.00	2,250,000.00	300,000.00	2,550,000.00	1,875,000.00	202,800.00	2,077,800.00	14
	Total	155,750	36,000	191,750	\$ 100.00	\$15,575,000.00	\$ 3,000,000.00	\$19,175,000.00	\$13,405,094.66	\$ 2,820,810.00	\$16,225,904.66	

a The capital stock of this company covers the lighting, power and steam plant as well as railway owned by this company.
 b The capital stock of this company covers the street railway, interurban railway, electric lighting and power system. Gas works and district steam heating system owned by the company.
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 d This report covers the period, December 1, 1911, to July 1, 1912.

TABLE NO. 3—CAPITAL STOCK—CONTINUED—ELECTRIC LINES

Number	Lines	Total Par Value Held by Respondent						Total Par Value Not Held by Respondent			Dividends Declared During Year				Number		
		In Treasury			Sinking or Other Funds			Common	Preferred	Total	Rate		Amount				
		Common	Preferred	Total	Common	Preferred	Total				Common	Preferred	Common	Preferred			
1	Albia Interurban			\$48,000.00					\$ 202,000.00		\$ 202,000.00						1
2	Boone Electric								300,000.00	300,000.00	600,000.00		7.00		\$ 3,182.05		2
3	a Cedar Rapids & Iowa City								1,700,000.00	563,810.00	2,263,810.00		2.00	7.00	\$42,500.00	\$3,223.82	3
4	Cedar Rapids & Marion City																4
5	b Centerville Light & Traction								175,000.00		175,000.00						5
6	Colfax Springs								25,000.00		25,000.00						6
7	Ft. Dodge, Des Moines & Southern								5,500,000.00	1,200,000.00	6,700,000.00						7
8	Inter-Urban								1,160,000.00		1,160,000.00						8
9	Iowa & Illinois								1,500,000.00	554,200.00	2,054,200.00						9
10	Mason City & Clear Lake								400,000.00		400,000.00	10.00		40,000.00			10
11	c Oskaloosa & Buxton								170,094.66		170,094.66						11
12	Oskaloosa Traction & Light								300,000.00		300,000.00						12
13	d Tama & Toledo Ry. Co.								50,000.00		50,000.00						13
14	Waterloo, Cedar Falls & Northern								1,875,000.00	202,800.00	2,077,800.00						14
	Total			\$48,000.00		\$48,000.00			\$13,357,094.66	\$ 2,820,810.00	\$16,177,904.66			\$82,500.00	\$86,405.87		

a The capital stock of this company covers the lighting, power and steam plant as well as railway owned by this company.
 b The capital stock of this company covers the street railway, interurban railway, electric lighting and power system, gas works and district steam heating system owned by the company.
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 d This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 4—FUNDED DEBT—ELECTRIC LINES

Number	Lines	Total Funded Debt							Number	
		Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent		Total Par Value not Held by Respondent	Interest			
				In treasury	In sinking or other funds		Rate	Amount accrued during year		Amount paid during year
1	Albia Interurban	\$ 482,644.90	\$ 482,644.90	\$ 247,500.00		\$ 235,144.90	6-7	\$ 1,778.42	\$ 1,778.42	1
2	Boone Electric	1,000,000.00	260,000.00			260,000.00	6	11,378.10	6,975.36	2
3	a Cedar Rapids & Iowa City	2,000,000.00	1,548,000.00	113,000.00	\$ 122,000.00	1,313,000.00	5	65,650.00	65,650.00	3
4	Cedar Rapids & Marion City									4
5	b Centerville Light & Traction	125,000.00	125,000.00			125,000.00	6	3,750.00	3,750.00	5
6	Colfax Springs									6
7	Ft. Dodge, Des Moines & Southern	10,000,000.00	5,773,900.00	571,000.00		5,202,900.00				7
8	Inter-Urban									8
9	Iowa & Illinois	2,000,000.00	1,160,000.00		9,000.00	1,151,000.00	5	58,000.00	58,000.00	9
10	Mason City & Clear Lake	2,600,000.00	1,063,000.00			1,063,000.00	5	52,825.00	52,500.00	10
11	d Oskaloosa & Buxton		330,000.00			330,000.00	6	15,292.60	13,793.07	11
12	Oskaloosa Traction & Light	300,000.00	200,000.00		9,000.00	191,000.00				12
13	e Tama & Toledo Ry. Co.	10,000.00	10,000.00			10,000.00	6	850.00	200.00	13
14	Waterloo, Cedar Rapids & Northern	6,250,000.00	2,820,000.00	141,000.00		2,179,000.00	5-6	108,227.28	108,227.28	14
	Total	\$24,067,644.90	\$13,272,544.90	\$ 1,072,500.00	\$ 140,000.00	\$12,060,044.90		\$ 317,251.70	\$ 310,874.18	

a Funded debt of this company covers the lighting, power and steam plants as well as railway owned by this company.
 b The funded debt of this company covers the street railway, electric lighting and power system, gas works and district steam heating system owned by the company.
 c Unlimited.
 d This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 e This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 5—RECAPITULATION OF CAPITALIZATION—ELECTRIC LINES

Number	Lines	Capital Stock			Funded Debt			Total—Stock and Debt			Number
		Total par value outstanding	Amount Per Mile of Line		Total par value outstanding	Amount Per Mile of Line		Total par value outstanding	Amount Per Mile of Line		
			Miles	Amount		Miles	Amount		Miles	Amount	
1	Albia Interurban	\$ 250,000.00	10.00	\$ 25,000.00	\$ 482,644.90	10.00	\$ 48,264.49	\$ 732,644.90	10.00	\$ 73,264.49	1
2	e Boone Electric	600,000.00	5.00	120,000.00	260,000.00	5.00	52,000.00	860,000.00	5.00	172,000.00	2
3	a Cedar Rapids & Iowa City	2,263,810.00	28.35	79,842.20	1,548,000.00	28.35	54,603.18	3,889,810.00	28.35	134,455.38	3
4	Cedar Rapids & Marion City										4
5	b Centerville Light & Traction	175,000.00	6.48	27,006.17	125,000.00	6.48	19,290.12	300,000.00	6.48	46,296.29	5
6	Colfax Springs	25,000.00	1.00	25,000.00				25,000.00	1.00	25,000.00	6
7	Ft. Dodge, Des Moines & Southern	6,700,000.00	161.74	41,424.51	5,773,900.00	161.74	35,698.65	12,473,900.00	161.74	77,123.16	7
8	Inter-Urban	1,160,000.00	73.69	15,741.62	1,160,000.00	73.69	15,741.62	2,320,000.00	73.69	31,483.24	8
9	Iowa & Illinois	2,054,200.00	36.22	56,717.65	1,063,000.00	36.22	29,350.06	3,117,200.00	36.22	86,067.70	9
10	Mason City & Clear Lake	400,000.00	20.16	19,841.27	330,000.00	20.16	16,369.04	730,000.00	20.16	36,210.31	10
11	c Oskaloosa & Buxton	170,094.66	2.30	73,954.20				170,094.66	2.30	73,954.20	11
12	Oskaloosa Traction & Light	300,000.00	2.30	130,435.00	200,000.00	2.30	86,956.52	500,000.00	2.30	217,391.52	12
13	d Tama & Toledo Ry. Co.	50,000.00	3.10	16,130.00	10,000.00	3.10	3,225.00	60,000.00	3.10	19,355.00	13
14	Waterloo, Cedar Falls & Northern	2,077,800.00	50.86	36,865.91	2,320,000.00	50.86	45,615.41	4,897,800.00	50.86	82,481.32	14
	Total	\$16,225,904.66	401.20	\$ 40,443.40	\$13,272,544.90	397.90	\$ 33,356.48	\$29,498,449.56	401.20	\$ 73,525.53	

a Capital stock and funded debt of this company covers the lighting, power and steam plant, as well as railway owned by this company.
 b The capital stock and funded debt of this company covers the street railway, interurban railway, electric lighting and power system, gas works and district steam heating system owned by the company.
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 d This report covers the period December 1, 1911, to July 1, 1912.
 e The capital stock and funded debt of this company covers lighting and heating plant as well as electric railway.

TABLE NO. 6—CURRENT ASSETS AND LIABILITIES—ELECTRIC LINES

Number	Lines	Cash and Current Assets Available for Payment of Current Liabilities								Number	
		Cash	Bills receivable	Accounts receivable	Materials and supplies	Prepaid Accounts	Miscellaneous	Total cash and current assets	Balance current liabilities		Total
1	Albia Interurban										1
2	Boone Electric	\$ 8,638.90		\$ 119,049.17	\$ 8,742.99			\$ 136,431.06		\$ 136,431.06	2
3	Cedar Rapids & Iowa C.	80,476.21	\$ 2,005.80	126,114.29	36,614.06			225,210.36	\$ 152,121.59	\$ 377,334.95	3
4	Cedar Rapids & Marion C.										4
5	Centerville Light & Trac.										5
6	Colfax Springs	250.67		100.00				350.67	2,115.44	2,466.11	6
7	Ft. D. Des M. & S.	41,169.79		78,557.05	70,241.63			189,968.47	1,086,089.74	1,276,058.21	7
8	Inter-Urban	21,613.87	4,000.00	26,051.94				52,247.53	11,879.66	64,127.19	8
9	Iowa & Illinois	9,606.05		4,349.61	14,941.50	\$ 581.79		38,160.17	\$ 686.02	67,743.38	9
10	Mason C. & Clear Lake	6,206.54	35,000.00	4,161.53	6,176.55	39.38	35,411.25	86,995.25		189,249.29	10
11	a Oskaloosa & Buxton									86,995.25	11
12	Oskaloosa T. & L. Co.										12
13	b Tama & Toledo Ry. Co.	5.29		870.00	6.70					1,062.99	13
14	Waterloo, C. F. & N.	12,478.87	72,000.00	14,062.92	29,663.50	15.37		897.36	164.93	1,062.99	14
	Total	\$ 160,446.10	\$ 113,005.80	\$ 373,316.51	\$ 166,387.02	\$ 38,796.58	\$ 177,097.27	\$ 1,029,049.37	\$ 1,511,280.30	\$ 2,540,329.67	

a This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 b This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 7—CURRENT ASSETS AND LIABILITIES—CONTINUED—ELECTRIC LINES

Number	Lines	Current Liabilities Accrued to and Including June 30, 1912								Number		
		Loans and notes payable	Accounts payable	Matured interest on funded debt unpaid	Miscellaneous matured interest unpaid	Rent due and unpaid	Dividends unpaid	Miscellaneous	Total current liabilities		Balance cash assets	Total
1	Albia Interurban										1	
2	Boone Electric	\$ 60,667.56	\$ 36,246.72						\$ 96,914.28	\$ 39,516.78	\$ 136,431.06	2
3	Cedar Rapids & Iowa City	363,046.00	14,288.95						377,334.95		377,334.95	3
4	Cedar Rapids & Marlon City											4
5	Centerville Light & Traction											5
6	Colfax Springs		2,115.44						2,115.44	350.67	2,466.11	6
7	Ft. Dodge, Des Moines & S.	513,171.34	230,222.51	\$ 220,499.47	\$ 12,164.89				1,276,058.21		1,276,058.21	7
8	Inter-Urban		62,727.19	200.00		\$ 1,200.00			64,127.19		64,127.19	8
9	Iowa & Illinois	170,559.51	14,084.29	325.00	4,150.49			\$ 130.00	189,249.29		189,249.29	9
10	Mason City & Clear Lake		4,933.56					7,667.73	12,001.29	74,393.90	86,995.25	10
11	a Oskaloosa & Buxton											11
12	Oskaloosa Traction & Light											12
13	b Tama & Toledo Ry. Co.		1,062.29						1,062.29		1,062.29	13
14	Waterloo, C. F. & N.	351,260.59	29,018.88					26,325.85	406,605.32		406,605.32	14
	Total	\$ 1,758,705.00	\$ 394,699.83	\$ 221,024.47	\$ 16,315.38	\$ 1,200.00		\$ 34,123.58	\$ 2,426,068.26	\$ 114,261.41	\$ 2,540,329.67	

a This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 b This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 8—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—ELECTRIC LINES

