

VOLUME V.

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Insurance Report, 1912, Volume I, Fire.  
Insurance Report, 1912, Volume II, Life.  
Insurance Report, 1912, Volume III, Fraternal Beneficiary Societies.

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VOLUME VI.

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Insurance Report, 1913, Volume I, Fire.  
Insurance Report, 1913, Volume II, Life.  
Insurance Report, 1913, Volume III, Fraternal Beneficiary Societies.

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VOLUME VII.

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Reports of Railroad Commissioners 1911 and 1912.  
Report of Railroad Assessment, 1912 and 1913.

THIRTY-FOURTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS

FOR THE

YEAR ENDING DECEMBER 4, 1911

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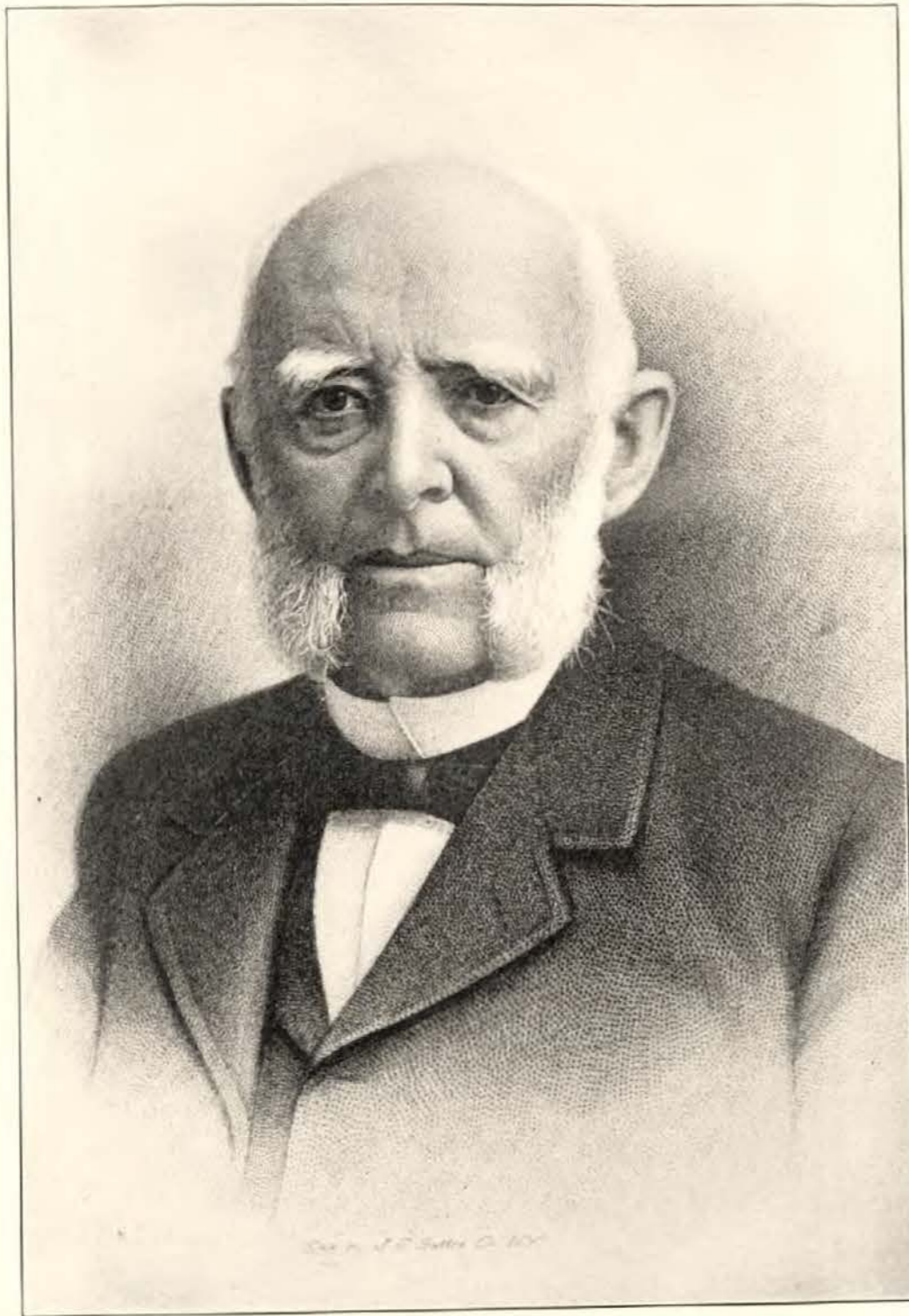
STATE OF IOWA

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DES MOINES:  
EMORY H. ENGLISH, STATE PRINTER  
E. D. CHASELL, STATE BINDER  
1912



PETER ANTHONY DEY

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## IN MEMORIAM

Peter Anthony Dey was born January 27, 1825, in Romulus, Seneca County, New York, one mile east of Seneca Lake. His father, Anthony Dey, was the oldest son of Dr. Philip Dey of Preakness, New Jersey, and grandson of Colonel Theunis Dey who was an officer of the American Army in the Revolutionary War. His mother was Hannah Dey.

The family moved to Seneca Falls in 1830. Peter Anthony Dey attended the Seneca Falls Academy until 1840 when he entered Geneva College (now Hobart) at Geneva, New York. He graduated in 1844, then returned to Seneca Falls where he read law for about two years, first in the office of D. C. Bloomer and later in the office of John Maynard.

In 1846 he went into the employ of the New York and Erie Railroad Company as civil engineer, first in their office in New York City, then on some work in Orange County, New York, and later, on the construction at Great Bend, Pennsylvania, remaining with this road for nearly three years when it was completed to Binghamton, New York.

In 1849 he went into the employ of the State of New York on the Cayuga and Seneca Canal, as assistant and successor to Mr. Hall, in building locks at Seneca Falls. From there he went to Port Byron and for a time was on the work of enlarging the Erie Canal.

In the fall of 1850 he began work with the Michigan Southern Railroad Company between South Bend and the Illinois line in Indiana and remained with this road until it was completed to Chicago. In the fall of 1852 he went into the employ of the Chicago and Rock Island Railroad Company and had charge of construction of a division between Peru and Sheffield, Illinois.

and while there located the branch to Peoria. In the summer of 1853 he came to Iowa and had charge of the Original Surveys from Davenport to Council Bluffs via Iowa City and Des Moines. He eventually located this road to Des Moines and had charge of most of the construction. In the fall of 1854 he was transferred to Chicago working in the Engineering Department where he remained for about two years. Then, after the Iowa Land Grant Act was passed, he returned to Iowa and remained in connection with their Iowa Branch until 1863 when it was completed to Kellogg.

He was Mayor of Iowa City in 1860.

In 1863 he began work with the Union Pacific Railroad Company having charge of the surveys between Omaha and the Salt Lake Valley and also of the construction of the first one hundred miles west of Omaha. In November, 1863, he went with the officers of the road and government directors to see the President of the United States presenting a map, on the showing of which Mr. Lincoln designated the Congressional Section in which Omaha was located, as the initial point of the Union Pacific Railroad. While employed on this work Mr. Dey raised the question on the Credit Mobilier Contract, suggesting that this was a violation of a trust and a diversion of the advances made by the general government without due consideration. The history of this may be found in the Credit Mobilier Report of the Wilson Committee to Congress published in 1873.

In connection with his work on the Union Pacific Railroad, Mr. Dey located and recommended a line from Omaha almost due west to Elkhorn but through the influence of some of the officers of the company the line was changed to add nine miles to a distance of thirteen. The Engineering News of August 31, 1911, in telling of this change says, "The claim was made that this would eliminate heavy work and heavy grades, but many saw other reasons for the change, and it was violently opposed by both Omaha and Council Bluffs for the fear that the design was to make Bellevue the real terminal. As a matter of fact, nothing was gained from an engineering point of view by the proposed change. The case was carried to the Government, which was to issue bonds at several thousand dollars per mile of road completed, and after a long contest and many reports it was ordered that the change should not be made unless the Omaha and Elk-

horn grades were eliminated. General Dodge is authority for the statement that 'by the change and addition of nine miles they made no reductions in the original grades, or in tonnage hauled in a train on the new line, over the old line if it had been built.'

"The company paid no attention to the Government order or to the recommendations of its engineer, and went ahead on the changed line. The Government commissioners accepted the line thus built and bonds were issued on it. The decision to make the change and the letting of the contracts for a much larger sum than that necessary to actually construct the road, to an inside ring of the stockholders of the company (the Credit Mobilier) caused Mr. Dey to tender his resignation. . . . In the improvement work done on the Union Pacific Railway since 1900, a part was the cutoff west of Omaha, practically a relocation on the original line recommended by Mr. Dey in 1864." In his history of Iowa, Volume 4, B. F. Gue, in telling of this investigation, in connection with Mr. Dey, quotes from Scribners Monthly of March, 1874, as follows:

"When his estimate was made to the Directors, it was returned to him with orders to retouch it with higher colors, to put in embankments on paper where none existed on earth, to make the old embankments heavier, to increase the expense generally, and he was requested to send in his estimate that it would cost \$50,000 per mile. When Mr. Dey was informed that this part of the road was let to \_\_\_\_\_ at \$50,000 per mile which he knew could be done for \$30,000, this difference amounting to \$5,000,000 on the two hundred and forty-six miles, he resigned his position as Chief Engineer in a noble letter to the President of the road. He closed that letter with this statement: 'My views of the Pacific Railroad are perhaps peculiar. I look upon its managers as trustees of the bounty of Congress—. You are doubtless uninformed how disproportionate the amount to be paid is to the work contracted for. I need not expatiate on the sincerity of my course when you reflect upon the fact that I have resigned the best position in my profession this country has offered to any man.'"

He resigned his office as Chief Engineer of the Union Pacific Railroad to take effect on the 30th day of December, 1864, and returned to Iowa City. From this time until 1869 he was engaged in making some surveys for a north and south road

In 1869 he was elected president of the First National Bank of Iowa City, Iowa, which office he held until 1878.

In 1872 he was appointed by the Legislature as one of the Commissioners to build the new Capitol of Iowa at Des Moines and remained a member of that commission until 1886 when the building was completed.

In 1878 he was appointed Railroad Commissioner by Governor Gear which office he held for sixteen years being reappointed by Governor Gear and also by Governor Sherman and Governor Larabee. In 1888 under the revised law he was elected Railroad Commissioner and remained in that office with the exception of one year until 1895.

In 1895 he was again elected president of the First National Bank of Iowa City, which office he continued to fill until the time of his death which occurred on the 11th day of July, 1911, at his home on North Clinton street, Iowa City, Iowa.

During the year 1895 a dispute arose about the southern boundary of the state. The Supreme Court of the United States appointed Mr. Dey a Commissioner for the state of Iowa in connection with a Commissioner from Missouri and a third selected by both these men to establish and mark the boundary where it was in doubt.

In 1900 he was a member of the commission appointed by Governor Shaw to investigate the matter of making many permanent improvements upon the State Capitol Building at Des Moines, which the lapse of fifteen years since it was completed, made necessary. Among these improvements they were to determine the character and the cost of the interior mural decorations required to bring this building to the standard which those who planned it had raised.

In 1903 he received a letter from Robert M. La Follette of Wisconsin stating that they were grappling with the problem of establishing a Railroad Board or Commission to control transportation rates and asking him to take up the Iowa law, section by section, suggesting such changes if any, in the light of his experience, he would advise. This he did, taking great pains to point out and give reasons for his proposed changes.

In 1856 on the 23rd day of October, Peter A. Dey was married in Trinity church, Buffalo, New York, by Rev. William Shelton, to

Catherine Thompson, daughter of Harry Thompson who was an early settler of Buffalo, residing there when this city was burned by the British in 1814.

In 1857 on the 11th day of September, they moved into the house on North Clinton street, Iowa City, Iowa, which has been the family home since that time.

Mrs. Dey died in this home on the 12th day of June, 1899. There were six children of whom the oldest two, Harry Thompson Dey and Anthony Dey died many years ago. The surviving are Marvin Hull Dey, Myra Thompson Dey (Mrs. Craig T. Wright), Curtis Thompson Dey, and Ann Hull Dey (Mrs. Clarence W. Eastman).

NOTE.—A slight error has been made in the wording of Mr. Dey's letter of resignation as Chief Engineer of the Union Pacific Railroad as it appears in the History of Iowa by Mr. Gue. In quoting from this history the correction has been made.



WILLARD LEE EATON

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## IN MEMORIAM

Willard Lee Eaton was born at Delhi, Delaware county, Iowa, October 13, 1848. His father, Arial K. Eaton, was one of the early pioneer lawyers and law makers of Iowa. His mother's maiden name was Sarah Jarnigan.

In 1856 the family moved to Osage, Iowa. Mr. Eaton attended the common schools of Iowa and the State University of Iowa. He graduated in the law class of 1872. From 1871 to 1874 he was deputy clerk of courts of Mitchell county, Iowa.

In 1874 he formed a law partnership with John B. Cleland and continued in the practice of law at Osage, Iowa, with Mr. Cleland until 1885 when Mr. Cleland was elected district judge of what is now the Twelfth Judicial District.

Mr. Eaton practiced law alone until 1889, when J. F. Clyde, now judge of the Twelfth Judicial District, was taken into partnership. Mr. Eaton was in partnership with Mr. Clyde until 1897, when Mr. Clyde was elected judge of the Twelfth Judicial District.

From 1897 to 1900 Mr. Eaton was again alone in his law practice at Osage, Iowa. In the year 1900 he formed a law partnership with Wm. H. Salisbury and continued in the practice of law with Mr. Salisbury at Osage, Iowa, until the time of Mr. Eaton's death, June 7, 1911.

During the time that Mr. Eaton was at Osage he held many offices of trust and was at various times honored by his neighbors and friends by being elected to public office. He was deputy clerk of courts, county attorney, state representative, and railroad commissioner. During his last term in the legislature he was elected speaker of the house.

He was elected as railroad commissioner and served four years in that capacity, giving most eminent satisfaction to the state. He declined a second term.

During the time that Mr. Eaton was practicing law in Osage he held many minor offices, to-wit: he was mayor of Osage three terms, he was for many years a member of the Osage school board, was trustee of the Upper Iowa University, was a member of the official board of the Methodist church of Osage, and held many other offices of trust.

Mr. Eaton was married to Laura R. Annis, of Westfield, Vermont, on September 11, 1874. Two children were born to them, Ivan Willard, who died in 1884 at the age of two and one-half years, and Allan March Eaton who was born in 1887 and with his mother is still living in Osage.

Mr. Eaton was greatly interested in Masonry. He was a member of the Des Moines Consistory No. 3, A. A. S. R. In memorial from the Consistory the following appears as a Masonic history:

“Was made a Master Mason in Osage Lodge No. 102, May 28, 1870. Exalted in Osage Chapter No. 36, R. A. M. August 12, 1873. Received the Order of the Temple in Coer De Leon Commandary No. 3, March 2, 1901, served as Worshipful Master, High Priest, and Eminent Commander and Junior Grand Warden in 1892; Deputy Grand Master in 1896. Grand Master in 1900, and Trustee of the Grand Lodge since the Board was created in 1901.”

In politics Mr. Eaton was a member of the Democratic party until the early nineties and later, becoming convinced that the principles of the party were wrong, especially on the questions of tariff and the currency, he joined the Republican party and thereafter was affiliated with the same and from the Republican party's hands received many marks of favor.

Through his long and active life, Mr. Eaton made a host of friends, political and social. It is said at his home town of Osage that he was the friend of every man who wished to do right. He was one of the best lawyers Iowa ever produced, resourceful, tireless, and honorable to the last degree. At his death Iowa lost one of its first citizens.



GEORGE WILLARD PERKINS

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## IN MEMORIAM

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George Willard Perkins was born in Derry, New Hampshire, October 23, 1832, where he received his education and grew to manhood. When he was twenty-three years of age he immigrated to Westersfield, Ill., with a Mr. Little, whose accomplished daughter, Miss Ellen Elvira Little, he married in 1857. Mr. and Mrs. Perkins resided in Illinois until 1871 when they moved to Fremont county, Iowa, and on the raw prairie established their beautiful home which in all the country roundabout was regarded as a model. Soon after moving to Iowa, Mr. Perkins with his neighbors organized a Sunday School in the Dickey School house. He was made superintendent and held that position for twenty years. This little Sunday School received his most careful thought the outcome being the Congregational church at Farragut, Iowa, of which Mr. and Mrs. Perkins were charter members retaining their membership until their death. By reason of a slight physical disability he was not permitted to serve his country in the war of the Union. He was always a stalwart Republican in politics. By occupation Mr. Perkins was a farmer. In 1888 he was elected State Senator serving the full term, after which he was elected Railroad Commissioner and served two terms. It was toward the close of his second term as Commissioner that he was stricken with the illness that finally caused his death. He made an exceptionally good official, devoted his entire time to the office, temporarily residing in Des Moines during his two terms as Railroad Commissioner. With his family he removed to Shenandoah, Iowa, where he continued to make his home until his death, May 1, 1910.

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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:*

In accordance with the provisions of law, we beg to submit herewith the Thirty-fourth Annual Report of the Board of Railroad Commissioners. This report contains statistics covering the operation of Steam Railroads, Electric Interurban Railways, Switching and Terminal Companies and Express Companies operating in this state so far as the Commission has been able to secure the returns for the year ended June 30, 1911. Also decisions of the Board and record of inspection and hearing and a brief statement of all cases closed by the Board during the year ended December 4, 1911.

Conditions of the various railroads in Iowa have steadily improved since the date of the last report. The companies are prosperous with very few exceptions. On the main lines conditions of road bed and tracks have improved, grades have been reduced and curves eliminated, more modern equipment is being used; on many branch lines of the state there is room for much improvement both in the road bed, and in the equipment.

During the year just passed, by reason of the appropriation granted by the legislature, the Board has been enabled to organize a rate department which has been able to do such effective work as to command very kind recognition in this and other states. Through the courtesy of railway companies passing through Iowa this department now has almost a complete file of freight tariffs issued or used in business materially affecting Iowa. We desire to heartily commend the companies for their assistance in this connection. It is believed that this Commission will be able to render very tangible service to the people of the state in connec-



tion with interstate transportation. From ninety to ninety-five per cent of all freight charges paid by the citizens of Iowa or other states is on interstate business. The relative importance of interstate matters is therefore very apparent. The interstate commerce act provides that state railroad commissions may take the initiative on behalf of the public before the Interstate Commerce Commission. During the past year the Iowa Commission has instituted, and has been connected with, many important proceedings before the Interstate Commerce Commission.

#### ADVANCED RATE CASE.

Perhaps the most important case ever heard before any American tribunal, measured by the standard of dollars and cents, was the advanced rate case decided by the Interstate Commerce Commission, February 22, 1911. The sum at stake amounted to over fifty millions of dollars annually; the case affected over two hundred commodities shipped to and from Iowa points. The entire nation was concerned in the proposed advances. A member of the Iowa Commission, who had previously taken part in all the hearings, examining witnesses and offering evidence, filed a brief and made the closing argument before the Interstate Commerce Commission in this case.

#### MINNESOTA RATE CASE.

The decision of Judge Sanborn in the Minnesota Rate Case strikes at a very vital point in the authority and power of state railroad commissions. At a conference of several commissions at Lincoln, Neb., it was decided to file a brief before the Supreme Court of the United States, as *amici curiæ*, opposing several of the positions taken by Judge Sanborn. On September 7, 1911, the Iowa Commission decided to join with these other states in the preparation and filing of such brief. A member of the Iowa Commission was chosen chairman of the committee representing the eight state commissions. The case is now pending before the Supreme Court of the United States.

#### EASTERN RATE CASE.

The Commission on June 3, 1910, instituted proceedings before the Interstate Commerce Commission relative to class rates between interior Iowa points and eastern points.