Number	Lines	Road				Equipment				Number		
		Total cost to June 30, 1911	Additions during year	Deductions during year	Total Cost to June 30, 1912		Total cost to June 30, 1912	Additions during year	Deductions during year		Total Cost to June 30, 1912	
					Total amount	Amount per mile of line					Amount	Amount per mile of line
1	Albia Interurban	\$ 133,000.61	\$ 39,568.42		\$ 172,629.08	\$ 17,262.90	\$ 9,220.00	\$ 3,580.00		\$ 12,800.00	\$ 1,280.00	1
2	Boone Electric		2,474.80	948.00	1,526.80	277.60				2,108.85	383.43	2
3	Cedar Rapids & Iowa City	2,961,270.05	52,906.57	337,043.81	2,677,132.81	94,432.00	105,692.06	1,392.67				3
4	Cedar Rap. & Marion City									107,084.73	3,777.00	4
5	Centerville Light & Trac.	101,724.88	1,173.03		102,897.91	15,698.31	19,167.27	355.84		13,523.11	2,031.98	5
6	Colfax Springs	22,969.89	674.44		23,644.33	23,644.33	2,703.72	41.67		2,745.39	2,745.39	6
7	Ft. D., D. M. & Southern	5,574,597.12	281,298.06		5,855,895.18	36,205.60	564,458.35	101,049.64		665,507.90	4,114.68	7
8	Inter-Urban	1,388,891.32	21,965.48		1,410,856.80	19,145.84	166,400.86	2,714.05		169,114.91	2,294.95	8
9	Iowa & Illinois	1,329,860.07	22,871.03		1,352,731.10	37,349.69	85,641.64	333.46		85,975.10	2,373.82	9
10	Mason City & Clear Lake	633,800.52	23,950.58		657,751.10	518.44		10,451.89		10,451.89	1,188.02	10
11	Oskaloosa & Buxton											11
12	Oskaloosa Tr. & Light Co.											12
13	Tama & Toledo Ry. Co.	60,000.00	976.42		60,976.42	19,648.00		1,380.66		1,380.66	434.00	13
14	Waterloo, C. F. & Nor.		377,284.37		377,284.37	174,668.69		26,740.43		26,740.43	12,379.82	14
	Total	\$12,236,174.46	\$ 825,143.20	\$ 337,091.81	\$12,723,325.85	\$ 37,968.74	\$ 947,283.90	\$150,149.16		\$ 1,097,433.06	\$ 3,274.94	

aIncludes equipment.

bThis company owns the line that is operated by the Oskaloosa Traction & Light Co.

cThis report covers the period December 1, 1911, to July 1, 1912.

THIRTY-FIFTH ANNUAL REPORT OF THE

TABLE NO. 9—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—CONTINUED—ELECTRIC LINES

Number	Lines	General Expenditures				Total Expenditures for Road, Equipment and General Expenditures				Number		
		Total Cost to June 30, 1911	Additions during year	Deductions during year	Total Cost to June 30, 1912		Total Cost to June 30, 1911	Additions during year	Deductions during year		Total Cost to June 30, 1912	
					Total amount	Amount per mile of line					Total amount	Amount per mile of line
1	Albia Interurban						\$ 142,280.61	\$ 43,148.42		\$ 185,429.03	\$ 18,524.90	1
2	Boone Electric		\$ 47,924.14		\$ 47,924.14	\$ 8,713.48	766,216.17	52,507.79	948.00	817,775.96	148,686.54	2
3	Cedar Rap. & Iowa City	\$ 789,205.80	426,462.47		1,215,668.27	42,880.00	3,856,167.91	480,761.71	337,043.81	3,999,885.81	141,069.00	3
4	Cedar Rap. & Mar. City											4
5	Centerville Light & Tr.	4,412.95			4,412.95	681.00	119,305.10	1,528.87		120,833.97	18,411.29	5
6	Colfax Springs		77.19		77.19	77.19	25,673.61	793.30		26,466.91	26,466.91	6
7	Ft. D., D. M. & South.	7,228,182.91	2,327.61		7,230,510.52	44,704.53	13,367,238.38	384,675.31		13,751,913.69	85,014.81	7
8	Inter-Urban	954,407.60			954,407.60	12,951.66	2,509,699.78	24,679.53		2,534,379.31	34,392.45	8
9	Iowa & Illinois	101,749.67			101,749.67	2,809.37	1,517,251.38	23,204.49		1,540,455.87	42,532.88	9
10	Mason City & Clear Lake	227.25	427.40	\$ 227.25	427.40	21.30		34,829.87	227.25	34,602.62	1,727.66	10
11	a Oskaloosa & Buxton									72,537.31	31,528.00	11
12	Oskaloosa Tr. & Light											12
13	c Tama & Toledo Ry.						60,000.00	2,357.08		62,357.08	20,082.00	13
14	Waterloo, C. F. & Nor.		172,755.81		172,755.81	79,979.54	4,095,136.00	576,780.61		4,671,916.61	267,023.05	14
	Total	\$ 9,078,186.18	\$ 649,974.62	\$ 227.25	\$ 9,727,933.55	\$ 90,201.59	\$ 26,458,968.94	\$ 1,625,266.96	\$ 338,219.06	\$ 27,518,554.17	\$ 82,449.78	

aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.

cThis report covers the period December 1, 1911, to July 1, 1912.

BOARD OF RAILROAD COMMISSIONERS

TABLE NO. 10—INCOME ACCOUNT—ELECTRIC LINES

Number	Lines	Operating revenue	Operating Expense	Net operating revenue	Miscellaneous Income				Gross income less operating ex-penses	Number
					Interest on deposit	Income from securities owned	Rents of leased lines	Other Miscellaneous income		
1	Albia Interurban	\$ 29,921.00	\$ 20,415.14	\$ 9,506.46					\$ 9,506.46	1
2	Boone Electric	38,186.50	21,058.68	17,127.82					24,601.15	2
3	Cedar Rapids & Iowa City	169,441.30	118,815.86	51,125.44				\$ 7,478.33	199,759.15	3
4	Cedar Rapids & Marion City	52,096.52	35,000.54	17,095.98				148,633.71	17,095.98	4
5	Centerville Light & Traction	31,722.09	17,231.56	14,490.53					14,490.53	5
6	Colfax Springs	3,021.80	3,569.98	61.82					61.82	6
7	Ft. Dodge, Des Moines & Southern	605,845.00	514,731.93	91,113.13					93,536.21	7
8	Inter-Urban	267,315.74	191,358.93	75,956.81	\$ 264.27			2,423.08	76,461.08	8
9	Iowa & Illinois	165,143.12	107,677.15	57,465.97				240.00	57,465.97	9
10	Mason City & Clear Lake	104,090.96	69,050.87	35,040.09					35,040.09	10
11	^a Oskaloosa & Buxton									11
12	Oskaloosa Traction & Light	9,927.55	8,608.23	1,319.32					1,319.32	12
13	^b Tama & Toledo Ry. Co.	9,292.80	6,747.85	2,544.95					2,644.24	13
14	Waterloo, Cedar Falls & Nor.	335,986.61	157,983.37	178,003.24				99.29	178,003.24	14
	Total	\$ 1,873,191.65	\$ 1,272,340.00	\$ 550,851.56	\$ 264.27			\$ 158,869.41	\$ 700,985.24	

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

THIRTY-FIFTH ANNUAL REPORT OF THE

TABLE NO. 11—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES

Number	Lines	Deductions From Income							Net Income	Net Loss	Number	
		Taxes			Interest		Rents of leased lines	Other deductions from income				Total deductions
		On real and personal property	On capital stock	On earnings	On funded debt	On floating debt						
1	Albia Interurban	\$ 1,620.68		\$ 9.02	\$ 9,000.00				\$ 10,629.70		\$ 1,123.24	1
2	Boone Electric	1,500.00			11,378.10	\$ 2,400.00			15,278.10	\$ 9,323.06		2
3	Cedar Rapids & Iowa City	9,582.70			65,650.00	22,866.73			98,099.43	101,659.72		3
4	Cedar Rapids & Marion City	2,159.35							2,159.35	14,936.63		4
5	Centerville Light & Traction				7,500.00				7,500.00	6,990.53		5
6	Colfax Springs									61.82		6
7	Ft. Dodge, Des Moines & Southern	15,000.00				39,414.55			54,414.55	39,121.66		7
8	Inter-Urban	10,142.21			58,000.00				68,142.21	8,318.87		8
9	Iowa & Illinois	3,549.06			52,925.00	8,760.09			65,134.15		7,668.18	9
10	Mason City & Clear Lake	2,600.00			15,292.90				17,892.90	17,147.19		10
11	^a Oskaloosa & Buxton											11
12	Oskaloosa Traction & Light	489.53					\$ 1,800.00		2,289.53		970.23	12
13	^b Tama & Toledo Ry. Co.	251.40			350.00	4.06			605.46	2,035.18		13
14	Waterloo, Cedar Falls & Nor.	7,173.89			93,227.28				100,401.17	77,602.07		14
	Total	\$54,071.82		\$ 9.02	\$ 313,223.28	\$73,446.03	\$ 1,800.00		\$ 442,550.15	\$ 277,196.72	\$ 9,761.63	

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

BOARD OF RAILROAD COMMISSIONERS

TABLE NO. 12—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES

Number	Lines	Disposition of Net Income				For Year		At Beginning of Year		Profit or Loss Adjustments During Year		At Close of Year	
		Reserves and special charges		Dividends on Preferred Stock		Surplus	Deficit	Surplus	Deficit	Credits	Debits	Surplus	Deficit
		Rate	Amount	Rate	Amount								
1	Albia Interurban			7.00	\$ 3,182.05	\$ 6,141.00	\$ 1,123.24	\$ 15,168.61			\$ 7,171.65		
2	Boone Electric					25,925.00		1,151.74			7,292.74		
3	C. Rap. & Ia. C.		42,500.00		33,233.82	14,936.63		256,705.49			282,631.89		
4	C. Rap. & Mar. C.					6,990.53					14,936.63		
5	Centerville Light & Tr.					61.82					6,990.53		
6	Colfax Springs					39,121.60					71,511.79		
7	Ft. D., D. M. & So.					7,245.75					21,483.17		
8	Inter-Urban										161,153.62		
9	Iowa & Illinois										90.00		
10	Mason City & Cl. L.		40,000.00								38,414.04		
11	Oskaloosa & Buxton												
12	Oskaloosa Tr. & L.												
13	Tama & Toledo Ry.												
14	Waterloo, C. F. & N.												
	Total		\$82,500.00		\$36,415.57	\$180,060.54	\$82,614.44	\$ 630,537.94	\$85,855.55	\$ 612.30	\$36,141.25	\$ 751,031.66	\$94,431.92

a This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 b This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 13—OPERATING REVENUES—ELECTRIC LINES

Number	Lines	Revenue From Transportation										Total revenue from transportation	
		Passenger Revenue	Baggage Revenue	Parlor, chair car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous transportation revenue	Total revenue from transportation		
													Revenue
1	Albia Interurban	\$ 29,921.60											\$ 29,921.60
2	Boone Electric	37,886.50											37,886.50
3	Cedar Rapids & Iowa City	126,951.57	792.55		\$ 1,085.88	\$ 1,653.86							128,433.76
4	Cedar Rapids & Marion City	47,204.82				5,205.41							52,410.23
5	Centerville Light & Traction	29,685.24			256.56	509.10							30,450.90
6	Colfax Springs	3,538.55											3,538.55
7	Ft. Dodge, Des Moines & Southern	280,162.98	1,278.85	5.00	4,545.08	5,000.01							281,991.92
8	Inter-Urban	138,626.87	379.52	510.20	717.17	3,004.47							142,738.23
9	Iowa & Illinois	127,203.85	673.70	135.00	1,144.41	5,922.09							134,079.05
10	Mason City & Clear Lake	71,825.04	78.88		305.90								72,210.82
11	Oskaloosa & Buxton	9,927.55											9,927.55
12	Oskaloosa Traction & Light	7,144.13				230.26							7,374.39
13	Tama & Toledo Ry. Co.	261,861.56	672.92		538.74	2,048.15							264,521.37
14	Waterloo, Cedar Falls & Nor.												
	Total	\$ 1,179,840.26	\$ 4,190.24	\$ 650.20	\$ 8,760.36	\$23,638.35							\$ 1,192,479.41

a This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 b This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 14—OPERATING REVENUES—CONTINUED—ELECTRIC LINES

Number	Lines	Revenue From Operations Other Than Transportation										Total operating revenue	Number	
		Station and car privileges	Parcel room receipts	Storage	Car service	Telephone and telegraph service	Rents of tracks and terminals	Rents of equipment	Rents of buildings and other property	Power	Miscellaneous			Total
1	Albia Interurban												\$ 29,921.00	1
2	Boone Electric	\$ 300.00										\$ 300.00	\$ 33,186.50	2
3	Cedar Rapids & Iowa City		\$ 170.66		\$ 89.75	\$ 194.00		\$ 41.20		\$ 5.57		\$ 501.18	\$ 169,441.30	3
4	Cedar Rapids & Marion City												\$ 52,696.52	4
5	Centerv. Light & Tr.												\$ 31,722.00	5
6	Colfax Springs												\$ 3,621.80	6
7	Ft. D., D. M. & S.	3,176.27		\$ 18.30	1,376.00						3,440.98	8,011.55	\$ 606,815.06	7
8	Inter-Urban	167.94		54.60	934.00	\$15,301.56		143.00	\$ 11.43	185.02	16,797.55	267,315.74	\$ 267,315.74	8
9	Iowa & Illinois	27.48	114.70	37.20	37.00	3,850.75		1,080.00	4,751.29		9,868.42	165,143.12	\$ 165,143.12	9
10	Mason City & Clear Lake	320.00		20.05	289.00	600.00				930.36	2,159.41	104,000.96	\$ 104,000.96	10
11	^a Oskaloosa & Buxton												9,927.55	11
12	Oskaloosa Traction & Light												9,392.09	12
13	^b Tama & Toledo Ry.	57.29						\$42.00			99.29		9,392.09	13
14	Waterloo, C. F. & N.				441.00				1,027.84	1,380.61	2,849.45	335,966.61	\$ 335,966.61	14
	Total	\$ 4,048.98	\$ 285.36	\$ 130.15	\$ 3,166.75	\$ 194.00	\$19,752.31	\$42.00	\$ 1,264.20	\$ 5,790.56	\$ 5,942.54	\$40,616.85	\$ 1,823,290.94	

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.

^bThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 15—OPERATING EXPENSES—ELECTRIC LINES

Number	Lines	Way and Structures							Total	Number
		Superintendence	Maintenance of way	Maintenance of electric lines	Buildings and structures	Depreciation of way and structure	Other operations—Dr.	Other operations—Cr.		
1	Albia Interurban		\$ 4,276.20						\$ 4,276.20	1
2	Boone Electric	\$ 341.26	3,590.74	\$ 314.11	\$ 5.57				4,251.68	2
3	Cedar Rapids & Iowa City	591.00	10,007.79	1,762.94	707.07				13,068.80	3
4	Cedar Rapids & Marion City		3,144.79	1,018.71	152.99				4,316.49	4
5	Centerville Light & Traction	500.00	1,192.23	192.84	50.10				1,935.17	5
6	Colfax Springs			1,948.99					1,948.99	6
7	Ft. Dodge, Des Moines & Southern	4,851.82	98,710.57	21,923.70	5,255.63				130,741.72	7
8	Inter-Urban	1,334.01	26,211.13	4,518.43	1,097.32	\$ 4,997.26			38,158.15	8
9	Iowa & Illinois	2,989.46	10,817.79	1,403.00	62.74				15,272.99	9
10	Mason City & Clear Lake		12,311.71	1,023.86	338.61				13,674.18	10
11	^a Oskaloosa & Buxton									11
12	Oskaloosa Traction & Light	451.34	35.34						486.68	12
13	^b Tama & Toledo Ry. Co.		297.94	19.33					317.27	13
14	Waterloo, Cedar Falls & Nor.	2,589.20	9,706.85	2,769.81	761.17				15,827.03	14
	Total	\$ 13,648.09	\$ 180,303.08	\$ 36,895.72	\$ 8,431.20	\$ 4,997.26			\$ 244,275.35	

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.

^bThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 16—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES

Number	Lines	Equipment								Total traffic expenses	Number
		Superintendence	Maintenance of power equipment	Maintenance of cars and locomotives	Maintenance of electric equipment of cars and locomotives	Miscellaneous equipment expenses	Depreciation of equipment	Other operations—Dr.	Other operations—Cr.		
1	Albia Interurban			\$ 100.00	\$ 2,110.00					\$ 2,210.00	1
2	Boone Electric	\$ 430.57		1,153.11	165.46	\$ 179.77				1,928.91	2
3	Cedar Rap. & Ia. City	826.90	\$ 379.31	14,035.18	2,355.57	1,509.52				19,106.48	3
4	Cedar Rap. & Mar. C.		503.15	1,963.10	868.65	170.18				3,505.18	4
5	Centerv. Light & Tr.			821.98	897.63	167.42				1,887.03	5
6	Colfax Springs					76.19				76.19	6
7	Ft. D., D. M. & So.	2,890.65	8,902.93	25,306.20	16,516.12	2,564.72				56,180.62	7
8	Inter-Urban		270.45	10,275.58	2,895.33	60.34	\$ 1,993.50			15,495.20	8
9	Iowa & Illinois		2,174.33	2,706.41	1,701.69	100.00				6,682.43	9
10	Mason City & Cl. L.		104.28	5,542.85	1,504.00	1,006.55				8,248.88	10
11	^a Oskaloosa & Buxton			674.89			125.32			799.71	11
12	Oskaloosa Tr. & Light		1.50	814.66	104.80					921.56	12
13	^b Tama & Toledo Ry.	.60								14.87	13
14	Waterloo, C. F. & N.	2,557.43	356.52	5,176.98	927.11	2,878.14		\$ 1,523.47		13,432.65	14
	Total	\$ 6,706.15	\$12,692.52	\$68,570.44	\$29,637.26	\$ 8,713.53	\$ 2,118.82	\$ 1,536.47		\$ 129,974.80	\$ 44,880.92

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 17—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES

Number	Lines	Conducting Transportation										Total	Number	
		Superintendence	Power plant employees	Sub-station employees	Fuel for power	Other power supplies and expenses	Power purchased	Power exchanged—Balance	Other operations—Dr.	Other operations—Cr.	Conductors, motormen and trainmen			Miscellaneous transportation expenses
1	Albia Interurban	\$ 1,080.00					\$ 4,800.00				\$ 6,728.04		\$ 12,608.04	1
2	Boone Electric	679.25						\$ 2,500.00			8,133.29	\$ 1,162.82	12,475.36	2
3	Cedar Rap. & Ia. City	1,696.22		\$ 5,570.61		\$ 33.98		18,380.00			22,336.52	17,665.04	65,682.46	3
4	Cedar Rap. & Mar. C.		\$ 1,469.23		\$ 2,630.22	134.73					13,024.54	2,127.76	19,386.48	4
5	Centerv. Light & Tr.						5,944.25				2,348.59	629.28	8,922.12	5
6	Colfax Springs										1,468.80		1,468.80	6
7	Ft. D., D. M. & So.	11,195.74	14,192.66	3,168.16	49,322.08	1,288.40					80,689.02	48,404.35	208,299.41	7
8	Inter-Urban	5,319.53		3,473.41		281.92	23,694.83				37,033.63	26,360.95	96,169.27	8
9	Iowa & Illinois	1,871.63	7,489.87	1,098.62	15,514.54	713.59					15,065.00	14,307.28	56,690.63	9
10	Mason City & Cl. L.	900.00		1,645.85	217.50	195.35	11,828.20				13,422.00	4,262.21	32,471.71	10
11	^a Oskaloosa & Buxton						2,706.16				3,375.24		6,081.40	11
12	Oskaloosa Tr. & Light						1,710.60				1,605.30	685.15	4,001.05	12
13	^b Tama & Toledo Ry.													13
14	Waterloo, C. F. & N.	4,424.02	7,172.74	791.72	23,287.14	951.64			\$17,395.22		51,630.96	42,379.14	113,242.14	14
	Total	\$27,166.39	\$30,324.50	\$15,748.37	\$90,971.48	\$ 3,569.61	\$50,684.04		\$20,880.00	\$17,395.22	\$ 256,897.43	\$ 168,584.08	\$ 627,400.77	

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 18—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES

Number	Lines	General and Miscellaneous									Number	
		General expenses	Other operations—Dr.	Other operations—Cr.	Injuries and damages	Insurance	Stationery and printing	Store and stable expenses	Rents of tracks and terminals	Rent of equipment		Total
1	Albia Interurban	\$ 500.00			\$ 360.00	\$ 250.00	\$ 200.00		\$ 10.00		\$ 1,320.00	1
2	Boone Electric	1,358.92			402.50	331.25					2,092.67	2
3	Cedar Rap. & Ia. City	1,246.98	\$ 8,988.84		1,564.91	2,663.50	690.39		2,070.84	\$ 411.88	17,637.31	3
4	Cedar Rap. & Mar. C.	4,910.56			3,017.17	351.92	112.74				8,392.39	4
5	Centerv. Light & Tr.	1,533.79			148.07	83.75	119.91		55.00		1,940.52	5
6	Colfax Springs	66.00									66.00	6
7	Ft. D., D. M. & So.	26,645.98			39,795.27	1,796.76	4,651.94	\$ 1,653.71	17,016.54	10,530.38	102,090.58	7
8	Inter-Urban	15,764.86			5,626.92	1,498.26	4,512.73		3,905.00	5,081.85	36,389.62	8
9	Iowa & Illinois	9,932.10			1,422.30	764.82			10,122.22	20.00	22,261.44	9
10	Mason City & Ol. L.	6,201.05			1,891.39	1,063.47	785.27			2,338.49	12,279.67	10
11	^a Oskaloosa & Buxton											11
12	Oskaloosa Tr. & Light	168.00	945.85			48.80	77.79				1,240.44	12
13	^b Tama & Toledo Ry.	862.58			300.00	79.23	117.80	5.30	126.69	1.50	1,493.10	13
14	Waterloo, C. F. & N.	15,165.61	6,778.59	\$24,966.94	2,399.87	3,269.86	1,206.48	4,295.90	2.00	\$93.72	8,544.39	14
	Total	\$84,356.43	\$16,713.28	\$24,966.94	\$55,506.10	\$12,859.10	\$13,239.87	\$ 5,954.21	\$33,308.29	\$18,777.82	\$ 215,748.16	

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 19—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES

Number	Lines	Recapitulation of Expenses						Total operating expenses		Number
		Way and structures	Equipment	Traffic	Conducting transportation	General and miscellaneous	Total operating expenses			
							Amount	Ratio to operating revenues—Per cent		
1	Albia Interurban	\$ 4,276.20	\$ 2,210.00		\$ 12,608.94	\$ 1,320.00	\$ 20,415.14	68.00	1	
2	Boone Electric	4,251.68	1,928.91	310.06	12,475.26	2,062.67	21,058.68	55.15	2	
3	C. R. & I. C.	13,068.80	19,106.48	2,820.78	65,682.46	17,637.34	118,315.86	69.82	3	
4	C. R. & M. C.	4,316.49	3,505.18		19,386.48	8,392.39	35,600.54	67.55	4	
5	Cent. L. & T.	1,935.17	1,387.03	3,046.72	8,922.12	1,940.52	17,231.56	54.30	5	
6	Colfax Springs	1,948.99	76.19		1,468.80	66.00	3,559.98	98.53	6	
7	Ft. D., D. M. & S.	130,741.72	56,180.62	17,458.60	208,260.41	102,060.58	514,731.93	84.96	7	
8	Inter-Urban	38,158.15	15,495.20	5,146.69	96,169.27	36,389.62	191,358.93	71.58	8	
9	Iowa & Illinois	15,272.99	6,682.48	6,769.61	56,690.63	22,261.44	107,677.15	65.20	9	
10	M. C. & C. L.	13,674.18	8,248.88	2,376.43	32,471.71	12,279.67	69,050.87	66.34	10	
11	^a Oskaloosa & Buxton								11	
12	O., T. & L.	486.68	799.71		6,081.40	1,240.44	8,608.23	86.71	12	
13	^b T. & T. Ry. Co.	317.27	921.56	14.87	4,001.05	1,493.10	6,747.85	71.85	13	
14	W., C. F. & N.	15,827.08	13,432.65	6,997.16	113,242.14	8,544.39	157,983.37	47.02	14	
	Total	\$ 244,275.35	\$ 129,974.89	\$ 44,880.92	\$ 637,460.77	\$ 215,748.16	\$ 1,272,340.09	69.78		