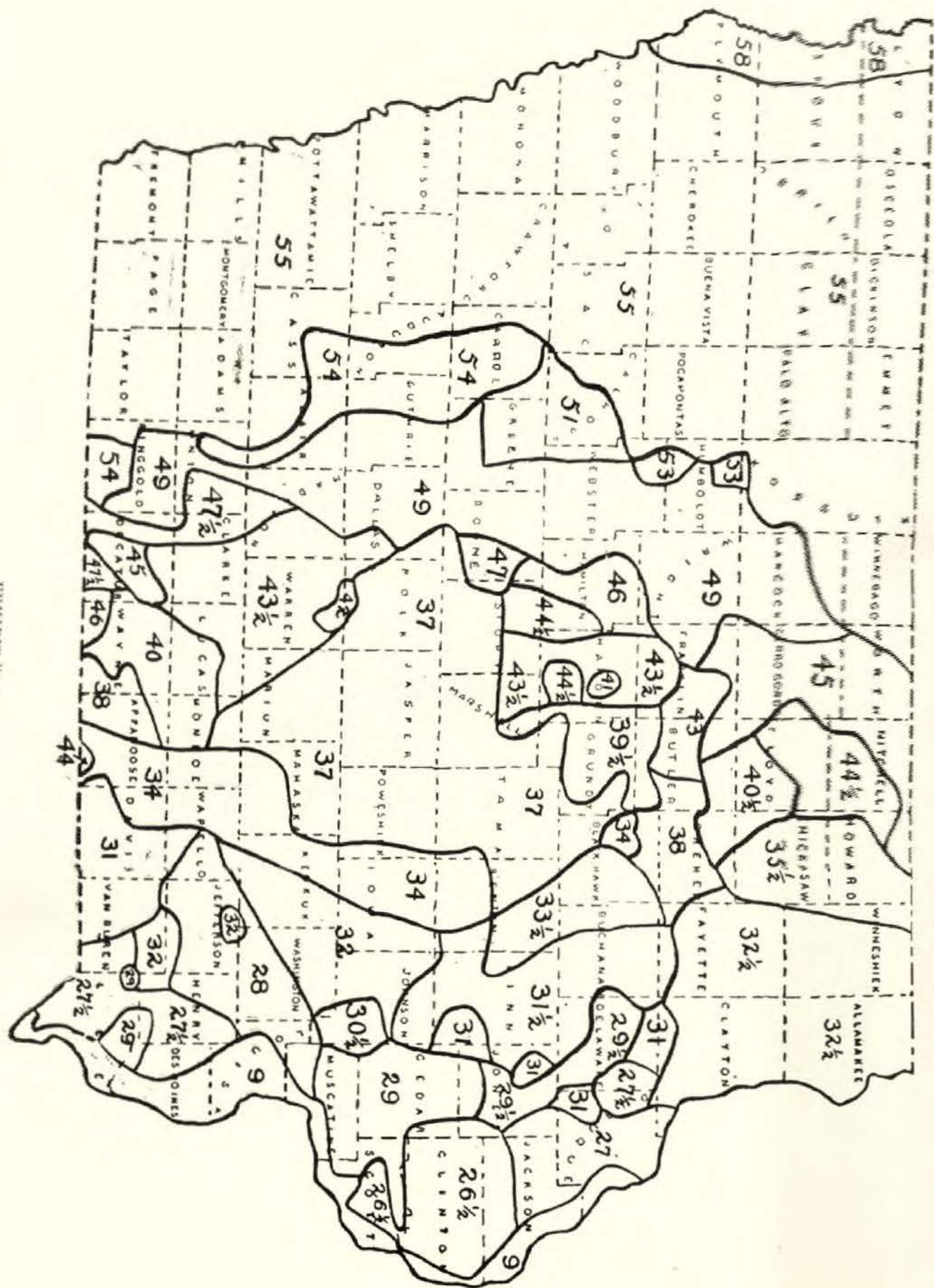
On July 11, 1911, the Commission instituted proceedings relative to class rates between eastern points and points on the Mississippi River.

There were about three hundred exhibits filed in these cases, one hundred fifty-nine of which were prepared by the rate department of the Iowa Commission under the direction of Mr. Beals. A member of the Commission and the Commerce Counsel, together with his Assistant, have attended all the hearings, examined and cross examined witnesses, prepared printed briefs in the name of the Commission filing the same with the Interstate Commerce Commission, and will appear in oral argument before the Commission in these cases. The main proposition insisted upon by the Iowa Commission as to interior Iowa points is that there should be a complete regrouping of the interstate rates to these interior points. At the present time there is a haphazard, unreasonable series of groups throughout Iowa. This situation is best illustrated by the accompanying map, marked Exhibit "A," which was prepared in the office of the Iowa Commission. The Interstate Commerce Commission, in the *Burnham-Hanna-Munger* decision as subsequently modified in the *Warnock* case, has held 55c to be the reasonable differential across the State of Iowa on first class traffic from the Atlantic seaboard. In other words, this 55c 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 55c should be equitably distributed across Iowa. At present we find more than one-half of this 55c 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 grouping of these class rates.

## WESTERN CLASSIFICATION CASE.

The Commission sent representatives to the hearings before the Western Classification Committee held at Milwaukee, Wis., during the month of July, 1911.

Later the Iowa Commission joined with the Commissions of seventeen other states in securing the suspension of Western Classification No. 51. A member of this Commission was chairman



of the committee securing such suspension which was granted by the Interstate Commerce Commission.

Western Classification No. 51 is a publication issued by railroads operating between Chicago, the Mississippi River, and the Pacific Coast. An analysis of this classification by our rate department shows over one thousand advances, many of them upon very important articles such as binder twine, silos, gasoline engines, newspapers, etc. One firm handling agricultural implements has stated that the advances in carload weights alone would have cost them more than \$600,000 annually. Many of the advances are on small items, and yet even these may be of importance to some shipper or producer. There are several hundred reductions. During the progress of the hearings a large number of concessions were made by the railroad companies and there will probably be other changes ordered by the Commission.

#### UNIFORM CLASSIFICATION.

At the present time there is much confusion in the different freight classifications in force in different portions of the United States. The making of a uniform classification has long been urged by the Interstate Commerce Commission and the various state commissions of the country.

A member of the Iowa Commission, co-operating with representatives of the Wisconsin, Illinois and Minnesota commissions, prepared a bill which was introduced by Senator Kenyon in the United States Senate, giving authority to the Interstate Commerce Commission to make a uniform classification for the country. Many other state commissions joined with us in urging the passage of this measure. Through the hearty co-operation of Senator Cummins, who is a member of the committee, and other members of Congress, this bill was recommended by the Senate Interstate Commerce Committee and was passed by the United States Senate. However the House committee on Interstate and Foreign Commerce failed to report the bill for passage, and the matter is tied up in this condition until the next session of Congress.

#### IOWA MANUFACTURERS AND JOBBERS.

For many years the citizens of Iowa have felt that they have not received proper treatment at the hands of the railroads as to their interstate rates. This has hindered the growth of Iowa

factories and industrial centers. The Iowa commission has seriously undertaken the task of securing a revision of these rates.

The total value added by manufacture in the factories of Iowa according to the last census, was exceeded by that of the following states, in the order given: New York, Pennsylvania, Illinois, Massachusetts, Ohio, New Jersey, Michigan, Indiana, Wisconsin, Connecticut, Missouri, California, Rhode Island, Maryland, Kentucky, Washington, North Carolina, Texas, Virginia, and Louisiana. It makes a native of the Hawkeye state blush to find some of these ranking ahead of Iowa; little Rhode Island, a comparatively new state out on the Coast, and several southern states—all make Iowa step to the rear.

The rank Iowa takes with neighboring states is told by the following table. It will be noticed that large railway facilities do not constitute the controlling factor, even when a state is surrounded on both sides by the two greatest rivers in the country, such notable waterways as to constitute the basing lines for the bulk of the freight traffic throughout the middle portion of the United States. It is quite probable that an equitable adjustment of freight rates is even more essential than a large railway mileage.

#### VALUE ADDED BY MANUFACTURE.

(According to 1910 Census.)

	Total	Exceeds Iowa	Miles of Ry.
Iowa .....	88,531	.....	9,755
Missouri .....	219,700	148 %	8,083
Indiana .....	244,700	176 %	7,420
Ohio .....	613,734	593 %	9,134
Michigan .....	316,497	257 %	9,021
Illinois .....	758,350	756 %	11,878
Wisconsin .....	243,949	175 %	7,475
Minnesota .....	127,798	157 %	8,669

The immense factor which a man's freight bills are in his business operations is well illustrated by the following summary of the total sales, expenses and freight bills of a number of representative Iowa firms at interior and river points, a statement which was filed in one of the Iowa interstate rate cases. These firms, dealing in groceries, oil, poultry, butter, eggs, boots and shoes, and engaged in jobbing and manufacturing enterprises, had total sales last year amounting to \$14,339,000, total expenses, including freight, amounting to \$1,874,500, and 29 per cent of these expenses,

or \$548,500.00, is the amount of money which they paid out in freight bills. We do not have here all of the freight expenses, because on much of their outgoing traffic the purchaser absorbs the freight.

STATEMENT SHOWING LARGE FACTOR FREIGHT CHARGES FORM  
IN EXPENSE ACCOUNT.

Total for 1910.

	Total Sales	Freight Bills	Operating Expense
Litchfield Mfg. Co.—			
Waterloo .....	\$ 300,000	\$ 19,000	.....
Letts Fletcher Co.—			
Marshalltown .....	1,000,000	47,000	\$ 72,000
Western Grocer Mills—			
Marshalltown .....	864,000	41,000	71,500
Letts-Spencer Smith Co.—			
Mason City .....	1,200,000	57,500	74,500
Spencer Co.—			
Oskaloosa .....	900,000	40,000	60,000
Marshall Oil Co.—			
Marshalltown .....	242,000	43,090	113,000
Mason City .....	54,000	4,000	18,000
Oskaloosa .....	79,000	6,000	27,000
(The foregoing figures for six firms covered freight on received shipments, not outgoing nor prepaid.)			
Keokuk—			
Four wholesale grocery houses, one poultry, butter and eggs, one dry goods, one boots and shoes .....	\$10,000,000	\$ 310,000	\$ 850,000

The foregoing figures are not representative of the relative amounts for factories; we do not have such figures, but we understand the proportion of freight expense would be much smaller.

The freight rate on piano actions, by the carload, from Pittsburgh to Marshalltown is 89c per cwt., while the freight rate on pianos L. C. L. from Marshalltown to Salt Lake City is \$2.26 per cwt., making a combined charge of \$3.15. The same shipment originating at the same point in the east, destined to the same point in the west, but handled at St. Louis instead of at Marshalltown, would cost \$2.75 per cwt., giving St. Louis an advantage of 39c per cwt. On a shipment of 50,000 lbs., this gives an advantage to St. Louis

of \$195.00. Peoria would have an advantage of approximately \$150.00; Chicago would have an advantage of between \$150.00 and \$200.00; Kansas City would have an advantage of \$105.00.

St. Louis, Peoria, Chicago and Kansas City would have the same advantage on shipments of woolen cloth originating in the east, and woolen clothing being manufactured at these western points, and re-shipped to the west as we have just described on shipments of pianos.

On automobiles handled in the same manner as outlined above, St. Louis has an advantage of \$195.00 over Marshalltown.

These illustrations are typical of the entire situation. *The Commission asks for a re-grouping of the rates to and from interior Iowa points so that on combined shipments, in and outbound, the manufacturers and jobbers of Iowa can reach out into all portions of the nation upon a substantial equality with competitors in the cities of other states.*

STATE FAIR RATES.

There are able lawyers who claim that the Board has no jurisdiction to establish excursion rates, and others who claim that it has full power to do so. There is a still graver question at stake in this matter than the mere local question of the wording of our state law, this concerns the power of a state itself, through any tribunal, to order excursion rates lower than the maximum fixed for ordinary travel. There are *dicta* in the decisions of the Supreme Court and of the Interstate Commerce Commission which supports this contention (*Lake Short & Michigan Southern Railway Company v Smith*, 173 U. S. 684—the Commutation case, 21 I. C. C., 428). Here is a question which involves other states as well as Iowa and will probably never be determined short of the Supreme Court of the United States. This is an issue which should be decided finally one way or the other and the case that raises it should not be embarrassed by any other questions which it is possible to avoid.

It would seem that the contention advanced by the carriers is not sound. While it may be true that the Commission would have no jurisdiction to establish ordinary excursion rates, yet as the Interstate Commerce Commission has said:

"It seems to be settled under that section that a carrier may enter upon the policy and practice of issuing mileage books and excursion

tickets at less than its regular normal fare for the one-way journey, and, having adopted such a policy, may subsequently withdraw from it and refuse longer to issue such tickets. That has been the view of this Commission, and is the view generally entertained, although there may be exceptional circumstances where a different conclusion would be required."

We believe public policy demands, and the courts, when the matter is fairly tested, will hold, that a state fair representing an investment on the part of a state of a million dollars, attended by two hundred thousand of its inhabitants, of great educational value to its citizens, is a public institution and that a state has the power to compel rates to the same corresponding to those which have existed for the past twenty years and upon which the investment has been made and this institution has been built up.

We would recommend that the Legislature should thoroughly investigate, and, if the facts justify what appears to be true, then that the Legislature should enact a law prescribing such reduced rates or else empower this commission in such certain and unquestionable terms that no other issue can be carried into court on the constitutional power of the state itself to act.

#### MORE SPECIFIC INSPECTION OF RAILROAD TRACK SCALES.

The Commission desires to urge the passage of such legislation as will provide for a more specific inspection of railroads with all their appurtenances, with particular reference to track scales.

#### HIGHWAY AND FARM CROSSINGS.

The board would again express its opinion that the Commission's authority over highway and farm crossings be more clearly defined and that it be given specific authority to change from grade to overhead and undergrade crossings where desirable; also the authority to change public highways to such locations as may be necessary to meet such requirements for public safety, together with authority to proportion cost by counties and municipalities.

#### TRESPASSING ON RAILROAD RIGHT OF WAY.

This commission would respectfully urge, in the interests of public safety, a law making it a misdemeanor for trespassing on railroad right of ways. Statistics show that a very large percentage of those killed while trespassing on right of way of railroad companies are not tramps or irresponsibles but are persons of good standing in the community who use the right of way of the railroad companies as highways in making "short cuts" to and from points where they are employed etc. The Commission believes that if such a law is passed with a proper penalty attached to violation it would aid materially in reducing the number of casualties resulting from this practice.

#### REVISION OF THE IOWA COMMISSION LAWS.

In many respects our present railroad commission laws in Iowa have failed to keep up with the progress of legislation on these matters in the United States. At the present time in the state courts, the orders of the commission relative to rates are only *prima facie* evidence of what is reasonable. There is no sound argument why the decisions of the Iowa Commission should not be just as binding upon the courts as are the decisions of many other state commissions which have adopted laws analogous to the amendment of the Interstate Commerce Act which was passed in 1906.

#### COMPETITIVE RATES IN IOWA.

There is practically no such thing as competition between railroads in Iowa on intrastate business and the Iowa laws are responsible for this condition to a certain extent. Iowa is the only state in the nation where the railroads charge the full maximum rates established by the state. We recommend that the Iowa statutes be so amended as to provide that railway companies may be permitted to meet short line competition between points in the state.

#### VALUATION OF RAILROADS.

The states of California, Kansas, Michigan, Minnesota, Nebraska, New Jersey, Oklahoma, South Dakota, Texas, Washington and Wisconsin have made or are making physical valuations of all the

railroads in said states. Ten other states have made valuations of one or more railways.

It is impossible to tell whether the railroads in Iowa are making an adequate return on their properties until we know the valuation of these properties. The Supreme Court of the United States has said:

"We hold that the basis of all calculations as to the reasonableness of rates to be charged by a corporation maintaining a highway under legislative sanction, must be the fair value of the property being used by it for the convenience of the public."

Many miles of branch lines in Iowa have received little attention so far as improvement is concerned. It may be that the commission would be justified in ordering betterments, improved conditions, new depots, etc., at different places in the state, but we cannot determine such matters intelligently until we know the condition of the carriers' earnings in comparison with the value of their property. The railway companies are entitled to, and they must have, adequate revenue.

#### REVISION OF THE IOWA STATE SCHEDULE.

There has not been a revision of the Iowa state schedule of rates since the Iowa commission was first organized under the present law over twenty years ago. The Commission does not feel that this revision should be undertaken until after a fair valuation of Iowa railroads has been made, and until after some of the issues raised in the Sanborn decision have been determined by the Supreme Court of the United States.

#### COMMERCE COUNSEL.

Acting under the authority of Chapter 94 of the laws of the 34th General Assembly, the Commission appointed Hon. J. H. Henderson of Indianola to the office of Commerce Counsel, who took office on July 1st. This officer appointed as assistant Mr. Dwight N. Lewis, formerly Secretary of the Board. Miss Edna J. Bailey was appointed as stenographer.

Since his appointment the Commerce Counsel has cooperated with the commission in all of its important interstate rate cases, and he has appeared for the public before the state commission on many important matters.

One of the most notable interstate cases handled by the Commerce Counsel was the stock cattle advance which was proposed by the railway companies. Had this advance gone into effect, it would have cost Iowa several hundred thousand dollars annually.

#### 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 1911 inclusive.

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

Year	Mileage excluding trackage rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$20,714,466.07	\$12,565,950.23	\$ 8,148,515.84	\$1,960.12
1879	4,136.04	21,340,709.44	12,004,420.92	8,431,288.52	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	28,452,181.51	16,788,404.39	11,663,777.12	2,140.63
1882	6,337.43	32,023,061.03	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	23,230,916.03	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	36,031,106.54	22,931,555.10	13,101,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.50
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,39.75	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,850.86	1,660.75
1891	8,413.16	43,102,339.35	28,639,292.77	14,463,106.58	1,710.15
1892	8,407.34	43,741,683.52	29,659,096.54	14,082,586.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.58	40,606,679.92	28,020,531.03	12,679,148.89	1,463.56
1895	8,486.31	35,835,910.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,252.55	28,735,652.59	13,105,600.96	1,542.85
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	1,513.54
1898	8,484.16	45,944,556.00	29,813,031.67	16,131,524.33	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	16,665,146.85	1,815.04
1901	9,953.90	54,714,135.95	37,440,971.10	17,273,164.85	1,851.06
1902	9,485.22	59,170,576.34	39,876,489.47	19,294,086.87	2,034.12
1903	9,456.00	57,150,083.09	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,692,095.10	42,694,030.85	14,998,064.25	1,529.86
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	9,897.58	65,856,083.49	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	74,890,065.34	59,081,554.54	15,808,510.80	1,616.23
1911	9,871.81	78,872,412.92	60,628,526.43	18,243,886.49	1,848.08

It will be noticed there is an increase of mileage of steam railroads of 90.16. This is accounted for by 37.8 miles of new line constructed by the Atlantic Northern and Southern Railway Company from Atlantic to Villisca; 13.10 miles new line constructed

by the Charles City Western Railway Company; 28.17 miles constructed by the Chicago and North Western Railway Company; 10 miles constructed by the Muscatine North & South Railway Company; 1.23 miles appearing in the report of the Great Northern Railway Company and .22 mile shown as main line mileage in 1911 report of the Chicago Great Western Railroad Company, whereas in 1910 it was shown as city tracks.

In accordance with the custom of the Commission established for many years, we publish the foregoing table brought down to date with the qualification that the said table cannot command confidence. The figures representing expenses and net earnings include many estimates made by interstate carriers. These estimates are made on purely arbitrary bases for the division between state and interstate business, which both public officials and the representatives of the carriers concede to be of very little worth. The problems as to the proper division of expenses between state and interstate business are now being thrashed out before commissions and courts. We may expect much more intelligent data upon these subjects in the very near future.

The unreliability of these statistics is further emphasized by the present confused condition as to the rules concerning the division of earnings and expenses. In the past it has been very easy to transpose into the operating expense account, many items which should otherwise be classified. An exhaustive analysis of these accounts should be made and will be done in the near future by the Iowa Commission. As some indication of the necessity for such analysis, we call attention to the following facts. In the United States the net earnings for 1910 per mile of line were greater than for any prior year since 1890. In the United States the average for 1910 was approximately 45 per cent greater than for 1900, and 70 per cent greater than for 1890. And yet the average net earnings per mile of line in Iowa for 1910 have been exceeded during fourteen other years since 1890. The net earnings in Iowa for 1910 were less than they were in 1900 and less than they were in 1890. The figures for the United States have been compiled by a large corps of expert accountants in the employ of the Interstate Commerce Commission. The figures given above for Iowa are either grossly inaccurate or else the revenues in Iowa are very much different from the revenues in the rest of the United States. This may be entirely correct, and yet so long

as the Iowa Commission has never made a careful analysis of these figures either through a member of the commission or through an expert accountant in its employ, and so long as the railroads themselves do not vouch for the accuracy of the statistics entering into the same, and further in view of the fact that the statistics are so entirely out of line when compared to the corresponding figures for the United States, we cannot recommend that much credit shall be given to the aforesaid table.

## COMPENSATION OF RAILROAD EMPLOYEES IN IOWA.

Year	Number	Yearly compensation	Average daily compensation
1878	13,518	•	•
1879	15,341	•	•
1880	18,985	•	•
1881	21,974	•	•
1882	17,273	\$ 8,329,810.31	\$ 1.72
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	1.60
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	16,218,183.09	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	14,168,503.35	1.87
1896	28,165	16,052,796.79	1.82
1897	26,690	15,157,519.49	1.81
1898	30,009	17,280,215.01	1.83
1899	32,385	18,406,383.76	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	24,688,563.17	1.83
1904	38,508	25,328,102.20	2.10
1905	39,586	25,184,463.40	2.08
1906	42,554	26,949,587.52	2.02
1907	43,402	29,667,722.85	2.18
1908	39,833	29,043,622.24	2.33
1908	39,833	29,043,622.24	2.33
1910	57,715	34,971,733.19	2.28
1911	59,885	35,205,236.00	2.36

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	20,057			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	25,666	13	174	16	34
1886	106,178		2,164	25,761	10	126	25	38
1887	91,097		2,545	29,088	9	134	23	39
1888	113,975		1,864	30,794	19	240	32	52
1889	120,757	4,210	3,636	24,642	8	149	5	44
1890	127,464	9,194	10,422	24,351	14	203	17	53
1891	130,103	18,178	14,395	27,589	13	242	23	82
1892	149,731	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	180,505	127,907	32,385	12	72	12	64
1900	200,814	188,656	134,691	37,656	8	59	20	59
1901	211,883	250,464	158,712	37,836	6	52	21	100
1902	237,289	236,276	183,712	40,636	4	49	6	98
1903	267,127	264,589	217,072	42,484	11	83	27	87
1904	284,748	280,559	237,248	38,508	10	75	20	147
1905	288,133	282,717	245,946	39,586	5	45	11	102
1906	297,925	204,344	267,912	42,554	5	57	21	173
1907	323,715	318,614	300,119	43,402	8	80	13	150
1908	329,598	322,675	310,430	39,833	7	73	20	96
1909	334,345	332,657	323,969	41,910	1	64	8	88
1910	345,623	340,710	336,183	57,715	5	59	10	112
1911	403,868	403,842	400,734	50,885	5	69	5	127

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	5	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	333	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	161	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	1,835
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	360	1,829	187	2,376
1911	5	81	128	214	221	2,529	248	2,998



## 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	50.27	\$503,062.16	\$335,440.58	\$167,621.58	\$3,334.42	\$ 2,800,000.00	\$ 721,500.00
1909	58.98	457,946.93	292,509.63	165,437.30	2,798.11	2,866,150.00	671,000.00
1910	60.34	358,700.88	76,070.62	282,630.26	4,706.33	2,866,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00

There is an apparent decrease shown in the mileage of Terminal Companies of 13.34 miles. This is accounted for as follows: The Des Moines Terminal Company constructed 2.11 miles new line; the Iowa Transfer Company by re-measurement of tracks shows .16 miles greater than last report; the Sioux City Terminal Company constructed .08 mile new track; the Des Moines Western Railway Company constructed .32 mile new line and sold 3.15 miles of main line during the year, making a net decrease in the mileage of this company of 2.83 miles. Mileage of the Union Terminal Company of Sioux City, 12.86 miles, shows as a decrease in mileage of Terminal Companies by reason of appearing in the report of the Great Northern Railway Company.

## BRIDGE COMPANIES.

ENTIRE LINE.

Year	Mileage	Gross earnings	Expenses	Net earnings	Net earnings per mile of road	Amount outstanding—stock	Amount outstanding—debt
1908	26.26	\$073,727.38	\$122,458.61	\$851,268.77	\$ 32,416.93	\$0,875,800.00	\$ 1,274,462.49
1909	27.67	675,873.45	41,975.96	633,897.49	21,870.96	9,875,800.00	2,750,000.00
1910	27.70	638,415.39	19,065.92	619,349.47	22,359.19	9,875,800.00	2,750,000.00
1911	31.58	670,262.95	25,069.85	645,193.10	20,430.43	9,875,800.00	2,750,000.00

There is an increase of 3.88 miles in the reported mileage of Bridge Companies for this year resulting from new line constructed during the year by the Missouri Valley & Blair Bridge Company, 3.70 miles; by the Omaha Bridge & Terminal Company, .18 mile.

## ELECTRIC COMPANIES.

COMPARATIVE STATISTICS OF ELECTRIC INTERURBAN COMPANIES.

Year	Mileage single track	Gross earnings from operation	Operating expenses	Net earnings from operation	Net earnings per mile
1903	98.27	\$ 228,444.55	\$ 132,620.87	\$ 95,823.68	\$ 975.10
1904	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905	151.41	4,7644.96	316,795.05	180,849.91	1,194.43
1906	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908	245.18	942,780.00	601,746.11	341,033.89	1,390.95
1909	361.91	1,258,279.22	734,586.61	523,692.61	1,447.02
1910	373.92	1,450,136.37	951,893.78	498,242.59	1,332.48
1911	343.25	1,695,991.39	1,100,354.31	595,637.08	1,735.29

Year	Stock			Debt		
	Mileage	Amount outstanding	Amount per mile	Mileage	Amount outstanding	Amount per mile
1908	192.57	\$ 6,709,200.00	\$ 35,359.60	188.47	\$ 3,912,000.00	\$20,756.61
1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
1910	355.99	14,773,081.11	37,208.22	388.59	11,268,900.00	28,999.46
1911	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,333.73

There is an apparent decrease in mileage of electric interurban lines of 30.67 miles. This results as follows: the Ft. Dodge, Des Moines & Southern Railway Company by order of the United States Court abandoned 40.58 miles of its line. In addition to this mileage abandoned, by straightening of its road and elimination of curves, there was a further decrease of .69 mile. The Iowa & Illinois Railway Company sold .53 mile of its main track to the Tri City Railway Company, making a total decrease in mileage of 31.8 miles. The Boone Suburban Company by including in its report as inter-urban line 2.9 miles of line formerly counted as city line, now reports 7 miles.

The Cedar Rapids & Iowa City Railway Company constructed during the year .72 mile; The Interurban Railway Company constructed during the year .02 mile; the Waterloo, Cedar Falls & Northern Railway Company constructed 7.39 miles, making a total increase in interurban mileage of 11.13 miles.

## EXPRESS COMPANIES.

The Commission would again call your attention to the fact that there is no adequate means yet found to compel express companies to furnish complete and accurate information as to their operations within the state of Iowa.

On December 31, 1910, the Commission published Express order No. 2 which is referred to further in the body of this report, and after same had been temporarily restrained from taking effect by the United States Court on the application of the various express companies, it was finally, after a number of hearings, made effective by order of the Court on December 1, 1911. This order gives the state of Iowa very reasonable intrastate express rates and is especially important because of the new table of graduated charges contained therein.

## ORGANIZATION OF THE BOARD.

On January 3, 1911, David J. Palmer of Washington county having been re-elected and Clifford Thorne of Washington county, having been elected Railroad Commissioner to succeed Willard L. Eaton of Mitchell county, took the oath of office and assumed the duties thereof, and the Board organized after the election of N. S. Ketchum as Chairman and Dwight N. Lewis, Secretary. No further changes were made in the office force at that time.

On February 1, 1911, Harry H. Whitaker, having resigned to accept a position with the Federal Court, Stanley Fraser was appointed stenographer. On March 1, 1911, Thos. H. Boylan, having resigned to accept another position, Geo. L. McCaughan was appointed clerk; Will H. Henry, Statistical and rate clerk; Ernest W. Ludlow was appointed assistant rate and statistical clerk. On May 1, 1911, Dwight N. Lewis, having been appointed rate expert by the Commission, Geo. L. McCaughan was appointed Secretary; Will H. Henry was made clerk.

## OFFICE ROOMS.

The Commission most urgently recommends that some provision be made to provide additional permanent quarters for this office. At the present time through the courtesy of the Executive Council, the board has in use Committee Rooms Nos. one and ten. The

Commerce Counsel is installed in Committee Rooms Nos. two and three. The Board has no store room of its own and is obliged to keep its supply of maps in Committee Room No. twenty-eight. At various times, during rush periods it is necessary to request the use of other rooms because of lack of space in the regularly appointed office of the Board. During the sessions of the General Assembly the entire office force in the committee rooms will be compelled to seek other quarters. This will necessitate the removal of some eighteen thousand tariffs, as well as desks, chairs, letter files, and other office furniture, and will seriously embarrass the work of the Commission during the three or four winter months while the legislature is in session.

Respectfully submitted,

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

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

Des Moines, Iowa, December 4, 1911.

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Decisions and Rulings of Commission in  
General Cases

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## DECISIONS

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No. 4979—1911.

A. C. WILSON, ET AL., DES MOINES,

vs.

THE DES MOINES UNION RAILWAY  
COMPANY,

} *Drainage.*

Complaint filed June 10, 1909.

### DECISION OF THE BOARD.

The original complaint in this case is as follows:

"I am directed by my neighbors to call your attention to the condition of the waterways under and through the tracks of the Des Moines Union Railway Company. We have called the attention of the Railway Company to this matter but up the present time we have been unsuccessful in getting the matter satisfactorily arranged. Will you kindly take up the matter with the Des Moines Union Railway Company and see what answer they may make regarding this condition? It is of long standing and something should be done to take care of it properly."

It developed in the further correspondence that the place where the drainage was desired was near East Eighteenth or Twentieth Street.

The complainants were advised on September 21, 1909, that the City Council of Des Moines was the proper tribunal to first take action in this case and that the complaint should properly come from the city authorities.

On October 20, 1909, the City Council of Des Moines adopted the following resolution:

No. 2949.

"Be it Resolved by the City Council of the City of Des Moines:

"That it is deemed advisable and necessary that a pipe culvert not less than twenty-four inches in diameter be constructed across the right of way of the Des Moines Union Railway Company at a point on said right of way one hundred and eighty feet west of East Twentieth Street, in the City of Des Moines, Iowa.

"Be it further resolved: That the Des Moines Union Railway Company be and it is hereby ordered to construct a pipe culvert of the dimensions above described across its right of way at said point within thirty (30) days from the service of notice of the passage of this resolution.

"Be it further resolved: That the clerk be and is hereby directed to cause to be served forthwith upon said Company a certified copy of this resolution.

"Moved by MacVicar to adopt. Motion carried. Yeas: Ash, MacVicar, Schramm, Mathis (4) Nays: None. Hamery absent."

On December 18, 1909, the Des Moines Union Railway Company, by J. A. Wagner, Superintendent, filed answer to complaint as follows:

"Referring to your letter of November 26th concerning a resolution passed by the City Council, instructing us to place a pipe culvert under our tracks near East Twentieth Street in this city:

"Since this resolution was passed a strong protest has arisen on the other side of the question from a number of people who are also interested in this matter and have made a demand on the Council that the resolution be rescinded, protesting against such drainage entering Dean Lake, polluting the only body of water in the neighborhood of Des Moines suitable for the manufacture of starch and similar products.

"They have requested that the City arrange to drain complainant's land into East Eighteenth Street sewer, which would take the water directly south to the Des Moines River as it should go.

"This protest has become so strong and of such importance that I understand the City Council have advised the parties making the protest, that there would be nothing further done in the matter, and we, therefore, have not felt justified in acting contrary to the request of these parties who are influential, and have the real good of the city in mind.

"The drainage to the north, through such proposed culvert is entirely in the opposite direction from the natural way in which the water should be cared for. The proper drainage is through the East Eighteenth Street sewer, southerly to the river, where it will not damage any one or any property, and will be a relief to the one person who is at the bottom of this complaint."

"If I have not made our position exactly plain in this matter I would be glad to call on you personally and explain further."

To this letter, Mr. Henry Earnst, Secretary of the Seventh Ward Improvement League, made the following reply:

"Received your reply or reply of Mr. Wagner in which he states City Council had thought of vetoing order to put culvert under D. M. U. Ry. near 20th st., and we can state Mr. Wagner wrote letter without any authority of City Council as we inclose statement of City Clerk in which he states Council refused to rescind any such resolution.

"Mr. Wagner's statement that water should run into East Eighteenth Street sewer is probably statement for time, as competent surveyors, among them City Engineer Mr. Budd has stated that part we wished drained is lower than said sewer. And his talk about polluting water for manufacturing lee and factories in that locality is another stall as we wish nothing drained but pure water or rain which comes in from the north anyway. As for polluting water it could not be any worse than it is now. If you wish any further information we can send a committee to meet with you and Mr. Wagner.

"If anything could be done it would be very much appreciated by residents of that locality, and it is nearing spring now and there is bound to be more or less rain."

In further answer to the complaint Mr. Wagner wrote the Board on January 19, 1910, as follows:

"I have your letter of January 14th with copy of letter from Henry Earnst, Secretary Seventh Ward Improvement League and in reply thereto would say that as stated in my last letter of December 18th, there is another faction in this controversy, they having notified us that this matter has been taken up with the City Council, and the City Council advised them that nothing further would be done in the matter.

"You can realize the position we are in; on the one side one person, backed by his neighbors insisting that we open a water way through our property which will result in polluting a lake that is a valuable asset to the citizens of Des Moines on account of the peculiar quality of the water; the other faction standing ready to restrain us from putting the drain through our property.

"The city authorities made several careful investigations of this matter, and decided that the proper way, according to the levels taken by the different Engineering Departments, would be to drain the water west to Eighteenth Street. Mr. Eberhart, Assistant Superintendent of Department of Streets and Public Improvements, also agreed that this was the proper drainage, and in carrying out his idea, asked us to do certain work so that the water would run to East Eighteenth Street where the city would arrange to have the water flow into East Eighteenth Street sewer. We readily consented and did the part of the work which we were requested to do. Later the city found that they had permitted the sewer on East Eighteenth Street to fill up with dirt so that it would be necessary to clean it in order to make this connection effective. This the city hesitated to do because of expense, and now the one complainant, who is at the bottom of this agitation, is seeking another outlet, and is trying to do this to the detriment of our property, and to that of those interested in the waters of Dean Lake. If they are permitted to carry out their plan it would cause us to build a waterway under our tracks at considerable expense. It will overflow valuable factory sites, it will contaminate Dean Lake and destroy all hope of ever locating factories that require the peculiar quality of water such as exists in this lake.

"It seems to me that the Seventh Ward Improvement League should demand that the city open East Eighteenth Street sewer and take this water in to the Des Moines River. The natural course is towards East Eighteenth Street, and if the city will open the sewer there, as it must do at some time—not alone for this drainage but for purposes it was originally built for—it will solve the whole problem.

"Our company does not feel under the present conditions that it would be justified in assuming the responsibility of opening a waterway under its tracks, which would flood valuable property that is now suitable for factory sites, and contaminating a body of water which, to those who are acquainted with the situation, know is a valuable inducement to certain industries desiring to locate in Des Moines."

On the 22d day of June, 1910, the City Council of the City of Des Moines by resolution petitioned the Board of Railroad Commissioners to compel the Des Moines Union Railway Company to comply with certain resolutions adopted by the City requiring the construction of a pipe culvert across the right of way of the Des Moines Union Railway Company near East Twentieth Street in Des Moines.

Thereupon the Board fixed June 29, 1910, at its office in Des Moines for a hearing in this case and all parties were duly notified. On date named, this matter coming on for hearing, the Board entered its findings and order as follows:

"After hearing statements of counsel the Commission finds that an injunction is pending in the District Court of Polk County in which the Des Moines Union Railway Company is plaintiff and the City of Des Moines is defendant in which the question is involved as to the right of the city to require said railroad company to construct a tile drain pursuant to the provisions of Section 964 of the Code, which is made applicable to the City of Des Moines. The contention of the railroad company being that the point at which it is ordered to construct said drain is not under the public

highway. It also finds that a temporary writ of injunction has issued in said case restraining the city from attempting to construct said drain and assess the cost of same to said railroad company.

"Under the statements of counsel for both parties, the city and the Des Moines Union Railway Company, the Commission holds that it has no power to grant the petition of the City of Des Moines during the pendency of the injunction proceeding, and so far as the personal complainants are concerned, this case will be continued until this Commission is notified of the determination of that suit. This does not preclude the property owners from making a formal application for a culvert at that point, and the above finding and continuance is without prejudice to the filing of complaint of property holders upon the same subject."

The Seventh Ward Improvement League, on July 20, 1910, filed with the Board of Railroad Commissioners copy of the notice which it had served upon the Des Moines Union Railway Company demanding the construction of a culvert at the point hereinbefore referred to.

On August 22, 1910, the Board were advised that nothing had been done by the Des Moines Union Railway Company to comply with the demand served upon it.

On September 6, 1910, the Railroad Company filed its answer to the formal demand which is set out herein in full, and at a subsequent date, December 20, 1910, filed an amendment to its answer which is also set out in full:

"Comes now the Des Moines Union Railway Company and for answer to the petition of Thos. Houghton, A. Gibson, L. Brier, et al., for an order compelling it to construct a pipe culvert across its right of way at a point one hundred and eighty-eight feet west of East Twentieth Street in the City of Des Moines, Iowa, respectfully shows to this honorable board:

"That the Des Moines Union Railway Company is the owner in fee simple of a strip of land one hundred feet in width upon which its embankment and tracks are constructed extending from East Eighteenth Street to East Twentieth Street in the City of Des Moines, through which strip and under which embankment the petitioners seek to have a pipe culvert established. That the said railway company is also the owner in fee simple of the land adjoining the said strip on the north extending from the said strip north to and including a portion of the bed of Dean Lake, and extending from East Twentieth Street west to East Eighteenth Street and that the said land north of the said one hundred foot strip is under cultivation by tenants of said railway company.

"That the proposed pipe culvert would be constructed wholly upon the private property of the Des Moines Union Railway Company and not upon any street, alley or highway.

"That the petitioner L. Brier is the owner of or in possession of certain land lying south of the said track and embankment belonging to this railway company and west of East Twentieth Street in the City of Des Moines.

"That the sole object of the petitioners is to enable the said L. Brier and others occupying land adjacent to and south of the property of this railway company to drain surface water from their lands to and upon the said strip of land of this company, and thence through such pipe culvert to and upon the land of this railway company lying north of its said one hundred foot strip.

"That the embankment of this company upon which its tracks are constructed and through which it is sought to establish the said pipe culvert, has been maintained in its present character, condition and location for more than twenty years past, and for more than the period of the statute of limitations.

"That the said embankment does not now obstruct, nor has it ever obstructed any flowing stream or watercourse.

"That the said proposed pipe culvert, if constructed, would serve only to wrongfully throw surface in periods of extreme high water and flood from the land and premises of the said L. Brier and others south of this company's track, to and upon the agricultural lands north of the said track, which are owned as aforesaid by this company, to its great damage and detriment.

"That in maintaining its embankment and tracks in their present condition, this company is exercising its lawful property rights and is not violating any law of the State of Iowa, and that there is no public interest involved in the construction of the said proposed culvert, and this company by reason of the premises respectfully submits that your honorable board is without jurisdiction to entertain the petition of the said petitioners and is without jurisdiction to make and enter the order prayed for in the said petition.

"WHEREFORE this company asks that the petition be dismissed with all orders necessary for the protection of this company."

Amendment to answer, filed December 20, 1910:

"Comes now the Des Moines Union Railway Company and for amendment to its answer heretofore filed in the above entitled matter, respectfully shows to this Honorable Board:

"That heretofore, to-wit: on or about the 29th day of October, 1905, the City Council of the City of Des Moines, attempting to act under and by virtue of the provisions of section 954 of the Code of Iowa, at the instance of the petitioners, Thomas Houghton, and others, adopted a certain resolution known as roll call No. 298, reciting 'That it is advisable and necessary that a pipe culvert not less than twenty-four inches in diameter be constructed across the right of way of the Des Moines Union Railway Company at a point on said right of way 188 feet west of East Twentieth Street, in the City of Des Moines,' and 'Resolving that the Des Moines Union Railway Company be and it is hereby ordered to construct a pipe culvert of the dimensions above described across this right of way at said point within thirty days from the service of notice of the passage of this resolution.'

"That thereafter, on or about the 4th day of February, 1910, the City Council further adopted another resolution, designated as roll call No. 3740, reciting the adoption of the above described resolution, together with service of a copy thereof upon the Des Moines Union Railway Company and the neglect and refusal of said company to construct such culvert in conformity with said resolution, and it was thereupon 'Resolved by the City Council of the City of Des Moines, that the Superintendent of the Department of Streets and Public Improvements be and is hereby directed to cause the culvert ordered and described in resolution No. 2948 aforesaid, to be constructed in accordance with the provisions of said resolution and to recover the cost thereof from the Des Moines Union Railway Company, as provided by said section 954 of the Code.'

"That thereafter, on the 19th day of March, 1910, the Des Moines Union Railway Company as plaintiff commenced an action in equity in the District Court of the State of Iowa, in and for Polk county, and on said date filed in said court and cause its petition reciting the foregoing facts and alleging that the City of Des Moines, acting through John MacVicar as Superintendent of the Department of Streets and Public Improvements in the said city, is about to construct the said culvert referred to in said resolution and to attempt to enforce the said resolution and the payment of the costs thereof, as contemplated in the said resolution and that unless restrained and enjoined therefrom the said defendant, the city, through the said MacVicar would proceed to construct the said culvert and attempt to collect the cost thereof from this company.

"Said petition further alleged that the place where it is proposed to so construct the said culvert is across the right of way of this plaintiff but not on any street, alley, highway or other public place, but is across the right of way and embankment and track of this plaintiff where the same is located upon private property owned by it and not used as or constituting a part of any street, alley, highway or other public place, and that therefore the said city has no power to order or to construct the said culvert under section 264 of the code hereinbefore referred to, which is the section under which the city is acting in the premises and upon which it relies as authorizing work which it proposes to do.

"Said petition further alleges that the city of Des Moines has already by the construction of a sewer in East Eighteenth Street, provided for the drainage of the territory which it is proposed to drain with the said culvert, and that the said provision for the said drainage was made by the city many years ago and that the tracks of the plaintiff as they are now located where it is proposed to construct the culvert referred to in the foregoing resolution, were constructed a great many years ago and have been maintained in their present condition for a great many years with the acquiescence and consent of the said city and that the natural drainage of the territory which it is proposed to drain by the said culvert referred to in the said resolution, is now and for many years has been in the said sewer constructed upon said Eighteenth Street. That the construction and maintenance of the proposed culvert would work great and irreparable injury to the plaintiff in that it would impare efficiency of its track and road bed at the point where the said culvert is constructed and would divert upon the lands of the plaintiff the surface water from south of the said tracks, where the natural course of drainage is, and for many years has been, through the said Eighteenth Street sewer and would create a nuisance by causing stagnant water to collect and stand upon the premises owned by this plaintiff.

"That the said petition was on the 19th day of March, 1910, presented to the Honorable James A. Howe, Judge of the third district court, and by his order endorsed thereon, there was issued out of the said court and served upon the defendant, City of Des Moines, and John MacVicar, Superintendent of the Department of Streets and Public Improvements of said city, a writ of injunction restraining and enjoining said defendant from taking any action looking to the construction of the culvert 188 feet west of East Twentieth Street, referred to in roll calls Nos. 2948 and 3740, adopted by the city of Des Moines on or about the 29th day of October, 1909, and the 4th day of February, 1910, and from constructing or attempting to construct the culvert described in the said roll calls."

"That the said action is still pending in the said temporary injunction.

"WHEREFORE: The Des Moines Union Railway Company prays, in addition to the relief sought in its answer heretofore filed herein, that this Honorable Board make its order herein abating all proceedings before it touching the construction of the said culvert until such time as the said suit pending as aforesaid in the District Court of Polk county, Iowa, shall have been finally determined."

The Commissioners having fully examined into all matters and being fully advised have reached the conclusion that, as the record stands, they have no jurisdiction in this case. All matters in controversy are now the subject of an injunction proceeding in the District Court of Polk County, Iowa, and pending the outcome of said proceeding further consideration of this complaint will be postponed.

Des Moines, Iowa, December 30, 1910.