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 20—COMPARATIVE GENERAL

Number	Lines	Cost of road		Cost of equipment	
		1911	1912	1911	1912
		1	Albia Interurban	\$ 133,060.61	\$ 172,629.03
2	Boone Electric		777,742.97		2,108.85
3	C. R. & I. C.	2,961,270.05	2,677,132.81	105,602.06	107,084.73
4	C. R. & M. C.				
5	C. L. & T.				
6	Colfax Springs	22,969.89	23,644.33	2,703.72	2,745.39
7	Ft. D., D. M. & S.	5,571,597.12	5,855,895.18	564,458.35	665,507.99
8	Inter-Urban	1,338,891.32	1,410,856.89	160,400.86	169,114.97
9	Iowa & Illinois	1,329,860.07	1,352,731.10	85,641.64	85,975.10
10	M. C. & O. L.	603,000.06	687,751.10	573.21	10,451.80
11	dOskaloosa & Buxton	72,537.31	72,537.31		
12	O. T. & L.				
13	eT. & T. Ry. Co.		60,976.42		1,380.66
14	W., C. F. & N.	b 3,942,027.04	b 4,218,768.72		
	Total	\$16,088,213.47	\$17,310,665.77	\$ 934,680.84	\$ 1,057,169.52

a Franchise.
 b Includes cost of equipment and general expenditures.
 c Uncompleted construction.
 d This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 e This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 21—COMPARATIVE GENERAL BALANCE

Number	Lines	Cash and current assets		Other assets	
		1911	1912	1911	1912
		1	Albia Interurban		
2	Boone Electric		\$ 39,516.78		
3	C. R. & I. C.			60.00	169.00
4	C. R. & M. C.				
5	C. L. & T.				
6	Colfax Springs	\$ 379.96	350.67		
7	Ft. D., D. M. & S.	142,915.94	189,968.47		
8	Inter-Urban	56,261.75	53,247.53	7,165.52	9,915.86
9	Iowa & Illinois	69,432.10	67,743.38		
10	M. C. & O. L.		86,995.25		
11	aOskaloosa & Buxton	.75	221.65		
12	O. T. & L.				
13	bT. & T. Ry. Co.		897.36		
14	W., C. F. & N.	465,603.13	269,205.29	4,161.96	8,719.96
	Total	\$ 734,633.63	\$ 707,146.38	\$ 151,675.48	\$ 129,638.44

a This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 b This report covers the period December 1, 1911, to July 1, 1912.

BALANCE SHEET—ASSETS—ELECTRIC LINES

Number	General expenditures	Other permanent investments					
		Stocks owned		Funded debt.		Lands owned	
		1911	1912	1911	1912	1911	1912
1	\$ 22,800.00						
2		\$ 47,924.14					
3	789,205.80	1,215,608.27	\$ 5,801.00	\$ 14,001.00	\$ 92,000.00	\$ 116,000.00	
4							
5							
6							
7	7,228,182.91	7,230,510.52	46,750.00	44,025.00	571,000.00	571,000.00	\$ 2,486.40
8	954,407.60	954,407.60	900.00	500.00			\$ 6,486.40
9	101,749.67	101,749.67			a 1,605,000.00	a 1,605,000.00	\$ 2,017.17
10	227.25	200.15	104,000.00				
11			102,856.90	102,856.90			
12							
13			4,200.00	6,600.00	c 148,908.96	c 446,547.89	
14							
	\$ 9,096,573.23	\$ 9,550,460.35	\$ 264,007.90	\$ 167,982.90	\$ 2,416,908.96	\$ 2,738,547.89	\$ 2,486.40
							\$ 8,503.57

SHEET—ASSETS—CONTINUED—ELECTRIC LINES

Number	Deficit	Grand total	Year ending June 30, 1912		
			Increase	Decrease	
			1911	1912	
1		\$ 305,368.61	\$ 297,171.65	\$ 8,196.96	
2			867,292.74		
3		3,953,528.91	4,130,046.81	\$ 176,517.90	
4					
5					
6	\$ 436.87	\$ 375.05	26,400.44	27,115.44	625.00
7			14,130,390.72	14,563,393.56	433,002.84
8			2,574,027.05	2,598,159.87	24,132.82
9	85,418.48	93,066.66	3,277,101.96	3,306,285.91	29,183.95
10			767,800.52	785,398.39	17,597.87
11			175,394.96	175,615.86	220.90
12					
13				63,251.44	
14			4,604,991.06	4,949,841.86	384,850.77
	\$ 85,856.35	\$ 93,461.71	\$ 29,779,094.26	\$ 31,763,576.53	\$ 1,666,132.05
					\$ 8,196.96

TABLE NO. 24—MILEAGE, TRAFFIC AND

Number	Lines	Car Mileage		
		Passenger	Freight, mail and express	Total
1	Albia Interurban			
2	Boone Electric			
3	Cedar Rapids & Iowa City	502,128	40,934	543,062
4	Cedar Rapids & Marion City	209,736	12,406	222,142
5	Centerville Light & Traction	88,342		88,342
6	Colfax Springs	26,500		26,500
7	Ft. Dodge, Des Moines & Southern	897,459	1,074,720	1,972,179
8	Inter-Urban	590,947	117,597	708,544
9	Iowa & Illinois	497,762	62,258	560,020
10	Mason City & Clear Lake	288,583	24,119	312,702
11	^a Oskaloosa & Buxton	52,195		52,195
12	Oskaloosa Traction & Light	51,830		51,830
13	^b Tama & Toledo Ry. Co.	27,500	3,500	31,000
14	Waterloo, Cedar Falls & Northern	1,006,815	194,086	1,200,901
	Total	4,159,800	1,531,180	5,690,980

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 25—MILEAGE, TRAFFIC AND MISCELLANEOUS

Number	Lines	Passenger revenue	Average fare revenue passengers—cents	Total revenue from transportation	Revenue from transportation per car mile—cents
1	Albia Interurban				
2	Boone Electric	\$ 37,886.50		\$ 37,886.50	
3	Cedar Rapids & Iowa City	126,351.57	17.68	168,940.12	31.00
4	Cedar Rapids & Marion City	47,204.82	10.93	52,696.52	23.72
5	Centerville Light & Traction	29,685.24	10.15	31,722.09	35.90
6	Colfax Springs	3,538.55	5.00	3,538.55	1.07
7	Fort Dodge, Des Moines & Southern	289,162.98	17.62	597,833.51	30.31
8	Inter-Urban	188,626.87	24.00	250,518.19	35.35
9	Iowa & Illinois	127,203.85	30.53	155,244.70	33.03
10	Mason City & Clear Lake	71,325.04	8.10	101,981.55	32.20
11	^a Oskaloosa & Buxton			9,927.55	
12	Oskaloosa Traction & Light	9,927.55	5.00	9,927.55	19.10
13	^b Tama & Toledo Ry. Co.	7,141.13	8.84	9,292.80	29.50
14	Waterloo, Cedar Falls & Northern	261,861.56	5.20	333,137.16	27.70
	Total	\$ 1,149,915.66	11.41	\$ 1,762,596.79	30.97

^aThis company owns the line that is operated by the Oskaloosa Traction & Light Co.
^bThis report covers the period December 1, 1911, to July 1, 1912.

MISCELLANEOUS STATISTICS—ELECTRIC LINES

Number	Car Hours			Passengers Carried		
	Passenger	Freight, mail and express	Total	Fare Passengers	Transfer passengers	Total
1						
2						
3				714,343		714,343
4	22,353	3,066	25,419	431,834		431,834
5	6,720		6,720	292,480		292,480
6	5,483		5,483	70,771		70,771
7	48,956	89,560	138,516	1,641,407		1,641,407
8	26,179	13,088	39,267	563,419		563,419
9				416,700		416,700
10	27,609	4,629	32,238	847,940	22,551	870,491
11						
12	6,265		6,265	20,000		20,000
13	4,000	500	4,500	80,740		80,740
14	117,342	29,485	146,827	4,434,118	540,240	4,974,358
	264,907	140,358	405,265	9,513,752	562,794	10,076,546

STATISTICS—CONTINUED—ELECTRIC LINES

Revenue from transportation per car hour	Total revenue from operations other than transportation	Revenue from operations other than transportation per car mile—cents	Revenue from operations other than transportation per car hour—cents	Total operating revenue	Operating revenues per car mile—cents	Operating revenues per car hour	Total operating expenses	Operating expenses per car mile—cents	Operating expenses per car hour	Number
										1
	\$ 300.00		\$ 38,186.50				\$ 21,058.68			2
	501.18	.09	169,441.30	31.20			118,315.86	20.13		3
\$ 2.07			52,696.52	23.72	\$ 2.07		35,600.54	16.02	\$ 1.40	4
4.72			31,722.09	35.90	4.72		17,231.56	19.05	2.56	5
.71	83.25	.02	3,538.55	1.07	.71		3,539.98	1.03	.69	6
4.31	8,011.55	.41	605,845.06	30.72	4.37		514,731.93	26.10	3.71	7
6.38	16,797.55	2.37	267,315.74	37.72	6.81		191,358.93	27.00	4.87	8
	9,808.42	2.11	165,143.12	35.14			107,677.15	22.91		9
3.16	599.83	.02	1,559.58	.50	4.84		69,050.87	22.08	2.14	10
										11
1.58										12
2.07	99.29	.30	9,302.09	29.70	2.09		6,747.85	21.40	1.50	13
2.27	2,849.45	.10	335,986.61	27.90	2.28		157,983.37	13.10	1.07	14
\$ 4.35	\$ 39,140.52	.69	\$ 1,680,910.41	29.53	\$ 4.16		\$ 1,243,316.72	21.84	\$ 3.06	

TABLE NO. 26—EMPLOYES—ACCIDENTS TO PERSONS— ELECTRIC LINES

Number	Lines	Gen'l Ad- ministra'n		Mainte- nance		Transpor- tation		Total employees	Aggregate salaries and wages paid	Killed				Injured				Number	
		General Officers	General Office clerks	Superintendents	Other employes	Superintendents	Other employes			Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total		
1	Albia Interurban	1	1		8		8	18	\$ 11,400.00										1
2	Boone Electric	1	5	1	2	1	11	21											4
3	Cedar Rapids & Iowa City	22	22			6	192	220	148,225.88										4
4	Cedar Rapids & Marion City																		4
5	Centerville Light & Traction	1	3	1	5	1	4	15	5,742.87					1					1
6	Colfax Springs	2	1	1	2		2	8	3,417.94										5
7	Ft. Dodge, Des Moines & Southern	a 1	16	5	326	2	191	547	376,738.66	1	4	1	6	11	65	5			81
8	Inter-Urban	3	8	1	35	6	92	145	112,422.23			2	2	33	12	12			67
9	Iowa & Illinois	4	12		54	1	58	129	6,313.15					13					22
10	Mason City & Clear Lake	2	2	1	23	1	25	54	34,642.71										10
11	b Oskaloosa & Buxton						4	4	3,581.27										11
12	Oskaloosa Traction & Light	1	3	1	37		25	67	24,694.88					2					2
13	c Tama & Toledo Ry. Co.	2	2		3		5	13	3,644.00										13
14	Waterloo, Cedar Falls & Northern	9	19	3	60	3	102	196	168,589.20			1	1						2
	Total	35	95	14	555	21	719	1,430	\$ 809,412.82	1	4	4	9	69	77	53			169

a Includes three officers without compensation.
 b This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 c This report covers the period December 1, 1911, to July 1, 1912.

TABLE NO. 27—DESCRIPTION OF EQUIPMENT—ELECTRIC LINES

Number	Lines	Passenger Cars				All Other Cars														Total All Cars	Number						
		Closed		Open		Combina- tion	Total	Freight		Mail		Expre's		Baggage		Combina- tion		Work				Snow plows		Sweepers		Miscella- neous	
		a	b	a	b			a	b	a	b	a	b	a	b	a	b	a	b			a	b	a	b	a	b
1	Albia Interurban	6		1			7		1																8	1	
2	Boone Electric	4	1	1			5	1																	5	3	
3	C. R. & I. C.	5	2				5	2	3	11								4							11	17	
4	C. R. & M. C.																								4	2	
5	O. L. & T.	2		2			4																		4	5	
6	Colfax Springs	2		1	1		3	1																	3	3	
7	Ft. D., D. M. & S.	6	1				6	1	445	1				11	1		15						0 10	26	29	468	
8	Inter-Urban	11	1				11	1	70								1	1					6 3	1	17	73	
9	Iowa & Illinois	4	3				4	3	1								1	5		1				15	6	26	
10	M. C. & C. L.	10	10	1	5		11	15	3				1											2	15	18	
11	g O. & B.	1					1																		1	1	
12	O. T. & L.	6		4			10																		10	1	
13	h T. & T. Ry. Co.	3		1	2		4	2	1	9															6	11	
14	W., C. F. & N.	28	6	16	11		44	17	58																6	3	
	Total	91	24	27	19		118	43	8	506	1		7	1	1		11	1	4	29		3	3	19	27	172	700

a With electric equipment.
 b Without electric equipment.
 c Locomotives.
 d Includes one locomotive.
 e Electric locomotives.
 f Steam locomotives.
 g This company owns the line that is operated by the Oskaloosa Traction & Light Co.
 h This report covers the period December 1, 1911, to July 1, 1912.