No. 4980—1911.

Interlocker at Fraser Junction, at crossing of Newton & Northwestern, Ft. Dodge, Des Moines & Southern, and M. & St. L. R. R. Cos.  
Closed December 6, 1910.

No. 4981—1911.

Interlocker at McCallsburg at junction of Des Moines, Iowa Falls & Northern Railway Company, with Iowa Central Railway Company.  
Closed December 6, 1910.

No. 4982—1911.

Changes in interlocker at Carnforth, at junction of C., R. I. & P. tracks with C. & N. W. tracks.  
Inspection made and certificate granted December 9, 1910.

No. 4983—1911.

C. & N. W. interlocker at Wheatland.  
Inspection made and certificate granted December 19, 1910.

No. 4984—1911.

C., B. & Q. R. R. Co., vs. Wm. Bell, et al., Osceola.

*Wires over tracks.*

On June 21, 1910, the Board sent all the papers in this case to the Attorney General of the State of Iowa and requested that he bring such action against the Groveland Mutual Telephone Company as would compel compliance with the order of the Board with references to wires over railroad tracks. On December 21, 1910, the Board received a letter from Hon. H. W. Byers, Attorney General, that he was in receipt of a communication from Mr. W. D. Eaton, Attorney for the C., B. & Q. R. R. Co., advising that all telephone lines in the vicinity of Groveland were re-arranged so as to conform to the rules of the Board.

No. 4985—1911.

CHICAGO, ROCK ISLAND & PACIFIC  
RAILWAY COMPANY,

vs.

HENRY BUREKER, JEFFERSON COUNTY.

} Application for authority to condemn.

Filed September 2, 1910.

DECISION OF THE BOARD.

The railway company in this application requested the authority of the Board to condemn certain tracts of land situated in Jefferson County, as provide for in Section 1998 of the Supplement to the Code of 1907, be-

longing to Henry Bureker, and which land is described in the application as follows:

"All that part of the south fifteen (15) acres of the north half of the northwest quarter of the southwest quarter of section 6, township 73, range 8 west, lying west of the west right of way line of the Chicago, Rock Island & Pacific Railway, as the same is now constructed through said section: said west right of way line being seventy-five (75) feet westerly from and parallel with the center line of said railway company's track, as shown in yellow on the print attached hereto and made a part hereof, containing forty three thousandths acres (0.043).

"Beginning at the intersection of the north line of the south fifteen (15) acres of the north one-half of the northwest quarter of the southwest quarter of section six (6), township seventy-three (73), north, range eight (8) west, Jefferson county, Iowa, with the easterly right of way line of the Chicago, Rock Island & Pacific Railway Company, said right of way line being seventy-five (75) feet southeasterly, at right angles from and parallel with the center line of said railway. Thence east along said north line sixty-two and three tenths (62.3) feet to a point fifty (50) feet at right angles from said right of way line; thence southwesterly fifty (50) feet at right angles from and parallel with said right of way line two hundred fifty-five and five tenths (255.5) feet to a point on the present north bank of Bur Oak Creek; then south eighty-six degrees thirty-seven minutes west along said north bank of Bur Oak Creek sixty-five and two tenths (65.2) feet to a point on said right of way line; thence northeasterly along said right of way line two hundred sixty and three tenths (260.3) feet to the point of beginning as shown in yellow on blue print attached hereto and made a part hereof, containing 0.296 acres."

In sending this application to the Board, Mr. J. L. Parrish, attorney representing the railway company, said to the Board in a letter dated September 1, 1910, that:

"This is part of the same tract of land referred to in a petition of this character filed with the Board in November of last year, but by error in the description in the former application more land was described than it is necessary or desirable for the railway company to acquire for railway purposes and we have, therefore, abandoned that proceeding. I do not think that it will be necessary for the Board to make a personal examination of the land at this time as it was personally inspected by the Board at the prior hearing.

"I enclose you herewith a blue print which shows the location of the land. The former application included a strip on the east side of the track, running south across the creek shown on the blue print and to the south line of the Bureker land. It is not necessary for us to take the land south of the creek and doing so cuts off Mr. Bureker's access to the highway."

As stated by Mr. Parrish in his letter, the land sought to be condemned in this application is a part of the tract of land previously sought to be condemned by the railway company, a certificate to that effect having been granted by the Board on December 18, 1909, and being duly filed with the Clerk of the District Court of Jefferson County.

The Board fixed December 13, 1910, at its office in Des Moines, for a hearing in this case, serving notice upon the landowner as provided by law. Upon the date named the Board called the case for hearing and there appeared for the railway company Mr. Carroll Wright, and for the defendant Mr. J. P. Starr of Fairfield.

For the reason that Mr. J. L. Parrish, who had had charge of this complaint for the railway company, was out of the city, postponement of the hearing was agreed upon until December 22, 1910, in the office of the Board.

Mr. Starr filed with the Board the objections of his client to the Board's granting the authority to condemn as prayed for in this application. These objections are herewith set out in full:

"Comes now Henry Bureker and makes objections to granting authority to the Chicago, Rock Island & Pacific Railway Company to condemn his lands described in the application filed herein September 2, 1910, and for cause shows:

"1. This defendant shows that prior to the commencement of any proceedings on the part of said Railway Company, the said Railway Company had appropriated certain portions of his land lying adjacent to the right of way of said company, and being the lands sought to be condemned herein, by making large deposits of earth, gravel and stone on said adjacent lands without license or authority from this defendant.

"2. He further shows that at the September term, 1909, of the District Court of Jefferson county, Iowa, he commenced an action against said Railway Company for an injunction restraining said company from making or permitting any further deposits of earth, stone or gravel on defendant's lands, and for a mandatory injunction commanding and requiring defendant to immediately remove from said lands all deposits theretofore made or permitted by said Railway Company, and that said action has never been tried, but is still pending in said court. Said cause is entitled, Henry Bureker, plaintiff vs. the Chicago, Rock Island & Pacific Railroad Company, defendant, and is filed and entered of record as cause No. 5019 in said Jefferson county, District Court.

"3. Defendant further shows that on or about the \_\_\_\_\_ day of December, 1909, and long after the said Railway Company had appropriated the lands now sought to be condemned, and some months after his action brought to enjoin said Railroad Company from making deposits on said lands, the said Chicago, Rock Island & Pacific Railway Company filed its application before this Board for authority to condemn the said lands that are now sought to be condemned, and after due notice to this defendant of the hearing of said application, the said Railway Company was by this Board authorized, as provided by law, to condemn the lands described in said application.

"Pursuant to said authority so granted the said Chicago, Rock Island & Pacific Railway Company caused the lands described in said application to be appraised and the damages which this defendant would sustain, to be assessed, as provided by the laws of Iowa, and on the 4th day of August, 1910, the Jury of Free Holders selected by the Sheriff made a return of an assessment of the damages which this defendant would sustain by reason of the appropriation of said lands at the sum of \$600.00.

"That on or about the 9th day of September, 1910, this defendant commenced an action against the said Chicago, Rock Island & Pacific Railway Company to recover judgment for the damages which had been assessed and awarded by the Sheriff's Jury in the condemnation proceedings referred to in Paragraph 3 hereof, based on the fact that the said Railway Company had appropriated his lands before said condemnation and because said company was bound by the appraisement and assessment of damages which had been made by the Sheriff's Jury at its request and on its application.

"Said cause is entitled Henry Bureker vs. the Chicago, Rock Island & Pacific Railway Company, and is filed and docketed as cause No. 5900 in the District Court of Jefferson county, Iowa, and said cause is now pending in said court.



"5. The defendant hereby makes all of the court records and files in the two causes above referred to, as well as the records and files of the former application and authority to condemn, and notices and commission to the Sheriff's Jury and the return of assessment of damages as made by the Jury, a part of that objection without setting the same forth in full, and now pleads as follows:

"A. This Board of Railroad Commissioners has no authority or jurisdiction to grant permission to the said Railway Company to condemn lands of this defendant which they had appropriated before said application was filed.

"B. This Board of Railroad Commissioners has no authority or jurisdiction to grant to said Railway Company, the right to condemn lands of this defendant when an action growing out of the appropriation of said lands by said Railroad Company, was and is pending in the District Court of Jefferson county, Iowa.

"C. This Board of Railroad Commissioners has no authority or jurisdiction to grant to said Railroad Company authority to condemn the lands of this plaintiff where a former application for that authority had been granted and exercised and the amount of damages to the land owner properly assessed by a Sheriff's Jury.

"D. In any event the said Chicago, Rock Island & Pacific Railroad Company would not have a second right of condemnation of lands when it has appropriated the lands before condemnation proceedings were originally begun, and where the damages caused by said appropriation and condemnation have been fixed at its instance by the Sheriff's Jury in the manner provided by law.

"Wherefore the defendant, Henry Bureker, prays that said application of the Chicago, Rock Island & Pacific Railway Company may be dismissed."

It developed later that Mr. Starr could not be in Des Moines on the 22d of December and the date was postponed to December 28, 1910.

Later the Board was advised that it would be impossible for Mr. Starr to be here on the date named and the case was finally adjourned for hearing until Tuesday, January 17, 1911, at the office of the Board in Des Moines.

In order that the record of the Board might be clear in this case, insofar as any previous action by it was concerned, the Commission, on December 28, 1910, passed the following resolution:

"Record, December 28, 1910.

"Whereas, it appears, that upon application of the Chicago, Rock Island & Pacific Railway Company made to the Board on November 19, 1909, for right to condemn certain lands therein described in Jefferson County, the Board did, on December 18, 1909, grant the request of the petitioners, and issued a certificate giving authority to so condemn, and

"Whereas, on September 2, 1910, the Railway Company by letter to the Board, abandoned said original application for the reason that a greater tract of land was sought to be condemned than was necessary for the uses of the Railroad, and

"Whereas, this Commission is without authority to condemn, except for the actual needs of the Railroad,

"Therefore *Be It Resolved*, that said certificate of December 18, 1909, is hereby declared to be null and void, and

"*Be It Further Resolved*, that a copy of this resolution be sent to the Clerk of the District Court of Jefferson County, Iowa, and spread upon the records of the Board."

While it is true that the respondent in this case, Henry Bureker, has begun certain actions against the railway company as set out in the objections filed before by his attorney, Mr. Starr, this Board, under the law, has nothing whatever to do with the question of damages. Section 1998 of the Supplement to the Code of 1907, provides:

"Any railway corporation owning or operating or constructing a railway shall have power to condemn lands for necessary additional depot grounds or yards, for additional or new right of way for constructing double track, reducing or straightening curves, changing grades, shortening or re-locating portions of the line, for excavations, embankments, or places for depositing waste earth in the same manner as is provided by law for the condemnation of the right of way. Before any proceedings shall be instituted therefor, the company shall apply to the Railway Commissioners, who shall give notice to the land owner, and examine into the matter, and report by certificate, to the Clerk of the District Court in the county in which the land is situated, the amount and description of the additional lands necessary for such purposes, present and prospective, of such company; whereupon the company shall have the power to condemn the lands so certified by the commissioners."

The Commission, then, is merely concerned with the necessity of the railroad company acquiring land sought to be condemned. It transpired during the subsequent investigations made by this Board that the original application of the railway company, filed with the Board November 19, 1909, was in error, in that it included in its description, through an error of the engineering department of the railway company, a greater tract of land than the railway company in fact desired or needed for the purposes set forth in the section of the law referred to; that had said tract of land, as described in the original petition, been condemned for railroad purposes, the respondent Bureker would have been deprived of access to the public highway. The later application only designates so much of the land as is necessary to take care of the dirt washing down from the fill and does not seek to include that portion which would deprive Mr. Bureker of reaching the public highway and which land the railway company does not need for the purposes set out in the statute. For the reason that in the later application the railway company admits its error, and under the statute the Commission has no authority to grant certificate for condemnation except as to the actual needs of the railway company, this Commission ordered a cancellation of its former certificate, as heretofore stated, and the Clerk of the District Court of Jefferson County was so notified.

The railway company now represents that the description as given in the application of September 2, 1910, which has already been set out in full, is a true and correct description of the land actually necessary for the use of the railway company, as provided in Section 1998 of the Supplement to the Code of 1907.

The Commission is without authority to consider the question of damages and any action it may take under this section will have no force

or effect insofar as any proceeding in court is concerned. Under the present status of the case, unless the present application of the railway company is granted, it has no authority to condemn the land involved for the purposes provided by the law. The Commissioners have made a personal examination of the premises in question and believe that the land described is necessary for the uses of the railroad company as provided for in the statute heretofore quoted, and the Secretary is hereby directed to file with the Clerk of the District Court of Jefferson County, a certificate to this effect, as provided by law.

Des Moines, Iowa, January 17, 1911.

In accordance with the foregoing opinion the following certificate was filed with the Clerk of the District Court of Jefferson County, Iowa.

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

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

All that part of the south fifteen (15) acres of the north half of the northwest quarter of the southwest quarter of section 6, township 73, range 8 west, lying west of the west right of way line of the Chicago, Rock Island & Pacific Railway, as the same is now constructed through said section: said west right of way line being seventy-five (75) feet westerly from and parallel with the center line of said Railway Company's track, as shown in yellow on the print attached hereto and made a part hereof, containing forty-three thousandths acres (0.043).

Beginning at the intersection of the north line of the south fifteen (15) acres of the north one-half of the northwest quarter of the southwest quarter of section six (6), township seventy-three (73), north, range eight (8) west, Jefferson county, Iowa, with the easterly right of way line of the Chicago, Rock Island & Pacific Railway Company, said right of way line being seventy-five (75) feet southeasterly, at right angles from and parallel with the center line of said railway. Thence east along said north line sixty-two and three tenths (62.3) feet to a point fifty (50) feet at right angles from said right of way line; thence southeasterly fifty (50) feet at right angles from and parallel with said right of way line two hundred fifty-five and five tenths (255.5) feet to a point on the present north bank of Bur Oak Creek; then south eighty-six degrees thirty-seven minutes west along said north bank of Bur Oak Creek sixty-five and two tenths (65.2) feet to a point on said right of way line; thence northeasterly along said right of way line two hundred sixty and three tenths (260.3) feet to the point of beginning as shown in yellow on blue print attached hereto and made a part hereof, containing 0.296 acres.

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

Des Moines, Iowa, January 17, 1911.

No. 4986—1911.

R. E. PERRIN, PRESIDENT, INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, SIOUX CITY, ET AL.

VS.

FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY, INTER-URBAN RAILWAY COMPANY, DES MOINES CITY RAILWAY COMPANY, ET AL.

Complaint filed December 11, 1909.

*Alleged noncompliance with Commissioners' Rules with reference to stringing and maintenance of wires over railroad tracks; also application for modification of said rules.*

#### DECISION.

On December 11, 1909, complainant filed with the Board the following letter:

"I find that between Polk Junction and the Electric Light Power House in the City of Des Moines, that there are numerous side tracks, switches, spurs and "Y's" over which freight cars of the Fort Dodge, D. M. & Southern, Des Moines Inter-Urban, and Des Moines City Railways are handled. I find that these yards are under the care of the Des Moines City Railway Company and that in their construction they do not comply to your rules for wires over railroad tracks in any respect, (unless it is by accident.) I took some thirty measurements and the trolley and span wires range from 17 to 19 feet above the rails. It is hard to give specific information as the poles are not numbered, but box car number 4808 of the C. G. & S. F. on a siding in these yards only cleared the trolley 31-2 feet. Box car number 140063 of the Illinois Central only cleared trolley 3½ feet. The C. G. W. car number 16094 cleared trolley 5 feet. Throughout these yards they have numerous telephone lines, block signal wires, feed wires and so on, and these wires do not comply with your rules. If more specific data is required please let me know."

On December 13, 1909, complainants filed additional and specific charges of violation of the Board's rules and order regulating the stringing of wires over railroad tracks, as follows:

"The following notes on construction work of the Fort Dodge, Des Moines & Southern Railway were taken between Saturday, November 20th and December 6th, 1909. I walked over the right of way of this company's roads, and made the following measurements from Fort Dodge south:

"The large feed wire which feeds the trolley wire from the Power Plant at Frazer is but 16½ feet from the rail at the freight depot at Fort Dodge. This is a violation of Sec. 4 of your rules. The trolley wire at this point is 18 feet and 10 inches above rails in violation of Sec. 4.

"Side track crossing the wagon road at McEwin's coal office in Fort Dodge: The trolley is 17½ feet above the rail at this point, in violation of Sec. 4. At McEwin's coal sheds the trolley is but 19 feet above the rails in violation of Sec. 4.

"Other measurements of trolley taken in the coal yards of Ft. Dodge, the height of trolley ranges from 17½ to 19½ feet. All in violation of Sec. 4.

"The feed wire over the road crossing south of the green house at Ft. Dodge is but 18 feet above rail in violation of Sec. 4.

"The trolley on main line of the junction of city street railway is less than 21 feet. Violation of Sec. 4.

Cedar Rapids Oil Company is but 18 feet, 4 inches, in violation of Sec. 4. The feeder crosses side track on single cross arms, and is not back guided. In violation of Sec. 1.

"Feed wire at home signal of the Chicago Great Western interlocking point is but 17 feet above rail. In violation of Sec. 4.

"Where the Inter-Urban crosses the Chicago Great Western the poles supporting the feeder are not double cross-armed or back guyed in violation of Sec. 2.

"The trolley at side track switch is but 20 feet from rail, and the average height of trolley on side track is 19 feet, all in violation of Sec. 4.

"Where the feed wire crosses the track at southeast of Ft. Dodge Fair Grounds, there is no guard wires to protect the telephone wires which are just above it, in violation of Sec. 5.

"At the junction of the street railway and the Inter-Urban the trolley measures from 18 to 18½ feet above rails, in violation of Sec. 4. Chicago, Milwaukee and Puget Sound R. R. box car No. 204950 on siding clears the trolley six feet.

"Trolley to the tile works averages 19 feet. In violation of Sec. 4.

"Span wire on switch at the 'Y' on this track is 20 feet above rails, in violation of Sec. 4.

"Two spans west of main line crossing at this side track the trolley is only 17 feet above rail. Violation of Sec. 4.

"Trolley crossing main line is 19½ feet at this point, in violation of Sec. 4.

"Between poles No. 2223 and 2224, where the feed wire crosses the side track, these poles are not double cross armed, in violation of Sec. 2.

"Measurements taken of Pole No. 2202 and No. 2192, show the main line trolley to clear the rails on an average of 21 feet, in violation of Sec. 4.

"The concrete railway bridge over the Inter-Urban, south of Ft. Dodge is but 4½ feet from the rails on both sides.

"At pole No. 2126 the main line trolley is 20½ feet above the rails, in violation of Sec. 4.

"Between poles No. 2121 and 2122 the feed wire is but 18 feet above rails, in violation of Sec. 4. The poles supporting feed wire where it crosses the track at this point are not cross-armed. Violation of Sec. 2.

"Several measurements taken between pole No. 2198 and pole No. 2080 show that main line trolley clears the rail from 20 to 21 feet, in violation of Sec. 4.

"The trolley between poles No. 2074 and pole No. 2096 measures from 19 to 20 feet above the rails. Violation of Sec. 4.

"Between poles No. 2072 and pole No. 2073 the pull off guy or span wires form an angle, which would be very dangerous to a man standing on a high car, as they are in this position.

"Between poles No. 2071 and pole No. 2070 the trolley clears the rails 20 feet. Violation of Sec. 4.

"Between pole No. 2047 and pole No. 2048 the trolley clears 21 feet. Violation of Sec. 4.

"Under the overhead bridge at pole No. 2037 the trolley is 21-4 feet. Violation of Sec. 4.

"Span wires from pole No. 2034 to pole opposite clears rail 20-2 feet. Violation of Sec. 4.

"Under the bridge between pole No. 2018 and 2019 the trolley clears the rails 20 feet. Violation of Sec. 4.

"The switch at pole No. 1945, the span wires clear rail 19-2 feet. Violation of Sec. 4.

"At pole No. 1940, span wires are 19 feet above rails, and the average height of the trolley at this sidetrack is about 19 feet. Violation of Sec. 4.

"At the wagon road crossing between poles No. 1842 and pole No. 1843 main line trolley clears rail 21 feet. Violation of Sec. 4.

"There is a telephone crossing at this point on which the guard wires are lower than the telephone wires, thus giving no protection from the 23,000 volts. Violation of Sec. 5.

"The span wire at the switch north of Lundgren is 20 feet above wire. Violation of Sec. 4.

"There is a trolley hanger off at this point and the trolley is held in place with a wire, making the span wire a live wire.

"The first span wire south of this point clears rails 19 feet. Violation of Sec. 4.

"The trolley at stock yards side track clears trolley 18 feet. Violation of Sec. 4.

"The company telephone lines cross on single brackets between pole No. 1627 and pole No. 5128 and is very low over trolley, in violation of Sec. 2.

"At pole No. 1580 the feed wire is tied up on the pole with a rope above the mast arm. This is over a side track and should be double cross armed. Violation of Sec. 2.

"Between pole No. 1576 and pole No. 1577 the average height of the trolley is 20 feet 4 inches above rail. Violation of Sec. 4.

"Between pole No. 1358 and pole No. 1359 the trolley on main line averages 20 feet. In violation of Sec. 4.

"Between pole No. 1358 and pole No. 1359 the trolley on side track clears rail 19½ feet. Violation of Sec. 4."

"At pole 1357 the trolley clears rail 20 feet 8 inches. Violation of Sec. 4.

"At pole No. 1523 a farmers telephone line crosses the Inter-Urban on poles that are not cross armed and on which the insulators are gone, in violation of Sec. 5.

"The span wire on siding at pole No. 1344 is 19-2 feet above the rail. Violation of Sec. 4.