COMPILED RETURNS
OF
Express Companies

TABLE NO. 1—MILEAGE COVERED—ENTIRE LINE AND IOWA—EXPRESS COMPANIES

Name	Entire Line						Iowa						
	Steam roads	Electric lines	Steam-boat lines	Stage lines	Miscellaneous Mileage	Total	Mileage Covered in Outside Operations		Steam roads	Electric lines	Stage lines	Miscellaneous mileage	Total
							Ocean going mileage	Mileage in foreign countries					
Adams -----	32,520.19	426.07	4,833.00	27.00		37,806.26	12,662.00	430.00	2,324.21	24.40	3.00		2,351.61
American -----	56,402.09	653.18	2,301.25	23.50	7.50	59,387.52	68,284.00	6,022.00	2,585.63	63.71	2.50		2,651.84
Great Northern -----	8,644.83	203.19	a 202.00			9,050.02			77.86				77.86
United States -----	28,817.15	3,516.75	466.70			32,800.60	3,390.00		2,277.43				2,277.43
Wells Fargo -----	61,711.55	2,639.98	17,064.86	578.62		81,995.01	9,307.00		2,949.83	110.88			3,060.71
Total -----	188,065.81	7,439.17	24,367.81	629.12	7.50	220,539.41	93,733.00	6,452.00	10,214.96	198.99	5.50		10,419.45

a Includes 30 miles not assignable to states or territories.

TABLE NO. 2—CAPITAL STOCK—EXPRESS COMPANIES

Name	Common							
	Number of shares authorized	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent Corporation		Total par value not held by respondent	Dividends Declared During Year	
				In treasury	In sinking or other funds		Rate	Amount
Adams -----	120,000	\$ a 120,000.00	\$ a 120,000.00	\$ a 19,160.00		\$ a 10,840.00	b 12	\$ 1,210,080.00
American -----	180,000	18,000,000.00	18,000,000.00	330,000.00		17,670,000.00	12	2,119,800.00
Great Northern -----	10,000	1,000,000.00	1,000,000.00			1,000,000.00		
United States -----	100,000	10,000,000.00	10,000,000.00			10,000,000.00	6	600,000.00
Wells Fargo -----	240,000	24,000,000.00	23,967,400.00			23,967,400.00	10	2,396,740.00
Total -----	650,000	\$ 53,120,000.00	\$ 52,067,400.00	\$ 349,160.00		\$ 51,738,240.00		\$ 6,326,620.00

a Shares have no par value.
b \$12.00 per share.

TABLE NO. 3—FUNDED DEBT—EXPRESS COMPANIES

Name	Collateral Trust Bonds						Interest	
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent		Total par value not held by respondent	Rate	Amount accrued during year	Amount paid during year
			In treasury	Pledged as Collateral				
Adams	\$ 30,000,000.00	\$ 30,000,000.00	\$ 412,200.00	\$ 15,347,900.00	\$ 20,229,900.00	4%	\$ 816,610.67	\$ 817,324.00
American								
Great Northern								
United States								
Wells Fargo								
Total	\$ 30,000,000.00	\$ 30,000,000.00	\$ 412,200.00	\$ 15,347,900.00	\$ 20,229,900.00		\$ 816,610.67	\$ 817,324.00

TABLE NO. 4—COST OF REAL PROPERTY AND EQUIPMENT—IOWA—EXPRESS COMPANIES

Name	Real estate used in operation	Buildings and fixtures used in operation	Equipment				Total cost to June 30, 1911	Total cost to June 30, 1912
			Cars	Horses	Vehicles	Other equipment		
Adams								
American								
Great Northern		\$ 6,182.15				\$ 48,653.12	\$ 44,835.27	
United States			\$ 571.08	639.34	1,165.95	2,102.37	2,374.37	
Wells Fargo		825.00	6,875.00	7,000.00	23,380.62	34,778.63	37,924.62	
Total		\$ 7,007.15	\$ 21,870.08	\$ 20,508.15	\$ 95,020.96	\$ 134,874.02	\$ 144,406.31	

^aIncludes horses and vehicles.

^bIncludes real estate used in operation.

TABLE NO. 5—COST OF REAL PROPERTY AND EQUIPMENT—ENTIRE LINE—EXPRESS COMPANIES

Name	Real estate used in operation	Buildings and fixtures used in operation	Equipment				Total cost to June 30, 1911	Total cost to June 30, 1912
			Cars	Horses	Vehicles	Other equipment		
Adams	\$ 3,271,730.86							
American	5,767,412.29	3,769,902.75	\$ 601,911.62	\$ 1,150,654.23	\$ 1,047,852.90	\$ 6,568,185.92	\$ 6,162,159.31	
Great Northern	5,381.67	6,328.27	1,210,678.09	1,617,050.72	1,470,643.02	10,339,853.91	11,835,655.67	
United States	1,125,053.77	236,200.26	20,440.00	30,395.66	29,744.15	107,224.02	134,190.75	
Wells Fargo	884,227.95	2,047,358.70	832,922.28	874,236.83	868,194.87	4,002,963.47	3,969,998.11	
Total	\$ 9,633,806.84	\$ 6,039,889.17	\$ 2,785,076.65	\$ 3,671,391.78	\$ 6,274,940.99	\$ 26,150,816.18	\$ 27,825,096.43	

^aIncludes buildings and fixtures used in operation.

TABLE NO. 6—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912
Adams	\$ 313,694.99	\$ 316,265.66		
American	786,631.89	847,252.17	\$ 1,002,669.87	\$ 941,200.00
Great Northern	44,670.08	48,895.48	19,160.00	30,266.66
United States				
Wells Fargo				
Total	\$ 1,144,996.96	\$ 1,212,413.31	\$ 1,021,829.87	\$ 971,466.66

TABLE NO. 7—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912
Adams				
American				
Great Northern	\$ 1,129.86	\$ 1,113.09	\$ 400.00	\$ 671.08
United States	16,198.50	16,637.00	6,625.00	6,875.00
Wells Fargo				
Total	\$ 17,328.36	\$ 17,750.09	\$ 7,025.00	\$ 7,446.08

TABLE NO. 8—INCOME ACCOUNT—

Name	Operating			
	Gross receipts from operation	Express privileges Dr.	Operating Revenues	Operating Expenses
Adams	\$ 34,191,955.71	\$ 17,833,972.09	\$ 16,357,983.62	\$ 15,152,693.56
American	43,714,874.32	21,076,806.20	22,638,068.12	20,926,046.86
Great Northern	2,065,920.79	1,779,374.89	1,186,545.90	961,320.14
United States	21,131,508.39	9,927,777.06	11,203,731.34	11,130,703.35
Wells Fargo	22,465,970.55	15,439,708.15	17,026,262.40	14,483,415.46
Total	\$ 134,470,229.76	\$ 66,067,638.38	\$ 68,412,591.38	\$ 62,654,079.37

INVENTORY—ENTIRE LINE—EXPRESS COMPANIES

Vehicles		Stable Equipment		Transportation Equipment		Total	
Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912
		\$ 189,877.15	\$ 196,344.25	\$ 95,292.33	\$ 98,218.01	\$ 508,864.47	\$ 610,827.92
\$ 709,083.38	\$ 1,137,950.38	80,507.18	76,007.93	130,725.67	113,922.74	2,709,617.99	3,115,333.22
18,472.00	29,440.00	1,366.00	1,995.00	11,816.00	11,853.67	95,484.08	122,450.81
\$ 727,555.38	\$ 1,167,390.38	\$ 271,750.33	\$ 273,347.18	\$ 237,834.00	\$ 223,994.42	\$ 3,403,966.54	\$ 3,848,611.96

INVENTORY—IOWA—EXPRESS COMPANIES

Vehicles		Stable Equipment		Transportation Equipment		Total	
Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912	Inventory value June 30, 1911	Inventory value June 30, 1912
		\$ 45.30	\$ 52.86			\$ 2,162.57	\$ 2,376.37
\$ 587.41	\$ 639.34	956.00	1,145.00	\$ 4,869.13	\$ 6,207.62	34,778.63	37,924.62
6,130.00	7,060.00						
\$ 6,717.41	\$ 7,699.34	\$ 1,001.30	\$ 1,197.86	\$ 4,869.13	\$ 6,207.62	\$ 36,941.20	\$ 40,300.99

ENTIRE LINE—EXPRESS COMPANIES

Income		Outside Operations					
Net operating revenue	Net operating deficit	Revenues	Expenses	Net revenue from outside operations	Net deficit from outside operations	Total net revenue	Total net deficit
\$ 1,205,390.06		\$ 98,722.18	\$ 147,404.98		\$ 48,772.80	\$ 1,156,617.26	
1,712,021.26						1,712,021.26	
225,225.76						225,225.76	
73,027.99						73,027.99	
2,542,846.94		137,952.94	139,459.04		1,506.10	2,541,340.84	
\$ 5,758,612.01		\$ 236,675.12	\$ 286,864.02		\$ 50,278.90	\$ 5,708,233.11	

TABLE NO. 9—INCOME ACCOUNT—ENTIRE

Name	Taxes accrued	Operating income	Operating loss
Adams	\$ 224,398.73	\$ 932,218.53	
American	371,606.09	1,340,415.17	
Great Northern	42,071.45	183,154.31	
United States	124,040.79		\$ 61,012.80
Wells Fargo	356,764.21	2,184,576.63	
Total	\$ 1,128,831.27	\$ 4,640,361.64	\$ 61,012.80

TABLE NO. 10—INCOME ACCOUNT—ENTIRE

Name	Deductions	
	Separately operated properties—Loss	Interest accrued on funded debt
Adams	\$ 14,563.14	\$ 816,610.67
American		
Great Northern		
United States		
Wells Fargo		
Total	\$ 14,563.14	\$ 816,610.67

TABLE NO. 11—INCOME ACCOUNT—ENTIRE

Name	Disposition	
	Dividends	
	On Common Stock	
	Rate	Amount
Adams	a	\$ 1,210,080.00
American		
Great Northern		
United States		
Wells Fargo	10	2,396,740.00
Total		\$ 3,606,820.00

a \$12.00 a share.

LINE—CONTINUED—EXPRESS COMPANIES

Separately operated properties—Profit	Dividends declared on stocks owned or controlled	Interest accrued on funded debt owned or controlled	Other Income			Gross corporate income	Gross corporate loss
			Net income from miscellaneous investments	Miscellaneous income	Total other income		
	\$ 969,672.67	\$ 850,880.92		\$ 106,529.65	\$ 1,927,083.24	\$ 2,859,301.77	
	1,166,424.91	207,694.93	\$ 79,228.99	82,808.81	1,536,157.64	2,876,572.81	
		2,500.00		57.57	2,557.57	185,711.88	
\$ 72,268.97	21,316.72	197,201.69	12,885.54	15,931.57	319,604.49	258,591.69	
	427,837.05	619,781.56	81,354.60	240,002.26	1,268,975.47	3,463,552.10	
\$ 72,268.97	\$ 2,585,251.35	\$ 1,778,059.10	\$ 173,469.13	\$ 445,329.86	\$ 5,054,378.41	\$ 9,633,730.25	

LINE—CONTINUED—EXPRESS COMPANIES

From Gross Corporate Income				Net corporate income	Net corporate loss
Other interest	Sinking funds chargeable to income	Other deductions	Total deductions		
\$ 99,635.38		\$ 51,063.83	\$ 981,873.02	\$ 1,877,423.75	
36,791.53		26,521.00	63,313.13	2,813,259.68	
		15,205.99	15,205.99	170,505.89	
2,100.00		23,262.97	25,362.97	233,228.72	
		11,877.79	11,877.79	3,441,674.81	
\$ 138,526.91		\$ 127,932.18	\$ 1,097,632.90	\$ 8,536,097.85	

LINE—CONTINUED—EXPRESS COMPANIES

of Net Corporate Income				Balance for Year Carried Forward to Profit and Loss		
Declared		Additions and betterments chargeable to income	Appropriations to reserves	Miscellaneous Appropriations	Credit	Debit
Rate	Amount					
					\$ 667,348.75	
					2,813,259.68	
					170,505.89	
					233,228.72	
					1,044,934.81	
					\$ 4,929,277.35	

TABLE NO. 12—PROFIT AND LOSS

Name	Debit						
	Balance June 30, 1911	Balance for year brought forward from income account	Deductions for year	Dividends Declared Out of Surplus			
				On Common Stock		On Other Securities	
				Rate	Amount	Rate	Amount
Adams			\$ 9,068.18				
American			330,411.62				\$ a2,119,800.00
Great Northern							
United States			135,444.61	6	\$ 600,000.00		
Wells Fargo			125,082.64				
Total			\$ 600,907.05		\$ 600,000.00		\$ 2,119,800.00

aOf this amount \$1,050,900.00 was declared from income from investments and

TABLE NO. 13—OPERATING REVENUES

Name	Revenue From Transportation		
	Express revenue	Miscellaneous transportation revenue	Total revenue from transportation
Adams	\$ 33,756,833.95	\$ 125,586.50	\$ 33,882,420.45
American			41,954,581.39
Great Northern	2,937,596.14		2,937,596.14
United States	20,808,974.33		20,808,974.33
Wells Fargo	31,923,923.28	4,893.19	31,928,816.47
Total	\$ 89,427,327.70	\$ 130,479.69	\$ 131,512,388.78

aIncludes foreign.

TABLE NO. 14—OPERATING REVENUES—ENTIRE

Name	Revenue From Operations		
	C. O. D cheque	Telegraphic transfers	Letters of credit
Adams	\$ 215,318.14		
American			
Great Northern	13,202.34		
United States	173,878.91	584.88	136.48
Wells Fargo	301,497.31	5,282.18	
Total	\$ 703,896.70	\$ 5,867.06	\$ 136.48

a Credit.

ACCOUNT—EXPRESS COMPANIES

Debit		Credit				
Balance credit June 30, 1912, carried to balance sheet	Total	Balance June 30, 1911	Balance for year brought forward from income account	Additions for year	Balance debit June 30, 1911, carried to balance sheet	Total
\$26,726,685.53	\$26,735,753.71	\$25,941,419.15	\$ 667,348.75	\$ 126,985.81		\$26,735,753.71
21,499,301.47	23,949,513.09	20,758,071.87	2,813,259.68	378,181.54		23,949,513.09
202,107.75	202,107.75	31,601.86	170,505.89			202,107.75
1,170,858.40	1,906,303.01	1,585,196.54	233,228.72	87,877.75		1,906,303.01
5,935,045.89	6,061,028.53	4,673,790.94	1,044,934.31	342,303.28		6,061,028.53
\$55,533,999.04	\$58,854,706.09	\$52,990,080.36	\$ 4,929,277.35	\$ 935,348.38		\$58,854,706.09

\$1,050,900.00 from income from operations.

ENTIRE LINE—EXPRESS COMPANIES

Revenue From Operations Other Than Transportation						
Custom house brokerage fees	Order and commission department	Rents of building and other property	Money orders—Domestic	Money orders—Foreign	Travelers' cheques—Domestic	Travelers' cheques—Foreign
		\$ 3,678.23	\$ 71,604.05		\$ a 158.37	
				324.01		
			13,607.09	996.68	1,557.60	\$ 1,039.88
\$ 12,922.58		15,319.33	91,888.25	1,203.15	16,100.98	
13,823.42	\$ 1,825.19	1,143.87	184,576.14			
\$ 26,745.80	\$ 1,852.19	\$ 20,141.43	\$ 361,675.53	\$ 2,523.84	\$ 17,817.04	\$ 1,039.88

LINE—CONTINUED—EXPRESS COMPANIES

Other Than Transportation—Continued					
Other revenues—Financial department	Miscellaneous revenue	Total revenue from operation other than transportation	Gross receipts from operation	Express privileges Dr.—	Total operating revenues
	\$ 18,776.47	\$ 300,535.26	\$ 34,191,955.71	\$ 17,833,972.09	\$ 16,357,983.62
		1,760,292.63	43,714,874.32	21,076,806.20	22,638,068.12
	1,191.21	28,324.65	2,965,920.79	1,779,374.89	1,186,545.90
\$ 25,339.92	a 1,130.34	322,534.06	21,131,608.39	9,927,777.05	11,203,731.34
3,456.12	8,218.72	537,154.08	32,465,970.55	15,439,708.15	17,026,262.40
\$ 28,796.04	\$ 27,056.06	\$ 2,957,840.98	\$ 134,470,229.76	\$ 66,057,638.38	\$ 68,412,501.38

TABLE NO. 15—OPERATING EXPENSES—

Name	Maintenance						
	Superintendence	Buildings, fixtures and grounds	Office equipment	Cars—Repairs	Cars—Renewals	Cars—Depreciation	Horses
Adams	\$ 6,610.23	\$ 45,514.17	\$ 120,761.46				\$ 188,851.53
American							
Great Northern	5,200.84	274.37	5,729.49				4,922.34
United States		34,818.85	33,258.04				120,072.75
Wells Fargo	9,016.73	53,396.83	102,262.65	\$27,396.41		\$21,175.32	144,339.50
Total	\$20,887.80	\$ 134,004.22	\$ 262,011.64	\$27,396.41		\$21,175.32	\$ 458,186.12

TABLE NO. 16—OPERATING EXPENSES—ENTIRE

Name	Traffic Expenses						
	Superintendence	Outside agencies	Advertising	Traffic Associations	Stationery and printing	Other expenses	Total traffic expenses
Adams	\$ 52,286.78	\$ 9,081.52	\$25,107.92	\$ 2,045.82	\$ 21,929.54	\$ 1,583.55	\$ 112,935.13
American							\$71,176.50
Great North'n	12,181.77		974.46	467.76	3,785.26		17,409.25
United States	71,153.30	59,631.55	5,264.08	5,500.78	41,817.65		183,367.36
Wells Fargo	88,336.83	124,650.29	41,904.17	9,294.43	67,562.52	177.13	\$21,915.37
Total	\$ 223,958.68	\$ 194,233.36	\$73,250.63	\$17,308.79	\$ 125,084.97	\$ 1,760.68	\$ 1,006,803.70

TABLE NO. 17—OPERATING EXPENSES—ENTIRE

Name	Transportation						
	Stable supplies and expenses	Train employees	Train supplies and expenses	Transfer employees	Transfer expenses	Stationery and printing	
Adams	\$ 1,300,883.33	\$ 924,664.34	\$ 24,364.34				\$ 298,951.85
American							
Great Northern	59,281.07	124,875.34	1,259.19	\$ 20,075.80			22,500.37
United States	1,164,301.50	781,428.09	5,564.28	192,778.81	\$ 150.91		226,877.32
Wells Fargo	1,089,825.15	1,298,633.63	109,610.87	472,164.56	3,637.07		368,205.82
Total	\$ 3,683,294.05	\$ 3,129,601.40	\$ 140,798.68	\$ 685,019.17	\$ 3,787.93		\$ 916,535.36

ENTIRE LINE—EXPRESS COMPANIES

Maintenance							
Vehicles—Repairs	Vehicles—Renewals	Stable equipment	Transportation equipment	Other Expenses	Maintaining joint facilities Dr.	Maintaining joint facilities Cr.	Total maintenance
\$ 307,686.63	\$ 104,673.75	\$ 43,115.65	\$ 26,684.68	\$ 1,027.37	\$ 7,702.15	\$17,433.66	\$ 836,193.97
							1,022,453.27
9,736.63	423.35	2,733.30	1,038.57	6.93	699.41	342.76	30,482.47
160,810.16	20,593.43	23,038.52	11,743.72				404,335.47
162,222.74	28,953.15	70,931.67	35,169.42	1,261.73	2,577.32	2,783.94	649,919.43
\$ 640,456.16	\$ 154,643.68	\$ 139,819.14	\$ 74,636.39	\$ 2,326.03	\$ 10,978.78	\$26,560.32	\$ 2,942,384.61

LINE—CONTINUED—EXPRESS COMPANIES

Transportation Expenses						
Superintendence	Office employees	Commissions	Wagon employees	Office supplies and expenses	Rent of local offices	Stable employees
\$ 303,683.54	\$ 4,490,303.48	\$ 1,148,322.11	\$ 2,559,537.26	\$ 384,207.34	\$ 592,604.59	\$ 316,226.67
40,589.72	165,514.50	177,365.69	130,211.38	16,195.40	40,114.30	8,151.04
352,044.43	2,634,484.47	1,399,919.31	1,714,774.68	261,473.20	420,218.97	276,947.53
794,891.37	3,159,744.34	1,865,328.12	1,842,428.11	383,666.43	463,054.37	292,321.64
\$ 1,491,209.06	\$10,450,046.79	\$ 4,560,935.13	\$ 6,246,951.43	\$ 1,045,542.37	\$ 1,515,992.23	\$ 803,646.88

LINE—CONTINUED—EXPRESS COMPANIES

Expenses—Continued							
Loss and damage—freight	Loss and damage—Money	Damage to property	Injuries to persons	Other expenses	Operat'g joint facilities—Dr.	Operat'g joint facilities—Cr.	Total transportation expenses
\$ 671,426.87	\$25,896.16	\$ 9,770.86	\$ 56,142.63	\$ 10,792.90	\$ 216,053.51	\$ 227,743.88	\$13,175,087.90
							17,940,849.32
32,680.64		110.75	4,697.19		26,882.69	7,805.37	892,702.60
455,928.74	10,686.82	3,804.36	39,829.29	7,524.83			9,948,137.54
375,844.31	24,021.00	3,479.80	46,202.06	32,044.22	86,454.29	162,289.96	12,459,267.18
\$ 1,535,880.56	\$60,603.98	\$17,165.77	\$ 146,871.17	\$ 50,361.95	\$ 229,390.49	\$ 397,839.23	\$54,395,044.54

TABLE NO. 18—OPERATING EXPENSES—ENTIRE

Name	General		
	Salaries and expenses of general officers	Salaries and expenses of clerks and attendants	General office supplies and expenses
Adams	\$ 159,776.74	\$ 653,451.61	\$ 52,636.60
American			
Great Northern	4,433.96	34,599.07	3,599.29
United States	77,262.54	367,346.10	39,493.54
Wells Fargo	85,702.94	565,147.58	46,511.42
Total	\$ 327,164.58	\$ 1,620,845.70	\$ 145,451.85

TABLE NO. 19—OPERATING EXPENSES—ENTIRE

Name	Recapitulation	
	Maintenance	
	Amount	Ratio to total operating expenses—Per cent
Adams	\$ 835,196.97	5.51
American	1,023,453.27	4.89
Great Northern	30,482.47	3.17
United States	404,335.47	3.63
Wells Fargo	649,919.43	4.49
Total	\$ 2,942,384.61	4.60

LINE—CONTINUED—EXPRESS COMPANIES

Expenses							
Law expenses	Insurance	Pensions	Stationery and printing	Other expenses	General administration joint facilities—Dr.	General administration joint facilities—Cr.	Total general expenses
\$ 99,245.22	\$ 88,680.76	\$ 18,309.92	\$ 36,714.43	\$ 41,188.58	\$ 313.72	\$ 949.72	\$ 1,029,876.50
306.87	5,705.62		1,700.69	181.65			1,582,667.68
70,632.91	54,237.15	6,854.99	11,773.94	7,392.01			50,735.82
66,479.13	56,596.66	21,712.50	33,251.61	143,180.54			504,863.98
\$ 236,572.13	\$ 175,660.19	\$ 40,967.21	\$ 83,689.64	\$ 191,823.48	\$ 313.72	\$ 949.72	\$ 4,300,846.52