"Trolley on siding at Harcourt clears B. & Q. Box Car No. 66463, 5 feet 8 inches, making the trolley at this point 17 feet 8 inches above rail. Violation of Sec. 4.

"At pole No. 1341 the pole opposite span wire clears rail 18 feet. Violation of Sec. 4.

"At pole 1147 main line trolley clears wires 19-2 feet.

"On the side track opposite poles No. 1143 to No. 1146 the average height of the trolley is 18-2 feet. Violation of Sec. 4.

"At pole No. 1142 'Big 4' box car No. 48607 clears trolley 6 feet. The span wires supporting the trolley at this point have no circuit breakers cut into them.

"From pole 1139 to 1141 the span wires clear rails 19 feet. These spans have no circuit breakers cut into them. These are just north of the Fort Dodge Junction Depot.

"Between poles No. 1129 and No. 1130 the average height of the trolley is 19-2 feet, in violation of Sec. 4.

"At pole No. 1124 where the 23,000 volts circuit enters the sub-station there are only double cross arms on outside of the crossing and no protection below. Violation of Sec. 2 and 5.

"At pole No. 940 where the company telephone lines cross the track the poles are not double cross armed nor back guyed, in violation of Sec. 2.

"At Boxholm the trolley measures 20 1-3 feet and the feed wire is not supported by double cross arms where it crosses the sidetrack at this point. Violation of Sec. 2 and 4.

"On side track opposite pole No. 916 the trolley clears rails 19 1-2 feet, in violation of Sec. 4.

"The company telephone lines cross the tracks at this point and are supported only from single brackets. Violation of Sec. 2.

"Opposite pole No. 914 trolley clears rails 19 feet. Violation of Sec. 4.

"Opposite pole No. 913 C. & N. W. box car No. 12440, which was set at elevator was only 5 feet below the trolley. Violation of Sec. 4.

"At pole No. 902 the company telephone again crosses the track and has a very long span wire, and is supported from single brackets and the poles are not back guyed, in violation of Sec. 2.

"The measurements on the span wires across the main line from pole No. 660 to No. 666 showed the trolley to range from 18 feet to 19 1/2 feet above the rail. The span wire at pole No. 660 was broken and not supporting the trolley in any way. Violation of Sec. 4.

"At pole No. 658 trolley clears rails 19 1/2 feet. Violation of Sec. 4.

"At Frazer Junction the electric line crosses the M. & St. L. Ry. without being double cross armed, and the telegraph wires on the M. & St. L. and the Inter-Urban telephone lines cross the tracks on single cross arms. Violation of Sec. 2.

"The trolley on siding opposite pole No. 643 clears rails 19 1/2 feet. Violation of Sec. 4.

"At pole No. 623 the company's telephone lines cross the tracks on single brackets and poles are not back guyed. Violation of Sec. 2.

"At pole No. 502 to 506 the average height of the trolley is 20 1/2 feet above rails, in violation of Sec. 4.

"At pole No. 486 the trolley is 19 feet above rails. Violation of Sec. 4.

"The feed wire crosses tracks near this point, and the poles supporting the same are not double cross-armed. Violation of Sec. 2.

"Opposite pole No. 472 the side track clears trolley 19 feet. Violation of Sec. 4.

"Between poles No. 136 and No. 137 there is an overhead wagon bridge and the high tension (23,000) volt wires are still over the bridge, and only clear the roadway 16 feet 8 inches. This seems to us to be rather dangerous to the public.

"Between poles No. 43 and No. 44, crossing Hanley Street, Boone, Iowa, the trolley clears rails 20 1/2 feet. Violation of Sec. 4.

"All through the yards and the repair shop at Boone the trolley is low, averaging about 19 feet above rails.

"Between poles No. 38 and No. 39 the main line trolley measures 20 feet 4 inches above rails. Violation Sec. 4.

"Trolley at the alley west of Carroll Street is 20 1/2 feet above the rails. Violation Sec. 4.

"Crossing at Carroll Street crossing is 19 1/2 feet. Violation Sec. 4.

"On Greene Street, Boone, Iowa, the main trolley is 21 feet. Violation of Sec. 4, and the side track is 19 feet above rails. Violation of Sec. 4. The city arc circuit crosses over the 23,000 volt wires on Greene and Boone Streets, on 50 foot express poles, and have no protection beneath them. Violation of Sec. 5. At alley between Boone and Greene Streets there is a secondary 110 volt circuit, which crosses over the 23,000 volts with no protection. On January 29, 1909, this wire broke and came down on the 23,000 volt wire, setting fire to Mr. Lafe Zemblman's livery barn, and there has not been any protection placed for this wire since. Therefore they are still violating Sec. 5.

"On side track opposite pole No. 10 a C. G. & W. car No. 20218 is less than 5 feet below the trolley, which is supported by a span wire here, all of which is in violation of Sec. 4.

"The 1100 and 4400 city circuits cross the 23,000 on Boone Street with no protection whatever. Violation of Sec. 5.

"Between poles No. 4 and No. 5 on team track the trolley is 18 feet above rails. A man on Illinois Central box car No. 13075 stood beside trolley, and it came below his shoulders. The span wires supporting the same are low enough to rake the average man off cars in case he should stand erect, only clearing cars 5 feet. Violation of Sec. 4.

"Where the line crosses Story Street (Main Street) there is no protection to the public, and one of the poles is an old spliced pole, and the entire crossing is dangerous to the public.

"At the Farmers' Elevator Co., two blocks east of the depot at Boone, Iowa, the feed wire clears rail but 16 feet over side track. Violation of rule 4.

"This feed wire also terminates on elevator in violation of rule 7.

"The side track trolley at this place clears from 17 to 17 1/2 feet. Violation of Sec. 4.

"Trolley at Inter-Urban stock yards clears rail 19 feet. Violation of Sec. 4. Mast arm messenger is loose at the end of the arm and trolley is but 18 feet.

"The Boone Electric Light Co. have set a pole near the Inter-Urban depot, there where the line crosses the Inter-Urban and the pole is not double armed. Violation of Sec. 2.

"Trolley north of Inter-Urban depot clears rails 20 feet. Violation Sec. 4.

"The average height of the trolley on the 'Y' at this point measures from 18 to 20 feet. Violation Sec. 4.

"The Iowa Bell Telephone Co. crosses trolley on Kellogg and Adams Streets and the poles are not double cross armed, nor provided with guard wires. Violation of Sec. 5.

"The Ames Electric Light Company crosses both the Inter-Urban and the C. & N. W. tracks on Grant Street, and poles are not double armed at either place. Violation of Sec. 2 and 5.

"The trolley at Grant Street at Ames clears rails 20 1/2 feet. Violation Sec. 4.

"The Inter-Urban telephone lines cross the C. & N. W. 1/2 west of Grant Street and the poles are not double armed. Violation of Sec. 2.

"From A 7 to A 10 trolley measures 18 1/2 to 20 feet above rails. Violation Sec. 4.

"On side tracks at C. & N. W. coal chutes trolley clears rail 17 1/2 feet.

"Box car No. 42292 only clears trolley 4 1/2 feet at this point. Violation of Sec. 4.

"I was at pole A-13, side track trolley clears rails 18 1/2 feet.

"At the Iowa State College Heat & Lighting plant, both on the coal spur and the stock track, trolleys only clear rail 18 1/2 to 20 feet. Main line only clears rail 19 feet at this point. Violation of Sec. 4.

"The feeder crosses the College line on single cross arms at this point.

"From pole No. A-65 to Pole No. A-64 the average height of the trolley is 20 feet above rails. Violation of Sec. 4.

"At A-70 to A-71 feed wire crosses to other side of the right-of-way and poles are not double armed.

"Ames Electric Light Company's lines cross it between poles A-76 and A-77 and poles are not double armed. Violation Sec. 2.

"The trolley between poles No. A-87 and A-88 clears rails 20 feet. Violation Sec. 4.

"Opposite pole A-89 the side track trolley clears rails 18 feet. C. & N. W. box car No. 74070 only clears trolley 4 feet on this side track. Violation of Sec. 4.

"Between pole No. A-145 and A-146 Boone County telephone wires cross the Inter-Urban on poles that are not double cross armed. Violation of Sec. 2.

"Between pole A-153 and pole No. A-154 the electric light company crosses the Inter-Urban on poles that are not double cross armed; also on poles No. A-156 and A-157 in violation of Sec. 2.

"Between poles A-179 and A-180 crosses the trolley on poles that are not double armed in violation of Sec. 2. The main line trolley at this point clears rails 20½ feet. Violation Sec. 4.

"At pole No. A-333 a farmers telephone line crosses the Inter-Urban on single brackets and poles are 390 feet apart. Violation Sec. 2.

"At pole No. A-427 the feed wire crosses the 'Y' at Kelley on poles that are not double armed. Violation of Sec. 2.

"The trolley at this point is but 20 feet above the rails, and the feeder is 19½ feet. Violation of Section 4. The company's phone lines cross tracks here on single brackets. Violation rule 2.

"Coal track opposite pole No. 755 trolley is 19 feet above rails. Violation Sec. 4.

"Opposite pole No. 756 the trolley clears rail but 18½ feet, and is only 5 feet above the Ft. Dodge, D. M. & S. car No. 272. Violation Sec. 4.

"Trolley on the Ames spur opposite pole No. 756 clears rails but 19 feet. Violation of Sec. 4.

"The high tension and telephone lines cross the track where it enters the sub-station at Kelley on poles, one of which is not double armed. Violation of Sec. 2.

"Side track trolley opposite pole No. 764 clears rails but 20 feet. Violation Sec. 4.

"Where the high tension lines cross the C. & N. W. at Kelley the poles are not double cross armed in violation of Sec. 2. Where the trolley crosses the C. & N. W. at Kelley it only clears rails 21½ feet. Violation Sec. 4.

"At pole No. 775 main line trolley clears rail but 20½ feet. Violation Sec. 4.

(These pole numbers now read south from Boone).

"Between pole No. 170 and 177 the poles are all spliced and the crossing poles are not double cross-armed. Where they cross the C. & N. W. the telephone is on a separate pole line, and these crossing poles are not double cross armed, in violation of Sec. 2.

"Above the road crossing pole No. 275 and 276 the trolley is 20½ feet above rails, in violation of Sec. 4.

"At Erickson the main line trolley between poles No. 313 and No. 314 is 20 feet, while the side track trolley at the elevator clears rails but 19½ feet. All in violation of Sec. No. 4.

"Company telephone lines cross the track at this point on poles that are not double armed, and poles 180 feet apart, with no protection from the high tension lines. Violation of Sec. 2 and 5.

"The company telephone lines again cross poles No. 323 and No. 324 on single arms. These poles are also 150 feet apart and no protection from high tension lines. Violation of Sec. 2 and 5.

"Between poles No. 333 and No. 334 trolley on main line clears rail 20½ feet. Violation of Sec. 4.

"The Iowa Telephone Company crosses at this point and their wires only clear rail 23 feet. Violation of Sec. 1.

"At pole No. 494 there is a trolley here broken off, and the trolley only clears rails 18 feet. Violation of Sec. 4.

"At pole No. 580 the Farmers Telephone lines cross the Inter-Urban on single brackets.

"At Naper the main line and side track trolleys clear the rails on an average of 20 feet between poles No. 585 and 586. Violation of Sec. 4.

"At poles No. 936 and 937 the span wires supporting trolleys clear rails 20 feet. Violation of rule 4.

"In Des Moines Junction the trolley on all tracks range from 19 to 20 feet, nothing over 20 feet.

"Between poles No. 1080 and 1081 span wires clear 20½ feet over side track and 21 feet on main line. Violation Sec. 4.

"From pole No. 1079 to pole opposite span wire clears rails 21 feet. Violation Sec. 4.

"At pole No. 1083 the telephone and electric wires that enter the Huxley depot are porcelain knobs on one crossing pole and are not protected in any way. Violation of Sec. 2 and 5.

"Between poles No. 1088 and No. 1089 where the electric line crosses the main line of the C. M. & St. P. tracks the poles are not double cross armed for neither the 23,000 volts or the high tension and feed wires and telephone wires, in violation of Sec. 2.

"Span wire between pole No. 1102 and span opposite clears rails 21 feet. Violation of Sec. 4.

"Span wire between pole No. 1103 and pole opposite clears rails 20½ feet.

"Span wire between pole No. 1104 and the pole opposite clears rail 20½ feet.

"Span wire between Pole No. 1303 and pole opposite clears rails 20 feet.

"Span wire between pole No. 1344 and pole opposite clears rails 20 feet. All in violation Sec. 4.

"The Inter-Urban Telephone lines cross the track at pole No. 1344 on brackets instead of double cross arms, in violation of Sec. 2.

"Span wire clears side track at pole No. 1344, 20½ feet. Span wire elevator clears side track 19½ feet. This is at Alleman. None of them in lines or side at this point complies with our rules.

"At pole No. 1333 feeder crosses track on poles that are not double cross armed. Violation of Sec. 2.

"One pole No. 1347 span wires over main line clear rails 20½ feet. On side track opposite same span wires clear rail 20 feet. All in violation of Sec. 4.

"At pole No. 1348 the trolley is 20 feet above the rails, and the west track opposite the same pole, trolley clears 20 feet.

"Opposite pole No. 1349 on west side track span wires clear rails 19 feet.

"Opposite pole No. 1350 west side track trolley clears 19 feet. All in violation of Sec. 4.

"Between pole No. 1350 and pole No. 1351 feeder crosses side track on a cross arm that is suspended in the air by span wires 3-8 inches in diameter. Span wires here were 21 feet above rails and feeder was 20 feet above rails, in violation of Sec. 2 and 4.

"At pole No. 1400 a farm telephone line crosses the tracks on poles that are not double armed. Violation of Sec. 2.

"At pole No. 1510 (Wagner's siding) main line trolley clears line 20 feet and side track 19½; all in violation of Sec. 4.

"The Inter-Urban telephone feed wires and 23,000 volt wires cross track on single arms at this point.

"At Ankeny the Inter-Urban crosses the C. & N. W. Ry. on poles that are not cross-armed and no guard wires. This is between pole No. 1666 and pole No. 1667, all in violation of Sec. 2 and 5.

"Span wire between pole No. 1668 and pole opposite clears rails 20½ feet. Violation of Sec. 4.

"Span wire between pole No. 1169 and opposite clears rail 20½ feet.

"Span wire between pole No. 1676 and pole opposite clears main line rails 20 feet and side track 19½ feet.

"At pole No. 1677 trolley clears main line 20 feet.

"Span wire between pole No. 1682 and pole opposite clears rails 20 feet.

"Span wire between pole No. 16,783 and pole opposite clears main line rail 20 feet and side track 19½ feet. All in violation of Sec. 4.

"At Ankeny sub-station the 23,000 volts, and two heavy feed wires cross tracks on poles that are not double cross armed and the Inter-Urban telephone lines cross tracks at the depot on brackets.

"At pole No. 1769 the Inter-Urban telephone crosses the tracks on single arms. Between poles No. 1805 and No. 1806 the Inter-Urban telephone lines cross the tracks on single brackets.

"Between poles No. 1842 and No. 1843 these telephone lines again cross on single brackets, all in violation of Sec. 2.

"At pole No. 1904 the trolley clears them in line rails 20½ feet and clears side track 20 feet. Span wires between pole No. 1904 and pole opposite clears rails 20 feet and side track 20 feet and side track 20½ feet. Violation of Sec. 4.

"At pole No. 1905 trolley clears rails 20½ feet of main line in violation of Sec. 4.

"At pole No. 1907 the Inter-Urban telephone lines cross the track on single branches in violation of Sec. 2.

"Between poles No. 1940 and 1941 the Inter-Urban telephone crosses tracks on single brackets, same between poles No. 1984 and 1985, all in violation of Sec. 2.

"Between poles No. 2022 and 2023 the Inter-Urban telephone lines cross the track on single brackets. Violation of Section 2.

"At pole No. 2045 the trolley is 20 feet above rails, violation of Sec. 4.

"Pole No. 2046, trolley clears rails 20 feet. Violation of Sec. 4.

"This takes us to the vicinity of Polk Junction where the Ft. Dodge Des. M. & S. R. R. Co. property ceases, and they use the property and right-of-way of the Des Moines City Street Railway. We believe we have given this line a fair inspection, and in conclusion would say that they have violated the following clause of Sec. 1 throughout their construction. This clause reads as follows: 'Pin guards shall be attached to the end of all cross arms where crossing poles are not in a straight line with the pole on either side,' and we believe this clause should be enforced as well as all others. Anything that is not made clear in the foregoing statement I will be glad to call and explain personally.

"Respectfully submitted,

(Signed) "R. E. Perrin,

"President Iowa & Neb. Dist. Council No. 9, 2d Dist. I. B. E. W.

"Sioux City, Iowa, 1111 W. 14th St."

Copies of complaint were served on the respondent companies and on December 14, 1909, and February 16, 1910, the Inter-Urban Railway Company and the Fort Dodge, Des Moines & Southern Railroad Company filed their answers, respectively as follows:

"Replying to your letter of December 11th, addressed to me, and also your letter of the same date, addressed to Mr. A. G. Maish, General Manager, Des Moines City Railway Co., will say that the charges preferred by Mr. E. E. Perrin, relative to the height of wires in our yards at Des Moines are wholly without foundation.

"Under Section Four of the printed rules and regulations of the Board, setting forth the law pertaining to the stringing of poles and wires you will note that said law applies only to feed or trolley wires of an electric railway, when said electric railway is crossing the rails of any other railway, and in that event only 'such wires shall be placed at least twenty-two (22) feet above the tops of the rails of any railway crossed thereby.

"This, it seems to me, should entirely dispose of Mr. Perrin's objections.

"Yours very truly,

(Signed) "H. H. Polk,

"President."

"Referring to the attached letter from the Board of Railroad Commissioners to which was attached memoranda of inspection made by R. E. Perrin, Sioux City, Iowa.

"First, I would explain that this man Perrin is one of the representatives of the Electrical Workers' Union with whom we have had some difficulty

during the past year on account of some of our linemen quitting. Since that time they have taken every possible means to annoy us, but in case of this inspection they have done us considerable good, and I do not hesitate to state that I do not believe there is an electric line over one hundred miles in length that after such a critical inspection could show so few faults.

"As regards the complaints, we will take them one by one as they appear.

"Item 1. Regarding the feed wire which feeds the trolley wire at freight depot in Fort Dodge, would state that this is not a violation as it is higher than our trolley wire at point where it crosses the rail, and as it is parallel with our track. The rule requiring wires to be 22 feet above rails at points where they cross railroads does not apply.

"Item 2. Trolley crossing wagon road at McEwen's Coal Office 17½ feet above the rail is not in violation of the rule as the trolley is on the side track and runs parallel with that track.

"The same is true with Item 3; also Item 4.

"Item 5. Regards trolley wire at junction of City Railway and as it crosses no track at this point it is no violation.

"Item 6. Feed wire at point where spur is placed for Cedar Rapids Oil company runs parallel with the track, and as this is a side track which holds but two cars there is no occasion for men to ride on top, consequently no danger.

"Item 7. Feed wire at Home Signal with Chicago Great Western is 17 feet above rail, but it is outside of our tracks and parallel with them.

"Item 8. We have not completed the construction at this crossing and intend within a few days to have it completed, at which time it will comply in full with the law.

"Item 9. Trolley at side track 20 feet from rail is not a violation as it is parallel wire.

"Item 10. Feed wires crossing track at Southeast Fort Dodge Fair Grounds does not need protection from telephone wires as the voltage in this wire is less than 600 volts.

"Item 11. No violation on account of wire paralleling track.

"Item 12. No violation on account of wire paralleling track.

"Item 13. Regarding span wire, is not a violation but span wire will be raised when work in Fort Dodge is completed.

"Item 14. Same as Item 13.

"Item 15. Same as Item 13.

"Item 16. Regarding feed wire crossing side track without double cross arms, would state that the span is so short and the feed wire so hung that there is no danger.

"Item 17. Shows trolley line on an average of 21 feet above the track, and as it parallels the track it is no violation.

"Item 18. Regarding concrete bridge; no violation.

"Item 19. Pole 2126; no violation account of wire paralleling track.

"Item 20. Poles 2121 and 2122, the feed wire is above trolley where it crosses the track at this point and the trolley would guard it from falling. However this will be raised.

"Item 21. Shows trolley line average between 20 and 21 feet paralleling the track.

"Item 22. Same as Item 21.

"Item 23. Poles 2072 and 2073; the construction of this pull off or anchor guide is regular and is used on every electric road.

"Item 24. Regards trolley; no violation.

"Item 25. Trolley 21 feet above rails and parallel with same; no violation.

"Item 26. Overhead bridge, pole 2037; no violation as trolley wire has to go under the bridge.

- "Item 27. Span wires, pole 2034; these cross our track and will be raised, although they are now 21 feet.
- "Item 28. Overhead bridge, poles 2018-2019; trolley wire as high as bridge will permit.
- "Item 29. Span wires too low; shall be raised.
- "Item 30. Same as Item 29.
- "Item 31. No violation; trolley clears rail 21 feet.
- "Item 32. Will be investigated and guard wires properly placed, not in good condition at present.
- "Item 33. Trolley hanger off. This is in the nature of ordinary repair work, which at time of inspection was not completed. As regards making the span wire a live wire, would state that it does not go to ground on account of pole being wood.
- "Item 34. Span wire will be raised if below legal height.
- "Item 35. Stock yards side track is a spur and the trolley parallel.
- "Item 36. Company telephone crosses on single brackets between poles 1627 and 1628, but track is protected on account of the trolley wire which would prevent telephone wires becoming too low.
- "Item 37. Pole 1580, emergency repair.
- "Item 38. Pole 1576; no violation, wire parallels track.
- "Items 39 and 40. Same as Item 38.
- "Item 41. Pole 1523; Farmers Telephone line constructed after Railroad, but we will see that law is complied with.
- "Item 42. Span wire will be raised.
- "Item 43. No violation. Trolley wire on side tracks are parallel with rails, and men do not have to be on top of cars while in motion.
- "Item 44. Span wire shall be raised.
- "Items 45 and 46. No violation.
- "Item 47. Span wire shall be raised.
- "Item 48. No violation.
- "Item 49. Span wires will be raised to legal height.
- "Item 50. No violation. Wire parallels track.
- "Item 51. No violation as construction is modern in every respect.
- "Item 52. Regarding telephone of Company; no violation as the trolley passes under telephone and guards against the telephone wires becoming too low.
- "Items 53 and 54. No violation.
- "Item 55. Regarding Company telephone crossing track; no violation as trolley wire acts as guard.
- "Item 56. No violation; wire parallel with rails.
- "Item 57. Trolley on side tracks is not an interference or dangerous obstruction, as men do not have to ride the cars at these points.
- "Item 58. Pole 902; no violation as telephone becoming too low is guarded against by trolley wire which is below it.
- "Item 59. As regards trolley wire; no violation, and measurements do not show that span wires are too low.
- "Item 60. No violation.
- "Item 61. Crossing at Fraser Junction. The construction at this point is in a tentative state on account of changes that are contemplated in tracks, but wires will be so arranged as to fully comply with the law finally.
- "Item 62. No violation; parallel wire.
- "Item 63. No violation. Company's telephone wire guarded from falling on track by trolley.
- "Items 64 and 65. No violation; parallel wire.
- "Item 66. Regarding feed wire crossing tracks. As this feed wire is above the trolley it is guarded against becoming too low.
- "Item 67. No violation.
- "Item 68. No violation; construction over highway bridge same as every other road crossing.

- "Items 69-70-71-72-73. No violation, side tracks, wires paralleling rail.
- "Item 74. Regarding crossings of other lines in Boone. We have protected according to law all of the lines whose location was permanent. We have up with the Boone Electric Company at the present time some changes on account of the fact that they use our poles along our right-of-way for their wires. The incident spoken of as of January 29, 1909, is entirely wrong inasmuch as there was no fire caused by this breaking of wires, and the only thing that happened was a pair of drops that were connected from their line wires to this barn became unfastened or broken on account of high winds, and the wires short circuited our transmission line, shutting us down and burning, our wires off. There was no fire reported to the Boone Electric Company or to us regarding this incident, and the instant that the drop wires came in contact with our high tension circuit our wires burned in two and shut off the current.
- "Item 75. Span wire will be raised. Otherwise no violation.
- "Item 76. Boone Electric Company have a circuit from our pole line to our building, a distance of less than 50 feet. They built this line with the full understanding of the situation, and it supplies our building alone.
- "Item 77. Span wires will be raised. Otherwise no violation.
- "Item 78. Construction similar to all road and street crossings, and as far as the pole being old, it has been in the ground less than three years.
- "Item 79. At Farmers Elevator there is a tap from our trolley wire to the Farmers Elevator to supply them with power at their request.
- "Item 80. No violation; wires paralleling track.
- "Item 81. Broken hanger wire which was repaired in ordinary course of business, same as other line failures.
- "Item 82. Referring to Boone Electric Light Company. This wire crossing our line is fully protected from falling by trolley wire.
- "Items 83 and 84. No violation.
- "Item 85. Reference to City Construction with Iowa Bell Telephone Company in Ames, and no violation as far as we are concerned, as voltage is less than 700.
- "Item 86. Same conditions prevail as in Item 85.
- "Item 87. No violation; City construction.
- "Item 88. Will be corrected if found to be as reported.
- "Items 89-90-91-92. No violation.
- "Item 93. Feeder crossing local line above the trolley wire, and is protected against becoming too low.
- "Item 94. No violation.
- "Item 95. Feeder crosses track above trolley wire and cannot become too low.
- "Item 96. Will be corrected if found as reported.
- "Items 97 and 98. No violation.
- "Item 99. Will be corrected if found as reported.
- "Item 100. Will be corrected if found as reported.
- "Item 101. No violation with the exception that the Farmers Telephone line has been placed there since our line was constructed, and condition will be corrected if found as reported.
- "Item 102. Construction at this point is considered modern in every respect.
- "Item 103. No violation. The Company telephone line is protected against falling by trolley.
- "Items 104-105-106. No violation.
- "Item 107. Where high tension lines cross track the distance is very short, and they enter our station with modern construction.
- "Item 108. No violation.
- "Item 109. No violation with the exception that the telephone crosses the line of the C. & N. W. on separate wires but will be changed to our pole line.
- "Items 110-111. No violation.

"Items 112-113. Company telephone crossing above trolley, and as far as protection from high tension wires is concerned, it has fully as much protection at this point as it has at any point along the line, as for most of the distance it is installed on the same poles and within ten feet of our high tension wires.

"Item 114. No violation.

"Item 115. Telephone wires clear rail 23 feet and cannot fall on track by reason of being above trolley wire.

"Item 116. Temporary defect; now repaired.

"Item 117. Line put up recently and will be corrected by Telephone Company.

"Item 118. No violation.

"Item 119. Span wires will be raised if too low.

"Items 120-121-122. No violation.

"Item 123. Telephone and light wires above trolley wire.

"Item 124. Crossing C. M. & St. P. tracks. This crossing was constructed with automatic safety devices which had to be removed recently on account of failure to work properly. The intention is to supply this crossing with some device that will cut the entire circuit out in case of failure of any one wire.

"Items 125-126-127-128. Will be raised if found to be lower than required by law.

"Item 129. Telephone line crosses above trolley and is guarded from falling on track.

"Item 130. No violation except in case of span wires being too low if as reported.

"Item 131. No violation. Feeder crosses track above trolley and is guarded from falling.

"Item 132. Span wire will be raised if found lower than law requires.

"Item 133. No violation.

"Item 134. Span wire will be raised.

"Item 135. No violation.

"Item 136. Wires will be raised to comply with law.

"Item 137. Line constructed since electric line built, and Telephone Company will be called on to correct it.

"Item 138. No violation; parallel wires.

"Item 139. Original construction permission of Chicago Northwestern, but will be changed if it does not comply with law.

"Items 140-141-142-143-144. Span wires will be raised.

"Item 145. Construction into Ankeney; sub-station modern and no violation of the law. Feed wires cross track on short span and above the trolley wire.

"Item 146. Company telephone crosses above trolley and is thus guarded.

"Item 147. Same as Item 146.

"Items 148-149-150. No violation.

"Item 151. Telephone crosses track above trolley and is guarded from falling.

"Item 152. Same as Item 151.

"Items 153 and 154. No violation.

"A great many of the conditions which were reported as violations were occasioned by misinterpretation of order of Board. Sections 1, 2 and 3 not applying to trolley lines as per instructions of Section No. 4.

"As noted in answering the various items, there are a number of places which will require our attention, and these I can assure you will be attended to promptly, and this report to the Board of Railroad Commissioners made by Mr. Perrin is, instead of being harmful, of real benefit to us, as it gives us an inspection and report which no doubt leaves nothing out that could be complained of, and for this reason is of great benefit to us.

"Yours truly,  
(Signed) "Frank Arnold."

To the answers of the Inter-Urban Railway Company and the Fort Dodge, Des Moines & Southern Railroad Company, complainant filed reply on May 9, 1910, as follows:

"In answer to yours of May 4, 1910, asking if we desire to make reply to Mr. Blake's communication of February 16, 1910, let me say that in such communication, Mr. Blake admitted numerous instances of failure to comply with former orders of your Honorable Board of Railroad Commissioners, and which admissions substantiate my former filings with you.

"In reviewing our former investigations and Mr. Blake's answer thereto, we have come to the conclusion that your rulings under date of July 24, 1907, are inadequate to fully protect the life and limb of employes such as is contemplated by the Act of April 6, 1907. Because of this, application is hereby made for further and additional ruling on Chapter 109 of the Acts of the Thirty-second General Assembly of Iowa, entitled 'An act to protect the Safety of Railroad Employes by regulating the maintaining and stringing of other wires over railroad tracks.' (Additional to Chapter Six of Title Ten of the Code). Such Act being approved April 6, A. D. 1907.

"At date of approval of said Act, Inter-Urban freight traffic was of very small proportion, in consequence of which, your Board evidently considered the measure with reference almost wholly to the protection of employes of steam railroads. Since this date (April 6, A. D. 1907), interurban freight traffic has increased enormously, and experience shows that the order of your Board of Railroad Commissioners, made immediately after the taking effect of said Chapter 109 of the Acts of the Thirty-second General Assembly, is wholly inadequate to protect employes of interurban roads, in the following particulars:

"Section 2, Order of the Board.—This section does not give specifications of distance from rail, of poles carrying mast arms and feed wires in interurban construction. Under present construction, tralumen in service are repeatedly scraped from side of cars. In one of these accidents actual measurements showed pole 3 feet 11 inches from rail. Some measurements show poles even nearer than this to rail. Soo Line car No. 25822, found on tracks, measured 9 feet 3 inches in width. This would allow but 1 foot 7 $\frac{1}{4}$  inches between car and pole.

"Section 4, Order of Board—Is wholly inadequate from the fact that it contemplates only wires crossing tracks of other companies. The Title of Chapter 109, designated the Act 'As an Act to protect the safety of railroad employes,' and provides your supervision 'over any and all wires transmitting electric current or any other wire whatsoever crossing under or over any track of a railroad,' the intent being always the safety of employes. To the trainmen in the employ of an interurban railroad company, it can make no difference whether the injury is from a wire of another company or from any wire of the company in whose employ he may be. Neither, with safety in view, the purpose of the act, does it limit the extent of injury whether the wire crosses over the track completely or only partly, or even parallels over the track. Actual measurements show instances of trolley wires clearing freight cars in service but 4 feet, and span wires but 4 feet 3 inches.

"Section 5, Order of Board.—Inadequate in that it does not contemplate an interurban railroad as a railroad. This is contrary to Sections 2033-b and 2033-c, of the 1909 Supplement to the Code. Interurbans operate with approximately 550 volts which the 'Order of the Board' does not include in its ruling under this section.

"Further and additional evidence to substantiate this application will be submitted at any hearing arranged for by your Honorable Board.

"Respectfully,

(Signed) "R. E. Perrin,

"1111-W, 14th St.

"Sioux City, Ia."



On May 11, 1910, the Board gave notice by publication in the Iowa Unionist and Plain Talk, newspapers published at Des Moines, and by service on Electric Interurban Railways operating within the State of Iowa, that it would, on June 21, 1910, 10 o'clock A. M., at its office in Des Moines, hold a public hearing for the consideration of the question of regulation by the Board of Railroad Commissioners of the stringing of wires over railroad tracks, under Chapter 109 of the Thirty-second General Assembly, and especially with reference to the modification of its own rules, promulgated July 24, 1907 under authority given by Chapter 109, Acts of the Thirty-second General Assembly, and pursuant to said notice a hearing was held in the Senate Chamber.

All members of the Board were present, Commissioner Eaton presiding.

The following named persons appeared before the Board representing their respective interests:

A. A. Dauphin, Inter-Urban Ry. Co.; Attorney A. G. Rippey, W. W. Roberts, E. J. Cunningham and G. M. Hippe, for Des Moines City Railway Co.; J. M. Leonard, for street car operatives; Frank Arnold, Fort Dodge, Des Moines & Southern Railway Co.; C. D. Cass, Waterloo, Cedar Falls & Northern Ry. Co.; J. D. Wardle, Cedar Rapids & Iowa City Ry. & Light Co.; T. J. Hanlon, Mason City & Clear Lake Ry. Co.; T. W. Ellis, Illinois & Iowa Ry. Co.; L. D. Mathes, Union Electrical Co., Dubuque; James Fitzgerald, Electrical Workers; R. R. Perring, President, Iowa and Nebraska Electrical Workers; A. L. Urlick, President, Iowa State Federation of Labor, and J. B. Demster, electrician for the city of Des Moines.

At the outset of the hearing, Mr. A. G. Rippey, Attorney, representing the Des Moines City Railway Company, interposed an objection to the jurisdiction of the Board, as follows:

Our position is that the Railroad Commission has no power to grant the relief sought in this case; and particularly that it has not the power to regulate the stringing of wires except where there is a crossing, either under or over the tracks or right-of-way of the railroad company; that the Board's jurisdiction with reference to stringing wires is limited to Chapter 109, Section 1, Laws of the Thirty-second General Assembly.

On said objection the Board ruled that both by Chapter 109 of the Acts of the Thirty-second General Assembly, and by section 2113, Supplement Code, 1907, it had full power and authority in the premises, and the taking of testimony proceeded.

While much testimony was taken at the hearing the Commission deemed it advisable to make on its own behalf further inquiry and investigation into the practices of certain railway companies and electric interurban railway companies not represented at the public hearing and it was announced at the close of taking testimony that final decision would be withheld until such further investigation could be made.

Before entering upon the main question involved the subject of the Board's jurisdiction to hear and determine this cause will be briefly considered and to better enable a full understanding, Section 2113 of Supplement Code, 1907, chapter 109, of the Acts of the Thirty-second General Assembly and the Board's rules promulgated under and by direction of said Act, are here set out in full:

SEC. 2113. POWERS AND DUTIES. It shall from time to time carefully examine into and inspect the condition of each railroad, its equipment, and the manner of its conduct and management with regard to the public safety and convenience in the state; make semi-annual examination of its bridges and report the condition thereof to the company to which they belong; and if found by it unsafe it shall immediately notify the railroad company whose duty it is to put the same in repair, which shall be done by it within ten days after receiving such notice. If any corporation fails to perform this duty, the Board may forbid and prevent it from running trains over the same while unsafe. When, in the judgment of the Board, any railway corporation fails in any respect to comply with the terms of its charter or articles of incorporation or the laws of the state; or when in its judgment any repairs are necessary upon its road; or any addition to its rolling stock, or addition to or change in its stations or station-houses, or change in its rates of fare for transporting freight or passengers, or change in the mode of operating its road or conducting its business, is reasonable and expedient in order to promote the security, convenience and accommodation of the public, the board shall serve a notice upon such corporation, in the manner provided for the service of an original notice in a civil action, which notice shall be signed by its secretary, or the improvements and changes which it finds to be proper, and a report of such proceedings shall be included in its annual report to the governor as provided in the next section; but nothing in this section shall be so construed as relieving any railroad company from its present responsibility or liability for damage to person or property. (Same).

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

##### AN ACT

TO PROTECT THE SAFETY OF RAILROAD EMPLOYEES BY REGULATING THE MAINTAINING AND STRINGING OF OTHER WIRES OVER RAILROAD TRACKS.

(ADDITIONAL TO CHAPTER SIX (6) OF TITLE TEN (X) OF THE CODE.)  
(CHAPTER SIX (6) OF TITLE TEN (X) OF THE CODE.)

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

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

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

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

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

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

Sec. 7. Penalty enforcement. Any person or corporation who string or maintain any wire across any railroad track in this state at a different height or in a different manner from that prescribed by the said board of railroad commissioners shall forfeit and pay to the State of Iowa the sum of one hundred dollars (\$100) for each separate period of ten days during which such wire is so maintained, said forfeiture to be recovered in a civil action brought in any court of competent jurisdiction in the name of the State of Iowa, by the attorney-general, or by the county attorney of the county in which such wire is situated, at the request of the said board of railroad commissioners, and it is hereby made the duty of the said attorney-general and county attorney to bring such action forthwith upon being so requested. (22 G. A.)

Approved April 6, A. D., 1907.

#### THE BOARD OF RAILROAD COMMISSIONERS.

State of Iowa.

N. S. Ketchum, Chairman.  
W. L. Eaton,  
D. J. Palmer,

Commissioners.

Dwight N. Lewis,  
Secretary.

#### Wires over Railroad Tracks.

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

#### ORDER OF THE BOARD.

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

#### EQUIPMENT.

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

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

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

#### LOCATION OF POLES.

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

#### CROSSING UNDER RAILROAD TRACKS.

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

#### TROLLEY LINES.

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

#### GUARD WIRES.

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

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

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

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

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

#### CROSS ARMS ON BUILDINGS.

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

#### EXPENSE OF RECONSTRUCTION.

Section 8. Where reconstruction of wire carrying lines is made necessary to make them conform to these regulations, the expense of such reconstruction shall be borne by the party last occupying the ground where

such reconstruction is made necessary, and each party shall make all reconstruction on its own lines, unless by mutual agreement.

#### IN SPECIAL CASES APPLICATION MAY BE MADE TO THE BOARD.

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

#### TIME TO TAKE EFFECT.

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

By order of the Board,  
Dwight N. Lewis, Secretary.

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

The most casual reading of Chapter 109, Acts of the Thirty-second General Assembly and the rules of this Board, made in compliance with that Act, makes it clear that the Board's jurisdiction is limited to making rules regulating the maintaining and stringing of wires over railroad tracks in all cases where any telephone, telegraph, electric light or other wires, transmitting electric current, shall cross the tracks of any steam or interurban railroad.

Before the Board's rules of July 24, 1907, were finally formulated a very careful and exhaustive study of the purpose of the act directing the Board to make and promulgate such rules, was pursued. It was the conclusion of the Board then, as now, that the rules of this Commission, made under and by direction of Chapter 109, Acts of the Thirty-second General Assembly, must be confined to the matters and things specifically referred to in said act; that is, rules governing the setting of poles and stringing of wires carrying electric current where such wires cross under or over the track of any railroad in Iowa.

Section 2113 of the Supplement Code, 1907, insofar as it deals with the subject of safety to the public, was enacted long before any electric interurban railroads were constructed in Iowa and this section gives the Board general jurisdiction over the "condition of railroads, its equipment, and the manner of its conduct and management with regard to the public safety and convenience," and power to make orders with reference to "change in the mode of operating its road or conducting its business \*  
\* In order to promote the security, convenience and accommodation of the public."

This Board, then, by chapter 109, Acts of the Thirty-second General Assembly and by section 2113 of the Supplement Code, 1907, clearly has jurisdiction of the whole subject matter of the complaint, and the objection interposed by respondent, the Inter-Urban Railway Company, is not well taken.

The complainants in this case allege numerous violations of the Board's rules of July 24, 1907, and the petition asks for "further and additional ruling on chapter 109 of the Acts of the Thirty-second General Assembly."

It is found that many of the items of alleged violations do not come within the subject matter of Chapter 109 and are, therefore, not violations of the Board's rules made thereunder. Such items of violation as have been pointed out have been or are being corrected to comply with the rules. Many other items of complaint, which do not come under the Board's rules or chapter 109 of the Acts of the Thirty-second General Assembly, do come under the general jurisdiction granted the Board by section 2113 of the Supplement Code, 1907. Instances of these latter items are such as height of trolley and feed wires above rails where same parallel the main line but do not intersect or cross either a steam or interurban railroad; track clearance of poles, building, etc., and with reference to such matters the Board is constantly urging better practices for the safety of the public and where reconstruction is being done much attention is being paid to the getting of a higher standard.

The matter of track clearance is very unsettled. There is yet no absolute standard practice. It is in evidence in his case that one company, operating 28 miles of road, handling on an average of 600 standard loaded freight cars per month, has had but one accident due to insufficient track clearance since the beginning of its operation in 1904. The standard pole clearance of this company is 4 feet, 6 inches, and the accident mentioned happened on a steam road side track where its track had been shifted and allowed only 6 inches of clearance. It is also in the testimony that another electric road, operating for 14 years, standard pole clearance of 4 feet, 6 inches, has never had an accident on that account.

By any set of reasonable rules all accidents cannot be eliminated. The standard should be such as will protect those who use ordinary precaution.

At this time the Board deems it would be unwise to make any changes in its rules or to prescribe further standards. Undoubtedly the time will soon come when rules fixing new standards will have to be made to meet the conditions of greatly increasing traffic; but interurban railroads are just in their beginning and hard and fast rules governing construction and operation must be made with great caution.

The Board will insist, however, on a strict compliance with its rules as they now stand and it will demand under its general powers that all construction and operation must take into consideration the safety and convenience of the public.

The filing of this complaint, the public hearing thereon and especially the subsequent investigations made by the Commission on its own behalf, following the hearing, have all served a good purpose in calling attention to many bad practices which are being corrected, and without announcing a formal order this case is closed without prejudice to the parties.

Des Moines, Iowa, January 17, 1911.

No. 4987—1911.

Interlocking plant at Denison, at junction of Illinois Central Railroad and C. & N. W. Railway tracks.

Inspection made and certificate granted February 14, 1911.

No. 4988—1911.

Interlocker at Gypsum, at junction of Illinois Central Railroad and Fort Dodge, Des Moines, & Southern R. R. Co.

Inspection made and certificate granted February 17, 1911.

No. 4989—1911.

C., R. I. & P. Ry. Co. interlocker at southwest Davenport.

Closed May 15, 1911.

No. 4990—1911.

Interlocker at West Waterloo at crossing of Waterloo, Cedar Falls & Northern Ry., and C., R. I. & P. Ry. tracks.

Inspection made and certificate granted May 17, 1911.

No. 4991—1911.

In the matter of the petition of the St. Paul & Kansas City Short Line Railroad Company for permission to condemn certain lands in Wayne County, Iowa.