LINE—CONTINUED—EXPRESS COMPANIES

of Expenses							
Traffic Expenses		Transportation Expenses		General Expenses		Total Operating Expenses	
Amount	Ratio to total operating expenses—Per cent	Amount	Ratio to total operating expenses—Per cent	Amount	Ratio to total operating expenses—Per cent	Amount	Ratio to total operating expenses—Per cent
\$ 112,935.13	7.5	\$ 13,175,987.90	89.93	\$ 1,029,876.50	6.79	\$ 15,163,598.66	92.63
371,178.59	1.77	17,949,849.32	85.73	1,622,697.93	7.56	20,226,046.86	92.44
17,469.25	1.81	892,702.60	80.74	50,735.82	5.23	961,230.14	81.02
183,397.36	1.65	9,948,137.54	89.38	594,892.98	5.34	11,139,796.35	99.24
321,916.37	3.22	12,459,267.18	89.62	1,023,313.48	7.37	14,488,415.46	88.07
\$ 1,006,903.70	1.57	\$ 54,395,044.54	86.82	\$ 4,300,846.52	6.82	\$ 62,664,079.37	91.58

TABLE NO. 20.—TAXES AND ASSESSMENTS—ENTIRE LIN. AND IOWA—EXPRESS COMPANIES

Name	Entire Line						Total	Iowa total tax	
	Ad Valorem Tax		Specific Tax		Miscellaneous				Internal revenue, U. S.
	On the value of real and personal property	On value of stocks or bonds, or on valuation based on other results of operation	On stocks, bonds, loans, etc.	(In gross or net earnings revenues or dividends	On traffic or some physical quality of property operated, or on privilege	Miscellaneous			
Adams	\$ 107,870.46		\$ 68,478.40	\$ 41,514.65		\$ 16,741.26	\$ 4,431.17		
American	123,393.66	\$ 106,446.76	1,150.00	51,577.03	010.83	51,731.23	4,482.68		
Great Northern	7,476.88		31,858.13	895.00	34.04	1,867.41	42,071.45		
United States	77,214.80	2,800.50	46,431.70	6,857.56		7,190.74	334,004.19		
Wells Fargo	114,866.58	2,622.54	194,121.45	18,357.00	2,101.25	22,508.13	265,754.17		
Total	\$ 425,086.67	\$ 206,275.13	\$ 329,133.72	\$ 86,022.54	\$ 2,742.15	\$ 79,526.75	\$ 1,128,881.27		
							\$ 16,900.51		

TABLE NO. 21.—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—EXPRESS COMPANIES

Name	Permanent and Long Term Investments						Total June 30 1912	Total June 30 1911	Increase 1912	Decrease 1912
	Real Property and Equipment		Investment		Reserves for Depreciation	Total June 30 1911				
	Real estate	Buildings and fixtures	Equipment	—Treasury						
Adams	\$ 63,271,730.86		\$ 2,409,277.68	\$ 605,008.17	\$ 0,351,283.06	\$ 5,714,800.77			\$ 631,328.20	
American	3,767,412.56	3,769,022.76	4,528,270.32	1,232,320.59	10,329,253.91	10,620,346.31		\$ 264,092.40		
Great Northern	6,381.27	6,358.27	122,450.81		107,224.02	134,150.75		26,926.73		
United States	1,284,237.15	2,067,255.79	2,800,035.85	1,010,417.17	5,096,967.26	5,269,000.40		172,033.14		
Wells Fargo				75,243.98	5,076,955.25	5,066,000.40		10,954.85		
Total	\$ 9,003,306.84	\$ 6,009,380.17	\$ 12,750,258.00	\$ 2,214,164.47	\$ 21,829,384.30	\$ 22,229,789.66		\$ 400,405.36		

^aIncludes buildings and fixtures.

^bIncludes \$18,382.65, foreign department furniture, fixtures and good will.

TABLE NO. 22—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Name	Permanent and Long Term Investments—Continued											Total June 30, 1911	Total June 30, 1912	Increase, 1912	Decrease, 1912
	Securities														
	Securities of System Corporations—Pledged			Securities Issued or Assumed—Pledged			Securities of System Corporations—Unpledged								
	Stocks	Funded debt	Miscellaneous	Stocks	Funded debt	Miscellaneous	Stocks	Funded debt	Miscellaneous						
Adams				\$15,347,900.00		\$ 21,500.00					\$15,279,400.00	\$15,369,400.00	\$90,000.00		
American						288,781.50					288,780.50	288,781.50	1.00		
Great Northern															
United States						105,000.00		\$ 556,324.97			661,324.97	661,324.97			
Wells Fargo						10,000.00					10,000.00	10,000.00			
Total				\$15,347,900.00		\$ 425,281.50		\$ 556,324.97			\$16,239,505.47	\$16,329,506.47	\$90,001.00		

TABLE NO. 23—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Name	Permanent and Long Term Investments—Continued							Total June 30, 1911	Total June 30, 1912	Increase, 1912	Decrease, 1912
	Long term advances	Miscellaneous									
		Physical property	Securities—Pledged	Securities—Unpledged							
Adams		\$ 202,386.78	\$23,159,119.95	\$ 1,881,131.03	\$27,859,569.47	\$25,242,637.76		\$ 2,616,931.71			
American		1,898,469.50		26,202,198.53	28,288,216.23	28,100,608.03		187,608.20			
Great Northern				53,034.72	53,034.72	53,034.72					
United States	\$ 2,125,529.00	588,157.07		47,540.00	592,226.33	635,607.07	\$ 43,470.74				
Wells Fargo		2,170,972.58			2,135,508.76	2,170,972.58	35,463.82				
Total	\$ 2,125,529.00	\$ 4,859,985.93	\$23,159,119.95	\$28,183,904.28	\$58,928,555.51	\$56,209,010.16	\$ 27,545.35	\$ 2,804,479.91			

TABLE NO. 24—COMPARATIVE GENERAL BALANCE

Name	Working			
	Cash	Securities Issued or Assumed --Held in Treasury		
		Stocks	Funded debt	Miscella- neous
Adams	\$ 2,911,701.60	\$ 3,535,750.64	\$ 412,200.00	
American	7,811,823.28	330,000.00		
Great Northern	117,039.42			
United States	806,372.79			
Wells Fargo	6,167,921.04			
Total	\$17,814,860.13	\$ 3,865,750.64	\$ 412,200.00	

TABLE NO. 25—COMPARATIVE GENERAL BALANCE

Name	Working			
	Materials and supplies	Other working assets	Total June 30, 1911	Total June 30, 1912
Adams	\$ 8,754.77		\$19,903,102.74	\$22,717,609.29
American	238,890.71	\$ 157,979.95	17,975,804.01	20,515,811.69
Great Northern	4,796.75		1,214,563.41	1,416,644.23
United States	56,887.69		7,442,039.43	7,429,698.18
Wells Fargo	202,182.88	150,256.24	25,234,553.44	28,179,617.28
Total	\$ 511,512.80	\$ 317,236.19	\$71,770,063.03	\$80,250,380.67

TABLE NO. 26—COMPARATIVE GENERAL BALANCE

Name	Deferred		
	Temporary Advances		
	Temporary advances to system cor- porations	Working funds	Advance pay- ments on contracts
Adams	\$ 9,553.94	\$ 211,635.54	
American		1,000.00	
Great Northern			
United States	20,917.27		\$ 499,722.21
Wells Fargo		32,300.00	1,526,666.63
Total	\$ 30,471.21	\$ 244,935.54	\$ 2,026,388.84

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Assets						
Marketable Securities of Other Companies			Loans and bills receivable	Traffic balances due from other companies	Net balance due from agents and messengers	Miscellaneous accounts re- ceivable
Stocks	Funded debt	Miscella- neous				
\$ 9,767,303.45	\$ 2,981,019.41	\$ 292,373.00	\$ 472,710.07	\$ 263,680.04	\$ 1,839,665.24	\$ 232,451.07
			5,198.67	255,477.35	7,674,983.64	4,041,486.09
266,661.25	4,701,203.97			15,147.91	139,785.68	1,139,874.47
4,404,608.39	13,060,728.32	2,341,588.48	39,763.83	165,554.14	1,319,851.09	83,403.42
			206,733.67	192,149.13	1,270,767.26	173,681.87
\$14,438,573.09	\$20,742,951.70	\$ 2,633,961.48	\$ 714,406.24	\$ 891,978.57	\$12,245,062.91	\$ 5,670,806.92

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Assets--Continued		Accrued Income Not Due				
Increase, 1912	Decrease, 1912	Unmatured in- terest, rents and dividends re- ceivable	Total June 30, 1911	Total June 30, 1912	Increase, 1912	Decrease, 1912
2,540,007.08		342,854.09		342,854.09	342,854.09	
202,080.82			71,963.48	77,259.93	5,296.45	
2,945,063.84	\$ 12,341.25	77,259.93		202,910.82	202,910.82	
		202,910.82				
\$ 8,501,658.89	\$ 12,341.25	\$ 989,599.60	\$ 410,461.48	\$ 989,599.60	\$ 579,138.12	

SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Debit Items						
Other tem- porary ad- vances	Rents and insur- ance paid in advance	Taxes paid in advance	Unextinguished Disc't on		Special deposits	Sinking fund assets
			Capital stock	Funded debt		
\$ 879.84	\$ 25,278.45	\$ 8,355.53				
	4,356.62	70,280.21				
	22,408.20	10,605.13	\$ 86,111.13			
	8,748.03	13,382.08				
\$ 879.84	\$ 56,791.20	\$ 107,653.85	\$ 86,111.13			

TABLE NO. 27—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Name	Deferred Debit Items—Continued							
	Insurance and other reserve fund assets	Provident fund assets	Guaranty or indemnity fund assets	Other deferred debit items	Total June 30, 1912	Total June 30, 1911	Increase, 1912	Decrease, 1912
Adams				\$ 114,689.59	\$ 369,543.05	\$ 143,975.90	\$ 225,567.15	
American				192,100.76	258,617.33	147,192.02	121,424.71	
Great Northern				35,069.00	674,833.54	777,102.13		
United States				307,201.67	1,888,290.31	1,608,236.85	285,062.46	\$ 102,268.59
Wells Fargo								
Total				\$ 649,061.62	\$ 3,201,293.23	\$ 2,671,507.50	\$ 631,054.32	\$ 102,268.59

TABLE NO. 28—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—EXPRESS COMPANIES

Name	Profit and Loss				Grand Total			
	Balance				June 30, 1912	June 30, 1911	Increase 1912	Decrease 1912
	June 30, 1912	June 30, 1911	Increase 1912	Decrease 1912				
Adams					\$ 69,780,764.63	\$ 69,875,779.17		\$ 95,014.54
American					60,120,078.95	57,039,847.27	\$ 3,080,231.68	
Great Northern					1,603,869.70	1,374,822.15	229,047.55	
United States					14,524,892.82	14,582,573.98		57,681.16
Wells Fargo					38,108,493.62	34,061,664.57	4,046,829.05	
Total					\$ 184,138,099.72	\$ 176,934,687.14	\$ 7,203,412.58	\$ 152,695.70

TABLE NO. 29—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—EXPRESS COMPANIES

Name	Stock								
	Capital Stock			Stock liability for conversion of securities	Premiums realized on capital stock	Total 1912	Total 1911	Increase, 1912	Decrease, 1912
	Common stock	Preferred stock	Receipts outstanding for installments paid						
Adams									
American	\$18,000,000.00					\$18,000,000.00	\$18,000,000.00		
Great Northern	1,000,000.00					1,000,000.00	1,000,000.00		
United States	10,000,000.00					10,000,000.00	10,000,000.00		
Wells Fargo	23,967,400.00					23,967,400.00	23,967,400.00		
Total	\$52,967,400.00					\$52,967,400.00	\$52,967,400.00		

TABLE NO. 30—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Name	Long Term Debt							
	Funded Debt			Obligations for long term advances received	Total June 30, 1912	Total, June 30, 1911	Increase, 1912	Decrease, 1912
	Collateral trust bonds	Miscellaneous funded obligations	Receipts outstanding for funded debt					
Adams								
American	\$36,000,000.00			\$6,843,382.25	\$6,843,382.25	\$36,843,382.25		
Great Northern								
United States								
Wells Fargo								
Total	\$36,000,000.00			\$6,843,382.25	\$6,843,382.25	\$36,843,382.25		

TABLE NO. 31—COMPARATIVE GENERAL BALANCE

Name	Working				
	Loans and bills payable	Traffic balances due to other companies	Audited vouchers and wages unpaid	Miscellaneous accounts payable	Matured interest, rents and dividends unpaid
Adams	\$ 1,000,000.00	\$ 115,367.43	\$ 769,173.35	\$ 231,297.53	\$ 64,778.50
American		169,383.00	2,342,930.00	1,411,132.37	557,213.98
Great Northern		13,353.19	8,117.05	32,243.14	
United States	734.73	263,213.05	750,618.07		6,571.50
Wells Fargo		174,431.80	2,016,631.50		16,531.66
Total	\$ 1,000,734.73	\$ 735,748.47	\$ 5,886,470.06	\$ 1,674,673.04	\$ 645,095.64

SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Liabilities								
Matured long term debt unpaid	Working advances owed to other companies	Unpaid money orders, checks and drafts	Express privileges	Other working liabilities	Total June 30, 1912	Total June 30, 1911	Increase 1912	Decrease 1912
		\$ 507,244.73	\$ 3,126,492.91		\$ 5,814,354.45	\$ 6,717,467.25		\$ 903,112.80
		13,877,742.42	1,851,817.01		20,210,218.78	18,101,300.68	\$ 2,108,918.10	
		79,248.04	158,820.39		291,781.81	234,313.93	57,467.88	
		430,774.28	1,720,421.96		3,172,333.50	2,808,270.08	364,063.51	
		2,359,671.81	1,948,304.80	\$13,469.14	6,528,040.80	3,861,527.46	2,666,513.34	
		\$17,254,681.28	\$ 8,805,867.07	\$13,469.14	\$36,016,729.43	\$31,722,879.40	\$ 5,196,962.83	\$ 903,112.80

TABLE NO. 32—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Name	Accrued Liabilities Not Due						Deferred Credit Items				
	Unmatured interest, rents, and dividends payable	Taxes accrued	Total June 30, 1912	Total June 30, 1911	Increase 1912	Decrease 1912	Unextinguished premium on funded debt	Operating reserves	Liability on account of Provident funds	Liability on account of guaranty or indemnity funds	Other deferred credit items
Adams	\$ 153,614.66	\$ 109,666.03	\$ 263,280.69	\$ 301,193.54		\$87,912.85					\$ 133,061.71
American		176,725.72	176,725.72		\$ 176,725.72			\$ 116,406.53		\$ 109,185.57	8,240.88
Great Northern								109,980.14			
United States		53,818.98	53,818.98	25,933.91	27,885.07			60,000.00			67,881.85
Wells Fargo	1,168,370.00	188,069.59	1,356,439.59	1,296,359.33	90,080.26			37,500.00			254,067.34
Total	\$ 1,351,984.66	\$ 528,280.32	\$ 1,880,264.98	\$ 1,623,486.78	\$ 294,691.05	\$87,912.85		\$ 323,886.67		\$ 109,185.57	\$ 463,251.78

TABLE NO. 33—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Name	Deferred Credit Items--Continued				Appropriated Surplus							
	Total June 30, 1912	Total June 30, 1911	Increase 1912	Decrease, 1912	Surplus invested in property since June 30, 1908	Reserves from Income or Surplus			Total June 30, 1912	Total June 30, 1911	Increase, 1912	Decrease 1912
						Invested in sinking funds	Invested in other reserve funds	Not specifically invested				
Adams	\$ 133,061.71	\$ 72,316.98	\$ 60,744.73									
American	233,832.98	180,474.72	53,358.26									
Great Northern	109,980.14	108,906.36	1,073.78									
United States	127,881.85	163,173.45		\$35,291.60					\$ 262,586.84		\$ 262,586.84	
Wells Fargo	291,567.34		291,567.34									
Total	\$ 896,324.02	\$ 524,871.51	\$ 406,744.11	\$35,291.60					\$ 262,586.84		\$ 262,586.84	

TABLE NO. 34—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—EXPRESS COMPANIES

Name	Profit and Loss				Grand Total			
	Total June 30, 1912	Total June 30, 1911	Increase 1912	Decrease 1912	Grand total June 30, 1912	Grand total June 30, 1911	Increase 1912	Decrease 1912
Adams	\$26,726,685.53	\$25,941,419.15	\$ 785,266.38		\$ 69,780,764.63	\$ 69,875,779.17		
American	21,499,301.47	20,758,071.87	741,229.60		60,120,078.95	57,009,847.27	\$ 3,080,231.68	
Great Northern	202,197.75	31,001.86	170,605.89		1,603,869.70	1,374,822.15	229,047.55	\$ 95,014.54
United States	1,170,858.40	1,585,196.54		\$ 414,338.14	14,524,802.82	14,582,573.98		
Wells Fargo	5,935,045.89	4,673,790.94	1,261,254.95		38,108,493.62	34,061,664.57	4,046,829.05	57,681.16
Total	\$55,533,999.04	\$52,900,680.36	\$ 2,658,256.82	\$ 414,338.14	\$ 184,138,099.72	\$ 176,934,687.14	\$ 7,356,108.28	\$ 152,695.70

TABLE NO. 35—EQUIPMENT OWNED—IOWA—EXPRESS COMPANIES

Name	Automobiles		Cars		Car Safes--Stationary		Double Wagons		Four Wheel Trucks		Horses and Other Draft Animals		Messengers' Safes		Messengers' Packing Trunks	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
Adams																
American																
Great Northern							1	\$ 200.00	17	\$ 425.00	4	\$ 571.08	2	\$ 20.00		
United States					14	\$ 2,491.25	1	150.00	297	5,940.00	56	6,875.00	85	1,226.53	2,728	\$ 2,027.01
Wells Fargo							7	1,795.93	376	7,721.42	79	14,424.00	124	1,651.86		
Total					14	\$ 2,491.25	9	\$ 2,145.93	600	\$14,086.42	138	\$21,870.08	211	\$ 2,898.39	2,728	\$ 2,027.01

TABLE NO. 36—EQUIPMENT OWNED—IOWA—CONTINUED—EXPRESS COMPANIES

Name	Office Furniture and Fixtures	Office Safes		Single Wagons		Sleighs		Stable Equipm't including Harness	All Other Equipment	Total Value
	Value	Number	Value	Number	Value	Number	Value	Value	Value	
Adams										
American										
Great Northern	\$ 334.02	5	\$ 263.06	3	\$ 415.59	1	\$ 23.75	\$ 52.86	\$ 71.02	\$ 88,653.12
United States	4,440.00	109	4,480.00	67	6,700.00	14	210.00	1,145.00	2,239.83	2,376.37
Wells Fargo	6,962.93	131	7,566.03	68	9,837.28	23	1,175.57	2,145.99	5,164.04	37,924.62
Total	\$ 11,736.95	245	\$ 12,309.08	138	\$ 16,962.87	48	\$ 1,409.32	\$ 3,343.85	\$ 7,474.80	\$ 137,399.16

TABLE NO. 37—FINANCIAL PAPER ISSUED—IOWA—EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued									
	Money Orders Sold--Domestic		Money Orders Sold--Foreign		Travelers' Cheques Sold--Domestic		Travelers' Cheques Sold--Foreign		C. O. D. Cheques Issued	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
Adams										
American										
Great Northern										
United States	1,098	\$ 8,954.42								
Wells Fargo	106,957	^a 4,080.84							245	\$ 2,086.92
Total	108,055	\$ 830,927.41	119	\$ 4,132.81	2,083	\$ 32,027.40	488	\$ 7,512.60	40,055	\$ 449,059.73
	108,055	\$ 843,902.67	119	\$ 4,132.81	2,083	\$ 32,057.65	488	\$ 7,512.60	40,300	\$ 459,636.21

^aIncludes foreign.

TABLE NO. 38—FINANCIAL PAPER ISSUED—CONTINUED—NUMBER OF OFFICES—IOWA—EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued—Continued							Number of Expre Offices in Iowa	Number of Offices at which Money Orders were on Sale
	Telegraphic Transfers		Letters of Credit Issued		Other Forms of Remittance Paper Issued		Tot a Va u		
	Number	Value	Number	Value	Number	Value			
Adams									
American								359	
Great Northern							\$ 11,041.34	11	
United States							12,500.65	317	
Wells Fargo	32	\$ 39,540.00					1,363,199.95	437	
Total	32	\$ 39,540.00					\$ 1,386,741.94	1,124	

TABLE NO. 39—EQUIPMENT OWNED

Name	Automobiles		Cars		Car Safes—Stationary	
	Number	Value	Number	Value	Number	Value
	Adams	313	\$ 636,425.00			169
American					51	7,600.00
Great Northern	66	131,979.94			254	128,355.00
United States	9	17,722.74	125	\$ 371,007.77	489	61,322.58
Wells Fargo						
Total	378	\$ 686,128.34	125	\$ 371,007.77	964	\$ 210,632.50

—ENTIRE LINE—EXPRESS COMPANIES

Double Wagons		Four Wheel Trucks		Horses and Other Draft Animals		Messengers' Safes		Messengers' Packing Trunks	
Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
54	\$ 180,501.07	5,500	\$ 117,453.39	4,123	\$ 685,687.46	2,502	\$ 42,780.01	5,549	\$ 56,428.00
46	9,200.00	650	16,250.00	212	30,299.00	182	1,630.00	619	1,338.00
806	302,513.34	4,193	117,543.06	4,334	836,222.38	2,568	30,840.50	2,720	29,189.63
871	249,375.00	8,258	194,956.00	3,605	681,816.64	2,909	36,190.64	8,927	40,171.50
2,573	\$ 801,589.41	18,729	\$ 440,202.44	12,125	\$ 2,129,993.04	8,424	\$ 111,661.24	17,821	\$ 126,007.13

TABLE NO. 40 —EQUIPMENT OWNED—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Office Fur- niture and Fixtures	Office Safes		Single Wagons		Sleighs		Stable Equipment incl. Harness	All Other Equipment	Total
	Value	Number	Value	Number	Value	Number	Value	Value	Value	Value
Adams	\$ 316,265.66	1,566	\$ 117,666.18	2,675	\$ 313,946.02	617	\$ 14,512.37	\$ 196,344.25	\$ 1,707.18	\$ 2,492,262.46
American	7,843.45	339	17,835.00	136	18,840.00	59	1,400.00	1,995.00	8,262.70	3,115,333.23
Great Northern	162,105.66	1,784	97,817.45	1,758	362,594.02	422	17,149.53	140,422.05	186,951.43	122,450.81
United States	341,884.96	2,997	184,615.20	1,993	294,583.28	384	12,482.99	143,196.30	170,370.23	2,599,653.98
Wells Fargo										2,800,505.85
Total	\$ 828,099.75	6,686	\$ 417,933.83	6,562	\$ 989,963.92	1,482	\$ 45,544.89	\$ 481,957.00	\$ 367,291.54	\$11,130,206.32

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TABLE NO. 41—FINANCIAL PAPER ISSUED—ENTIRE LINE—EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued									
	Money Orders Sold— Domestic		Money Orders Sold—Foreign		Travelers' Cheques Sold—Domestic		Travelers' Cheques Sold— Foreign		C. O. D. Cheques Issued	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
Adams	1,068,820	\$ 10,479,788.65			a 1,810	\$ 33,548.37			968,297	\$11,319,183.64
American	192,526	2,253,392.40	972	\$ 19,551.21					63,518	944,132.93
Great Northern	1,484,972	a 13,797,667.20			56,114	a 1,289,820.00			805,348	9,041,793.20
United States	2,414,272	23,560,837.37	7,790	156,569.94	90,423	2,314,849.79	21,879	\$ 535,383.45	1,629,624	16,856,467.33
Wells Fargo										
Total	5,159,590	\$ 55,091,685.62	8,762	\$ 176,121.15	148,347	\$ 3,638,218.16	21,879	\$ 535,383.45	3,366,787	\$38,161,577.10

a Includes foreign.

TABLE NO. 42—FINANCIAL PAPER ISSUED—CONTINUED—NUMBER OF OFFICES—ENTIRE LINE—EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued—Continued				Number of Express Offices in the United States, June 30, 1912	Number of Express Offices in the United States at which money orders were on sale, June 30, 1912			
	Telegraphic Transfers		Letters of Credit Issued				Other Forms of Remittance Paper Issued		Value
	Number	Value	Number	Value			Number	Value	
Adams							\$ 21,832,520.66	5,808	4,501
American							337,063,021.87	7,399	7,056
Great Northern							8,217,076.54	814	798
United States	656	55,671.49	11	46,854.25	53,970	2,234,865.85	26,466,701.99	4,022	4,638
Wells Fargo	5,203	561,118.28					48,985,226.16	7,049	12,073
Total	5,868	616,789.77	11	46,854.25	53,970	2,234,865.85	437,554,547.22	25,762	29,089

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