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

Lots three (3) and four (4) and five (5) except the south 46 and 1-6 feet thereof, in block one (1) in Miles' addition to the Town of Corydon, Iowa, beginning at the southwest corner of Depot and West streets in the Town of Corydon, Wayne County, Iowa; thence west along the south line of said Depot street to the east line of Greeley street; thence south along the said east line of Greeley street 120 feet; thence in a northeasterly direction to the place of beginning. Beginning at a point on the west line of West street 456 feet 4 inches north of the northeast corner of lot 2 in Block 1 in Draper's addition to Corydon, Iowa; thence west 100 feet; thence south to the north line of Depot street; thence east along the north line of Depot street to the northwest corner of Depot and West streets; thence north along the west line of west street to the place of beginning. The

east  $\frac{1}{4}$  of the south  $\frac{1}{4}$  of the south  $\frac{1}{4}$  of the northeast quarter of section twenty-four (24) township sixty-nine (69) N., Range twenty-two (22); also an additional strip of land 100 feet wide on the southerly side of said 200 foot strip through said east  $\frac{1}{4}$  of the south  $\frac{1}{4}$  of the south  $\frac{1}{4}$  of the northeast  $\frac{1}{4}$  of section 24. Also all that part of the east  $\frac{1}{4}$  of the northwest  $\frac{1}{4}$  of the southeast  $\frac{1}{4}$  of said section 24 lying northerly of a line drawn parallel to and 80 feet southerly of the said center line of the said railroad, containing in all 11.9 acres. Beginning at a point on the west line of West street 456 feet 4 inches north of the northeast corner of lot 2 in block 1 of Draper's addition to Corydon; thence west to a point 150 feet northwesterly from the center line of the said railroad, measured at right angles thereto; thence northeasterly parallel to said center line of said railroad and 150 feet therefrom to the west line of said West street; thence south to the place of beginning; also beginning at a point on the north line of Depot street in the Town of Corydon 100 feet west of the west line of West street; thence west along the north line of said Depot street to the point of intersection with the west line of Greeley street, produced north, thence north to a point 150 feet northwesterly from the center line of said railroad as the same is now surveyed, staked and located, measured at right angles thereto; thence northeasterly parallel to said center line of said railroad and 150 feet therefrom to a point 100 feet west of the west line of said West street; measured at right angles thereto; thence south to the place of beginning except that part thereof which lies within the following described tract of land; beginning at a point 87.5 feet north and 25 feet west of the southwest corner of lot 4, north Corydon, thence west 25 feet; thence north 25 feet; thence east 25 feet; thence south to the place of beginning.

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

Des Moines, Iowa, June 5, 1911.

No. 4992—1911.

In the matter of the petition of the St. Paul & Kansas City Short Line Railroad Company for permission to condemn certain lands in Lucas County, Iowa.

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

Lots seven (7), eight (8) and nine (9) in Block eight (8), Newman and Vandeventer's Addition to the City of Chariton. Also Lot two (2) in Block eleven (11), Newman and Vandeventer's Addition to the City of Chariton.

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

Des Moines, Iowa, June 6, 1911.

No. 4993—1911.

Interlocking plant at Grand Junction, at the crossing of the C. & N. W. Ry. Co., and the M. & St. L. R. R. Co.

The Board approved certain changes made in this plant, June 21, 1911.

No. 4994—1911.

J. E. HART AND LEONA HART, VIOLA,  
IOWA, Complainants.

vs.

CHICAGO, ANAMOSA & NORTHERN  
RAILWAY COMPANY, Defendant.

*Undercrossing.*

Filed July 14, 1910.

Closed June 22, 1911.

Clifford B. Paul, for complainant.

Remley & Remley, for defendant.

#### DECISION AND ORDER OF BOARD.

Action brought to secure private crossing over defendant's right of way.

Complainant's petition alleges ownership of land on both sides of defendant's right of way, the same being located in township 85, Range 4, west of the 5th P. M., in Cass Township, Jones County, Iowa. This land is rolling and not suitable for any other purpose than as a pasture. A creek, known as Buffalo Creek, flows in a southerly direction through said pasture.

The Harts live about nine miles away from said premises, and the only practical way for said complainants to water their stock kept in aforesaid pasture is by having access to the above described Buffalo Creek. Defendant's railroad cuts off the major portion of said pasture, belonging to complainant, from the aforesaid Buffalo Creek. At the present time there is a grade crossing over defendant's right of way connecting the two portions of complainant's land in question. That portion of complainant's petition referring to matters in issue is as follows:

"That some six or seven years ago the Chicago, Anamosa & Northern Railroad Company condemned a right of way through the west portion of said forty acre tract of the applicants following the east side of said creek cutting off said stream with about ten acres of land from the other premises. That the said company is now operating trains along said right

of way and has put in a surface crossing or grade crossing with gates to connect the two portions of the severed premises and which furnish the only means of getting the cattle and other animals from the larger part of the said premises to the water.

"That the only way applicants can avail themselves of their water supply is to hire their animals driven to water at stated periods. That the price which they are obliged to pay makes that method almost prohibitive, and which method is not so conducive to the health or growth of the animals as if they could be allowed to run to water at any time they desired.

"That the present grade crossing under the facts stated above is inadequate. That the applicants protested when said grade crossing was established and that they have frequently demanded relief of the said company but said company has refused to even consider the matter.

"Wherefore applicants pray that your Honorable Board make an order requiring the said company to establish an under-crossing. Said under-crossing being practicable as is shown by the blue prints which are made a part of this application by this reference.

Respectfully submitted,

J. E. Hart and Leona Hart by  
Clifford B. Paul, their attorney."

The defendant company made answer through their general manager, as follows:

"Replying to yours of July 14, 1910, will say it is in our opinion impracticable, excessively expensive and outside of reason for Mr. J. E. Hart to ask us for an under-ground cattle pass. On account of the contour of the country adjacent to our right of way through his land, to maintain such an underground crossing, even were it possible to install one at that point would be continuous heavy expense.

"For several years past we have used every endeavor within reason to accommodate Hart, but as he is a man who is never satisfied unless in some legal controversy, we will be pleased to have your Honorable Board view the premises at your earliest convenience, and I trust once and for all time settle this long drawn out matter.

Yours truly,

(Signed) J. L. Kelsey."

After some further correspondence on July 16, 1911, the entire Board made a personal inspection of the premises and after full hearing, and being advised of counsel rendered the following decision:

We find that it would require a large and unreasonable expenditure of money to build the underground crossing prayed for, and that the same is not necessary to satisfy the equities of parties interested.

"The location and character of such crossing must be determined with due regard for all the interests involved in the construction and maintenance." (Truesdale vs. Jensen, 81 Iowa 212.)

We further find that the present grade crossing furnished complainant is inadequate. In lieu of said underground crossing, it will be possible for complainant to secure access to water for his live stock if the said defendant permits the use of a strip of land on its right of way connecting the land of complainant with Buffalo Creek at the point where said railroad crosses said creek close to the west side of complainants' land. Said strip should be fenced, and gates should be made and maintained in order that one Lugar Sampica may have preserved to him an adequate crossing over defendant's right of way at said place, connecting his said land which was cut in two by the railroad of the defendant company.

It is therefore ordered by this Board that the defendant, the Chicago, Anamosa & Northern Railway Company shall permit the complainants or their assigns to have free use, for the purpose of watering their live stock, of a strip of land connecting complainants' land with Buffalo Creek, so that live stock can have ready access to the water in said creek at all times. Complainants shall build and maintain a suitable and adequate fence on the north side of said strip, and defendant shall build and maintain an adequate fence of several strands of smooth wire, close together on the south side of said strip, attached to the piling of the bridge belonging to the defendant company. Substantial gates shall be maintained opposite each other on the west end of said strip, on both sides of the same, by the said parties for the use of Lugar Sampica, which shall be for the purpose of preserving to him a crossing at said place which is in addition to the crossing still preserved to the said Lugar Sampica via the creek. Said strip shall not be used so as to interfere with the reasonable use and repair of said right of way or said bridge. The defendant company shall remove the rock, placed by them in said creek, sufficient to permit the water to go between the piling beneath the said bridge.

Des Moines, Iowa, this 22d day of June, 1911.

No. 4995—1911.

In the matter of the petition of the St. Paul & Kansas City Short Line Railroad Company for permission to condemn certain lands in Wayne County, Iowa.

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

A strip of land one hundred (100) feet wide, lying fifty (50) feet on each side of the center line of said St. Paul & Kansas City Short Line Railroad Company, as the same is now located, staked out and marked over and across the east half of the northeast quarter of section eight, in township seventy, north range twenty-one, west of the 5th P. M. in Wayne county, Iowa.

And also two additional strips of land one hundred fifty (150) feet wide, being one hundred and fifty feet on each side of the said one hundred foot strip extending from the engineer's station 3299 plus 00 to the south line of said northeast quarter above described.

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

Des Moines, Iowa, June 23, 1911.

No. 4996—1911.

Interlocker at Iowa Falls at junction of Illinois Central, St. Paul & Des Moines R. R. and C., R. I. & P. Ry. Companies.

Inspection made and certificate granted June 27, 1911.

No. 4997—1911.

Interlocker at Council Bluffs at crossing of Omaha & Council Bluffs Street Railway Company's tracks with Wabash and C. B. & Q. R. R. Companies.

Inspection made and certificates granted August 1, 1911.

No. 4998—1911.

Interlocker at Neola at junction of C., R. I. & P. Ry., with C., M. & St. P. Ry.

Inspection made and certificate granted August 16, 1911.

No. 4999—1911.

Change in C., R. I. & P. Ry. Co. Interlocker at Carnforth.

Inspection made and certificate granted September 8, 1911.

No. 5000—1911.

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

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

Two parcels or strips of land in the North half N 1) of the North West quarter (NW 1) of Section Twenty-eight (28), Township Seventy-eight (78) North, Range Twenty-three (23) West of the 5th Principal Meridian, Polk County, Iowa, bounded and described as follows:

Beginning at the intersection of the west line of the said North Half (N ½) of the North West quarter (NW ¼) and the southerly line of the 100 foot right of way of The Chicago, Rock Island and Pacific Railway Company; thence easterly along said southerly line Seven Hundred (700) feet more or less to a point opposite relocation station 359 plus 55; thence southerly at right angles to the relocated center line of said Railway Company's main track to a point Seventy-five (75) feet therefrom; thence westerly Seventy-five (75) feet from and parallel to said relocated center line Six Hundred Ninety-seven (697) feet to said west line; thence north along said west line to a point of beginning, containing Thirty-one hundredths (.31) acres.

Also—Beginning at a point in the northerly line of said right of way opposite relocation station 379 plus 55; thence easterly along said northerly line Eleven Hundred and Fifty (1150) feet more or less to a point opposite relocation station 391 plus 99; thence at right angles to said relocated center line northerly to a point One Hundred (100) feet therefrom; thence westerly parallel to and One Hundred (100) feet northerly from said relocated center line Eleven Hundred and Forty-seven (1147) feet more or less to a point opposite relocation station 379 plus 55; thence at right angles southerly to a point of beginning, containing Two and 54-100 (2.54) acres.

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

Des Moines, Iowa, September 8, 1911.

No. 5001—1911.

Change in C. & N. W. Ry. Co. interlocker at Boone.

Inspection made and certificate granted October 23, 1911.

No. 5002—1911.

Interlocker at Ames at junction of C. & N. W. tracks with Ft. D., D. M. & S. R. R. tracks.

Inspected and certificate granted October 23, 1911.

No. 5003—1911.

Interlocker at Ute, at crossing of C. & N. W. Ry. tracks with C., M. & St. P. Ry. tracks.

Plans covering change in organization of plant approved by the Commission, November 14, 1911.

No. 5004—1911.

C. & N. W. Ry. Co. interlocker at Belle Plaine.

Certain change made in this plant which was approved by the Board November 14, 1911.

No. 5005—1911.

Illinois Central Railroad Company interlocker at Hinton.

Closed November 14, 1911.

No. 5006—1911.

APPLICATION OF THE IOWA COMMERCIAL COAL ASSOCIATION FOR AN ORDER ESTABLISHING A SCALE OR TARIFF OF MAXIMUM RATES APPLICABLE TO THE TRANSPORTATION OF SOFT COAL WITHIN THE STATE OF IOWA WHICH SHALL BE REASONABLE AND JUST.

Application filed January 25, 1910.

Decision rendered December 8, 1910.

#### DECISION AND ORDER OF THE BOARD.

Be it remembered that on January 25, 1910, the petitioner, the Iowa Commercial Coal Association, by J. E. Trotter, its secretary, filed with the Commission the following petition:

"Your petitioner, the Iowa Commercial Coal Association respectfully states:

"First: That your petitioner is a non-incorporated association created for the purpose of furthering the business and commercial interests of the soft coal industry in Iowa.

"Second: That its membership includes the representative commercial coal mining operators of the state of Iowa. Its membership produces in round numbers seventy-five per cent of the commercial coal produced within the state of Iowa, not including coal produced by mines owned by railroad companies or coal produced by commercial mines for railroad use.

"Third: That the investment, the number of persons employed and the wages annually paid in the coal mining industry in Iowa exceed the investment, the number of employees and the wages paid in any manufacturing industry in Iowa.

"Fourth: That the natural market for the coal produced by the members of the Iowa Commercial Coal Association is primarily the state of Iowa, but that on account of conditions hereinafter referred to your petitioners are deprived to a large extent of this market to which they are entitled.

"Fifth: That the coal mined by your petitioners is within the state of Iowa transported under the Iowa distance tariff of maximum rates established by this commission and that the said tariff of rates was established over twenty years ago, and has been maintained in force without change during that period, notwithstanding the radical changes that have taken place in the mean time in many of the important factors affecting this transportation.

"Sixth: That the tariff of maximum rates so established and now in force is unreasonable and excessive and is higher than rates for like service voluntarily established by the carriers who are engaged in this transportation within the state of Iowa. That by reason of the fact that the present Iowa distance tariff of maximum rates upon soft coal is excessive and unreasonable, coal mined outside of the state of Iowa can be, and is shipped into the state of Iowa upon rates that are more favorable to the producer than the rates established and in force in this state, and as a consequence the producers in this state are being excluded from their own home market by this foreign coal.

"Seventh: That the present tariff of maximum rates applicable to the transportation of soft coal within the state of Iowa is higher than other tariffs of rates for a like service established voluntarily by the carriers engaged in this business in the state of Iowa and established by the commissioners of other states applicable to a like service.

"Wherefore, your petitioner prays that upon notice to the carriers interested in the matters presented by this petitioner may set down for hearing at an early date, and that after final hearing an order be entered by this commission establishing a scale or tariff of maximum rates applicable to the transportation of soft coal within the state of Iowa which shall be reasonable and just."

Thereupon the Board of Railroad Commissioners fixed March 9, 1910, at 10 o'clock A. M. for a hearing of said application.

Due and legal notice of said hearing was given to all parties in interest.

And now, on this March 5, 1910, the United Mine Workers of America, Sub-district No. 13, filed their petition of intervention, joining in the petition of the original complainant, and on the same day, to-wit: March 5, 1910, the Central Coal Company, by John L. Evans, secretary, filed its petition of intervention, joining the complainant in its application and asking for a postponement of the hearing for thirty days.

The Albia Coal Company, by H. H. Harris, its secretary, and the Rosebrook Coal Company, by L. R. Rosebrook, also appeared as parties having an interest in said controversy.

The Iowa State Manufacturers' Association, the Iowa Sugar Company, the Burlington Soap Company and the Curtis Sash and Door Company appeared by G. A. Wrightman, secretary of the Iowa State Manufacturers' Association.

Thereupon, by consent of all parties, said hearing was postponed to March 24, 1910, at 10 A. M., and due notice given, as provided by law, to all parties in interest.

Now, to-wit: on the day last above mentioned, March 24, 1910, 10 o'clock A. M., said application was called up for hearing.

The Iowa Commercial Coal Association appeared by its secretary, J. E. Trotter. All interested railroads operating in the state of Iowa appeared by J. C. Davis, their attorney, and it appearing that negotiations were in progress between the representatives of the coal interests of Iowa and the railroad companies, looking to an amicable adjustment of conditions, the parties in interest filed their written stipulation asking for a two-weeks' continuance, which was granted and said hearing continued to April 7, 1910.

Thereafter, on request of the complainant, the Iowa Commercial Coal Association by J. E. Trotter, its secretary, concurred in by the interested railroad companies, the hearing of complainant's application was postponed to Wednesday, June 17, 1910, at 10 o'clock A. M., and due and legal notice given to all parties in interest.

Now on this June 17, 1910, at 10 o'clock A. M., at the office of the Board of Railroad Commissioners of Iowa, complainant's application was called up for hearing.

The complainant appeared by N. T. Guernsey, its attorney, and J. E. Trotter, its secretary.

The Iowa State Manufacturers' Association, the Iowa Sugar Company, the Burlington Soap Company, and the Curtis Sash and Door Company appeared by G. A. Wrightman.

The Chicago & North Western Railway Company appeared by J. C. Davis, attorney; M. J. Golden, assistant general freight agent; and F. P. Eymen, general freight agent.

The Chicago, Rock Island & Pacific Railway Company by Carroll Wright, its attorney; C. W. Jones, general superintendent, and M. A. Patterson, assistant general freight agent.

The Minneapolis & St. Louis Railroad Company and the Iowa Central Railway Company by Geo. W. Seevers, general counsel; S. G. Lutz, general freight agent, and F. B. Townsend, assistant general freight agent.

The Chicago, Burlington & Quincy Railroad Company by W. D. Eaton, its attorney; W. C. Wagner, division freight agent, and W. A. Holley, assistant general freight agent.

The Chicago, Great Western Railroad Company by Geo. H. Carr, its attorney, and F. S. Hollands, assistant general freight agent.

The Fort Dodge, Des Moines & Southern Railroad Company by S. R. Dyer, its attorney, and J. L. Blake, general manager.

The Chicago, Milwaukee & St. Paul Railway Company by H. E. Pierpont, general freight agent.

The Wabash Railroad Company by W. Clapper, division freight agent.

Thereupon, the Iowa Central Railway Company, the Minneapolis & St. Louis Railroad Company, the Chicago, Burlington & Quincy Railroad Company, the Chicago & North Western Railway Company, the Chicago, Rock Island & Pacific Railway Company, the Fort Dodge, Des Moines & Southern Railroad Company, the Chicago, Great Western Railroad Company and the Chicago, Milwaukee & St. Paul Railway Company, by their respective attorneys, join in the following answer:

"Now come the Chicago, Burlington & Quincy Railroad Company, the Chicago, Milwaukee & St. Paul Railway Company, the Illinois Central Railroad Company, the Chicago, Rock Island & Pacific Railway Company, the Iowa Central Railway Company, the Minneapolis & St. Louis Railroad Company, the Chicago & North Western Railway Company, the Chicago Great Western Railroad Company, the Wabash Railroad Company, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the St. Paul & Des Moines Railroad Company, and the Fort Dodge, Des Moines & Southern Railroad Company, and, for answer to the petition filed herein by the Iowa Commercial Coal Association, respectfully state:

"First. They deny that the membership of the Iowa Commercial Coal Association produces seventy-five per cent of the commercial coal mined within the state of Iowa, and alleges that the said Iowa Commercial Coal Association represents a very limited per cent of the commercial coal



produced within the said state; deny that the tariff of maximum rates now established and in force in Iowa is unreasonable and excessive; deny that, under substantially similar circumstances and conditions, there are lower rates in force under either interstate, or intrastate control; allege that the present Iowa tariff, when surrounding circumstances and conditions are taken into account, is very low, and affords the carriers engaged in the soft coal traffic in Iowa very little, if any, profit or compensation.

"Second. Defendants further allege that any reduction in the present maximum tariff on soft coal will result in a proportionate reduction of the interstate rates on this commodity over the greater portion of the state of Iowa; that such reduction, instead of being a benefit to the Iowa coal producers, as is alleged in the complaint on file, will be disastrous to such interests, opening up a field of ruinous outside and interstate competition, which will tend to injure and destroy the Iowa soft coal interests.

"Third. Defendants further allege that each of said railroad companies, defendants herein, either directly or with connecting lines, are engaged in interstate commerce in the matter of the transportation of coal, all of the said defendant railroad companies, except the Fort Dodge, Des Moines & Southern Railroad Company and the St. Paul & Des Moines Railroad Company, owning and operating continuous lines of road through Iowa and into other states of the United States; that with many of said lines of railroad the transportation of coal in the state of Iowa is exclusively or in large part interstate; that the intrastate rates and interstate rates on coal are interdependent, and so intimately connected that the regulation of the intrastate rates on this article of commerce directly affects and regulates interstate rates upon the same commodity, and, therefore, this Honorable Commission has no jurisdiction to reduce the coal rates now in force in the state of Iowa, for the reason that any reduction in such coal rates in Iowa will directly reduce, affect, and control the interstate rates on the same commodity.

"Defendants respectfully submit that present conditions do not warrant any reduction in the intrastate coal rates within the state of Iowa, and respectfully ask that the petition of the Iowa Commercial Coal Association be dismissed."

Attorneys Wright, Seevers, Eaton, Carr and Davis enter their appearance for and on behalf of all railroads operating within the state of Iowa not heretofore represented, and it is stipulated that the above answer shall be considered as the answer of all railroads operating in the state of Iowa.

Upon the completion of the evidence on the part of the complainant, the defendant railways desired further time to prepare their defense thereto, which, upon consent of all parties, was granted by the board.

And now, on this 28th day of June, pursuant to adjournment, complainant's application was called up for a hearing. All parties in interest appeared and the testimony was heard on the part of the defendant railway companies.

Now on this 29th day of June, 1910, upon the completion of the testimony on the part of the defendant railways, the complainant and intervenors desire further time to prepare for rebuttal and to file exhibits and schedules with the Commission, and this cause is continued to a day hereafter to be fixed by the Commission.

Now on this October 7, 1910, by request of the complainants, a further hearing was fixed for October 11, 1910, and thereafter, at the request of the complainant, it appearing that all desired exhibits have been filed by both parties and that said cause is fully ready for argument, the Board fixed Wednesday, November 30, 1910, for hearing arguments in said controversy, and due notice thereof was given to all parties in interest.

Now, on this 30th day of November, 1910, pursuant to adjournment, said cause was called up for hearing, due notice having been given to all parties in interest.

No person appeared on the part of the complainant or the intervenors.

All the interested railroads were represented by J. C. Davis, attorney for the Chicago & North Western Railway Company; Carroll Wright, attorney for the Chicago, Rock Island & Pacific Railway Company; and George W. Seevers, attorney for the Minneapolis & St. Louis Railroad Company and the Iowa Central Railway Company.

Said cause was fully argued and submitted.

The issues tendered to the Commission are as follows:

The complainant and intervenors allege, in substance, that the tariff of maximum rates on coal now in force in Iowa is unreasonable and excessive.

2d. That said tariff of maximum coal rates is higher than rates for like service voluntarily put in by the carriers who are engaged in this transportation within the state of Iowa.

3d. That the present tariff of maximum coal rates applicable to the transportation of soft coal within the state of Iowa is higher than other tariffs of rates for a like service established by the railroad commissioners of other states, applicable to like service.

The defendant railway companies, in answer to said contention of complainants, allege:

1st. The Iowa Commercial Coal Association represents a very limited per cent of the commercial coal produced within said state.

2d. They deny that the tariff of maximum coal rates now established and in force in Iowa is unreasonable and excessive.

3d. They deny that under substantially similar circumstances and conditions there are lower coal rates in force under either interstate or intrastate control.

4th. They allege that the present coal rates in force in Iowa furnish very little, if any, profit or compensation for the service, to the railroads.

5th. They allege, in substance, that a reduction of the Iowa rate will result in reducing the interstate rates over the greater portion of Iowa, which will be disastrous to the coal interests, opening up a field of ruinous outside and interstate competition, which will tend to injure and destroy the Iowa soft coal interests.

6th. They allege that each of the defendant railways is engaged in interstate commerce in the matter of the transportation of coal, and that the interstate and the intrastate rates on coal are interdependent and so intimately connected that the regulation of the intrastate rates on coal directly affects and regulates interstate rates upon the same commodity; that a reduction of the coal rate within the state will directly affect the interstate rate on the same commodity; that such regulation of interstate rates interferes with commerce among the states and this Commission is without jurisdiction in the premises.

The jurisdiction of this commission to make any change in the maximum schedule of coal rates within the state is tendered as an issue in this case. Although not seriously insisted upon in argument, the evidence clearly shows that any change in the coal rate in Iowa will necessarily affect the interstate rate from Illinois. Indeed, it will clearly appear later in this opinion that the serious problem with which the Centerville coal mining district has to contend is the competition from Illinois coal, and the ultimate purpose of this complaint is to procure an adjustment of rates which will interfere with the interstate rate and thus benefit the Centerville coal district in the matter of its competition with Illinois coals.

The precise question of the jurisdiction of a state commission in a case of this character is now before the courts. It is quite likely that a change of an intrastate rate ordinarily affects the interstate rate. It is equally true that in many cases the change of an interstate rate will affect intrastate commerce. Awaiting the final determination of this question by the federal courts, we prefer to hold that the fact that the change of an intrastate rate may in certain cases like the one at issue, affect the interstate rate, is only an incident and does not rob a state commission of its power over intrastate rates, and we hold that this Commission has the power to change the maximum coal tariff now in force between points wholly within this state.

During the progress of this cause, and before the introduction of testimony, certain of the mine owners of Iowa filed a protest and objection to complainant's petition or complaint asking a reduction of coal rates in Iowa, in substance praying that said rates be permitted to remain without change, as follows:

"We, the undersigned, coal operators in what is known as the third district of Iowa, composed of the mine owners in Polk and Jasper counties, hereby protest and object to the complaint or petition asking a reduction of coal rates in Iowa, and against applying the proposed rates submitted by the complainant at the hearing, because:

"1st. The granting of such petition and the establishment of the rate referred to would disturb the rate on coal in Iowa, which has existed for a number of years under which the undersigned have transacted and made their contracts for a number of years.

"2d. Because the reduction of coal rates in Iowa by the Board of Railroad Commissioners of this state would cause a reduction of the interstate rate on coal, inasmuch as under the rulings of the Interstate Commerce Commission and the late act of congress the interstate rate cannot exceed

the sum of the two locals. Such interstate rate would seriously interfere with the coal business of the undersigned, because it is known that Illinois coal is mined at less expense and brings a higher price in the market than Iowa coal, and therefore, any rate fixed by the Board of Railroad Commissioners which has a tendency to reduce the interstate rate places the Iowa operators at a still greater disadvantage as against the operators of Illinois.

"3d. We respectfully further represent that the output of the mines in the Third District greatly exceeds the output of all the mines in the First District.

"4th. Because present relative differences in the Iowa distance tariff rates on soft coal between Iowa mines should be maintained, and a change of said rates in any amount on a long haul, should carry a like change in the rate on every other haul.

"(Signed) Saylor Coal Co., Wright Coal Co., Hollingsworth Coal Co., Colfax Consolidated Coal Co., Swanwood Coal Co., Maple Block Coal Co., Economy Coal Co., Delaware Coal Co., Bloomfield Coal & Mining Co., Enterprise Coal Mining Co., Norwood White Coal Co."

It has been made to appear by the testimony that the coal fields of Iowa have been divided into four districts. The complainant represents the first district, which may be known for general purposes as the Centerville Coal District of Iowa. This district embraces substantially 20 per cent of the coal interests in this state, and upon this record is the only territory asking for reduction of coal rates within the state. Broadly speaking, 20 per cent of the coal interests in Iowa are asking a reduction at our hands of the present maximum coal tariff now in force in this state, and 80 per cent either actively resisting such reduction or indifferent upon the subject.

It is certainly a novelty when 80 per cent of the owners and shippers of any particular commodity come before this commission and protest against the application of the remaining 20 per cent for reduction of railroad freight rates within this state. The situation is made mere perplexing from the fact that in an ultimate analysis the coal consumer is the one who pays the freight bill and no coal consumer has either intervened in this action or appeared before the Commission in this controversy. The fact, however that a large proportion of parties interested in that particular freight rate do not require a change does not relieve us from the burden of inquiring into the reasonableness of the present maximum coal rate within this state, or from making such change as it appears from the evidence ought to be made.

It is worthy of note in this connection that since the above described protest was filed, much of the territory involved in the protest has received a voluntary rate, much lower than our Iowa schedule rate. This circumstance will, however, be alluded to hereafter.

A vast amount of testimony has been taken in this case and many theories adduced, but to our mind, all the questions involved must ultimately be simplified so that they must be stated as follows:

1st. Is the present maximum coal rate now in force in Iowa a reasonable rate as defined by legal principles as applied to the testimony in the case?

2d. If the testimony shows that said coal rate is not a reasonable rate, has sufficient evidence been produced before the Commission to enable it to determine what is a reasonable rate and to authorize it to make a schedule of reasonable coal rates?

3d. Has this Commission, under the issues as they stand and in view of the law and under the facts produced, any authority whatever to change the present maximum coal rates?

In the solution of these problems, there are many material facts shown by the testimony which ought to be stated.

The complainant, the Centerville coal district, occupies a position very greatly dissimilar to that of all other coal districts in the state. It is within a few miles of the Missouri line and the natural territory tributary to its coal mines is northern and northwestern Missouri and Southern Iowa. It produces a different character of coal from that of other Iowa districts. Its production is limited to block coal and it neither ships nor sells any steam coal, including nut, slack and coals of that character. It costs more to mine coal in that district than in any other in Iowa. Its serious competition is Illinois coal from southern Illinois. This competition comes into and greatly restricts its territory to the east. The Illinois coal with which it competes is of a much better quality, costs less to mine and sells for a dollar and a half more per ton on the market. Its territory is greatly restricted by competition on the south in the state of Missouri. Its competition on the north is from coal mines at Albia only a few miles away, coal mines at Rose Hill, Oskaloosa, Evans and Beacon, in the Oskaloosa field and Colfax and Des Moines in the Des Moines field.

These disadvantages of location, inferior quality of coal, and mining expenses are all natural. While it is important to foster and stimulate the coal interests of the Centerville territory; while it would be of vast benefit to the state to enlarge the territory with which these mines can do business and thus assist in building up manufacturing in the state of Iowa by furnishing cheap coal, yet the rate-making power of this Commission does not extend to permitting it to equalize the Centerville mining conditions with other mining conditions in this state by rate adjustments.

Our law bases all freight rates on distance alone. It is inelastic and inflexible. It throttles competition. The fact that the territory in controversy is traversed by the Chicago, Burlington & Quincy Railroad, the Chicago, Rock Island & Pacific Railway, the Chicago, Milwaukee & St. Paul, Railway, the Iowa Central Railway, is of no benefit to this district so far as competition is concerned. It is quite likely that if the fetters were taken from competition that the roads above mentioned would fully take care of this territory. If this commission had the power to group the mines, as is general in the state of Illinois, in the first district by a rate adjustment, it would be of very great benefit to the territory.

By this method the territory of the Centerville mines could be very greatly increased without injury to any other interest. The inflexible rule of distance forbids this Commission from considering any question except that of a reasonable rate to be applied to every mile of railroad in Iowa, regardless of conditions. No other state with which Iowa has traffic arrangements is so fettered. If the same latitude were permitted in Iowa that is in Illinois, Wisconsin and Minnesota, manufacturing could be greatly stimulated within this state, and undeveloped coal fields within its borders could furnish cheap fuel, which is the manufacturer's necessity.

In this connection, it is well to notice the arguments pro and con as to what effect a reduction of the Iowa coal rates would have on the competition from Illinois coals. The complainant contends that a lower intrastate rate would have the effect of enlarging its territory to the east. At this point it is worth suggesting that the Illinois commission has just approved a raise of from  $7\frac{1}{2}$  to  $8\frac{1}{2}$  cents in the Illinois intrastate rate, and the interstate rate from Illinois to Iowa has been raised to the same extent and the same has been approved by the Interstate Commerce Commission. It will be admitted that this in itself would be of some benefit to the Centerville coal district. It is difficult to see, however, how any change in the rates within this state will have any effect whatever on the competition of Illinois coal. Heretofore the interstate rate has not always been equal to the sum of the local rates. Any reduction of the Iowa rate, therefore, reduces the interstate rate from Illinois to Iowa to the extent of that reduction and does not change the relative situation of the shipper. If the interstate rate was higher, advantage has been taken by reconsignment at river points and thus benefitting by low Iowa rates.

We address ourselves to the first proposition in the controversy: Is the present maximum coal rate now in force in Iowa a reasonable rate as defined by legal principles as applied to the testimony in the case?

To determine whether the freight rate on any specific commodity is a reasonable one, with any degree of accuracy, is an absolute impossibility. It is well settled by the courts that a carrier is entitled to a reasonable return upon the fair value of the property used in transportation. The term "fair value" ought not to be confused with "market value." It is perfectly evident that until the fair value of the property engaged in transportation is fixed, that but little progress will be made in the determination of the reasonableness of freight rates. If this basis for rate-making were fixed, most of the difficulties would still exist, for the reason that a reasonable return on the fair value of the property must be based upon the gross receipts of the business as a whole and the gross expense of the business as a whole. The net revenue of the carrier is based upon the average of the entire business and of the transportation of every commodity. Different commodities bear and ought to bear different rates, dependent upon value, danger from injury, and theft in transportation, quantity of tonnage, comparative cost of handling, etc. In this case Iowa soft coal ought to bear an exceedingly low rate as compared to other commodities on account of its low value, great tonnage, method of handling it and slight danger from injury in

transportation. It ought to be given a rate which will enable it to move freely into all parts of the state, and thus tend to develop the state with our own natural resources. It is also true that the carrier is entitled to some profit in its transportation. In other words, all commodities transported by the carrier ought to make their just contribution to the reasonable return that the carrier is entitled to. Some commodities contribute a greater share than others, and ought to so contribute.

In determining what is a reasonable coal rate the Iowa statute suggests but one guide and this is found in section 2140 of the code as follows:

"The lowest rates published or charges by any railway company for substantially the same kind of service, whether in this or another state, shall at the instance of the person or persons complaining, be accepted as *prima facie* evidence of a reasonable rate for the services under investigation; and if the railway company complained of its operating a line of railroads beyond the state, or has a traffic arrangement with any such railway company, the same shall be taken into consideration in determining what is a reasonable rate; if it be operating a line of railway beyond the state, the rate charged or established for substantially a similar or greater service by it in another state shall also be considered."

Stripped of verblage this statute absolutely requires the Commission to find the reasonableness of a rate by comparison and in this inquiry we are not limited by state lines, but are permitted to make comparisons with rates in other states. It will be evident that the rates contemplated by this statute are rates *voluntarily* made by the railroads for it will scarcely be contended that a rate forced upon a carrier would be followed by the presumption that it was a reasonable rate.

In attempting a comparison of the Iowa maximum schedule of coal rates we must seek for "the lowest rates published or charged by any railway company for *substantially the same kind of service.*" Before seeking rate of that character for comparison it ought to be clearly understood that we have two coal rates in effect in Iowa, one on lump coal and one on steam coal, which includes nut, screenings, slack, etc. In a general way, the rate on steam coal is an exceedingly low rate, following the principle of what the commodity would bear and still move freely.

The complainant, the Centerville coal district, produces no steam coal and therefore gets no benefit from this low rate. All the other districts in Iowa produce steam coal. The evidence shows that of the coal produced in the entire territory within this state outside of the Centerville district, which embraces substantially 80 per cent of the coal fields, that 30 per cent of the entire output is steam coal, which goes at a rate so low that it is not complained of. In round numbers, one-fourth of the Iowa coal, which is of great importance to the manufacturing interests, goes at a very low rate. This fact is significant in connection with the general coal rates now in effect in Iowa, although not of importance in the contention of the complainant.

In making comparisons, however, it must be remembered that Illinois has no steam coal rate as distinguished from other classes of coals. She

simply has one soft coal rate. The average of the Iowa rates for a distance of 130 miles in Iowa is lower than the maximum schedule rate of Illinois. This fact, however, ought not to affect the question of the reasonableness of the lump coal rate in Iowa.

Complainant has introduced a large number of exhibits showing specific rates for purposes of comparison. Among these exhibits are rates heretofore in force on the Iowa Central and Minneapolis & St Louis Railways and to this we will refer hereafter.

Others show Illinois rates actually in force and rates in actual use from Illinois to Iowa; also rates in actual use in Missouri and from Missouri points into Iowa, and other specific rates.

It will be observed that the Illinois rates with which we are asked to compare Iowa rates are below the Illinois schedule. It is claimed that the railroads have voluntarily established rates in Illinois which are 22.66 per cent under the schedule of maximum rates prescribed by that state and 30.41 per cent under the schedule of maximum rates prescribed by the Commission in Iowa. This computation, however, does not take into consideration the rate on steam coal in Iowa or the large tonnage carried under that rate.

Without attempting to set out in detail the schedules offered in evidence, the above figures may be used as an illustration of the character of the rates with which we are asked to make comparison, and to say, as a matter of law, that we must accept such rates as *prima facie* evidence of a reasonable rate within this state. Rates for comparison must be "*for substantially the same kind of service.*" If this language is to be construed literally and in its narrowest and most restricted sense, complainant's contention is right, because the "same kind of service," in its narrowest sense, means that coal is hauled in substantially the same kind of cars, with the same character of engines, and on the same kind of a track. Such a construction of this language would rob it of force and make it comparatively meaningless. The term "kind of service" involves not only methods, but character, location, general circumstances and conditions. It would be idle to ask this Commission to compare the Iowa rate with some local rate over the Rocky Mountains, because, in the latter case coal was hauled in a freight car by an engine on a railroad track. Section 4 of the Interstate Commerce Law, uses the term, "like kind of property under substantially similar circumstances and conditions." We believe the legal import of this language is equivalent to that used in our statute. In the section above quoted we are required to consider the rate charged "for substantially a similar or greater service by it in another state." This being true, the courts and the Interstate Commerce Commission point out clearly many circumstances and conditions that may create a dissimilarity. Without citing cases upon this point we suggest that the Illinois and Missouri rates in actual effect, tendered to this Commission for comparison, are not for substantially the same kind of service performed within this state, on account of many dissimilarities.

In the first place it appears in proof that Illinois coal rates are grouped by fields and zones into four groups: Northern Illinois, Springfield, Cen-

tral and Southern Illinois. The rates are all made with reference to each other and they are fixed by the competition from Indiana and Ohio mines and lake transportation. Chicago, the great distributing center, is the potent factor in fixing Illinois rates, and they must meet competition. Illinois rates are not made upon the same principle as Iowa rates. We have no such condition in this state and if we had, would be powerless to meet the situation under our law.

"Competition is one of the most obvious and effective circumstances that make conditions substantially dissimilar." See *I. C. C. vs. Alabama R. R.*, 168 U. S., 165.

Again the method of rate making in Illinois as compared with that of Iowa creates in itself a dissimilarity. In Iowa distance is the only factor. In Illinois mines are grouped and zoned. Each group or zone has a rate by itself, and distance is relegated to the background, in importance. It will be noted that we are now speaking of the rates actually in effect; not the commissioners' schedule of rates in Illinois.

Still further, the density of traffic in Illinois is an important factor in rate making in that state. Iowa produces seven million tons of coal per annum; Illinois forty-seven million tons per annum. Coal is handled very largely in Illinois by trainload, while in Iowa it is handled by carload.

Freight can be handled cheaper in Illinois than in Iowa on account of its better grades, larger proportion of double track, etc. Still further, freight rates ought to be lower in Illinois than in Iowa on account of its density of population. In the leading case of *Smythe vs. Ames*, 169 U. S. 540, an allusion is made to the fact that there are 230 people in Iowa to each mile of railroad while in Nebraska there are but 190, and it is deemed a significant factor in rate-making in Nebraska. Following out the suggestion in connection with comparisons with Illinois coal rates we find that there are 234 people in Iowa to each mile of railroad, while in Illinois there are 450. The more people, as a general rule, the denser the traffic and increase in density of traffic of necessity lessens the cost of transportation.

All of the above conditions create a dissimilarity between the coal rates which are largely in actual use in Illinois and the Iowa schedule rates. Comparisons, to be of any value whatever, must be between similar conditions. The fact of dissimilarity of conditions and circumstances, the fact that the Illinois and Missouri rates tendered to us for comparison are not voluntary rates in a rate-making sense, compels us to discard them as a guide for determining a reasonable rate in the case at bar. They are not *prima facie* evidence of a reasonable rate, as contemplated by the statute, and furnish us with little if any, assistance in fixing such rate. From the above statement, however, we expressly exclude the voluntary rates heretofore in use by the Iowa Central and Minneapolis & St. Louis Railroads in Iowa.

It is strenuously urged by all counsel for the defendant railroads that if the Illinois and Missouri rates furnished us for comparison, before averted to, be eliminated from consideration, there is no evidence upon

which we can determine what is a reasonable coal rate for this state, and that the record furnishes no basis for a change in the present rate.

As we understand their contention, the claim is made that this entire action is based upon section 2140 of the code, and if the complainant fails to produce evidence of lower rates than those of the Iowa schedule "for substantially the same kind of service, whether in this state or another state," he has failed in the action and is not entitled to any relief whatever.

This theory might be true if we were bound by technical rules of a court as to pleadings, burden of proof, etc., but we are not bound by such rules. The application complains that the present schedule of coal rates in Iowa is unreasonable and excessive and asks that it be lowered. It is quite likely that this Commission, by adopting the proper method, would be authorized to review the reasonableness of this rate, even without an application, but in any event, this application furnishes a basis for such review.

We suggest that the mere fact that the present rate schedule was made twenty years ago and has remained unchanged during that period, deserves consideration. It is within common knowledge that conditions have very greatly changed during this period. Freight rates have been steadily reduced voluntarily by the railroads during this time, and commissions have constantly forced reductions. These reductions have followed natural laws. The efficiency of transportation facilities has very greatly increased; vast increase in business, more powerful engines, elimination of grades, better roadbeds, heavier rails and modern equipment have decreased expenses of transportation. Shippers have made their contribution to modern efficiency in transportation. It is fair to say, however, that there has been less change in methods of handling coal than in any other kind of freight and it is doubtful if the coal business in this state has contributed its share of increase in efficiency.

It is not worth our while to go into comparisons between items of increased cost to railroads and increased revenue on account of increase in volume of business. It is sufficient to say that the net revenue of railroads, according to their last reports, do not indicate that the decided decrease in freight rates up to this time has been out of harmony with other factors of the transportation problem.

1. We must presume that the Iowa coal rate was reasonable when it was fixed twenty years ago. If so, it ought at this time to be put in harmony with other rates now in force.

2. If the last theory be true, it is important to find in the evidence some method by which this can be done in fairness to both shipper and carrier, and we discover in the proof the fact that for a period of 8 or 10 years prior to the filing of this application, certain railroads in Iowa had in actual use rates materially lower than our maximum schedule. For instance, for many years the Wabash Railroad had in actual use a tariff of 37½ cents per ton for coal transported from the Tracy mines to Des Moines, while at the same time the maximum schedule rate of Iowa was 66 cents. When this action was commenced the rate was taken

out and the maximum rate applied, but upon insistent demand of this board the original rate was practically restored. This particular rate, however, is worthless for purposes of comparison for the reason that the Tracy mines are several miles distant from the railroad, were opened, have been developed, and an expenditure of \$150,000 or thereabouts has been made in the building of sidetracks and the development of the mine, based upon a contract. To raise the rate upon which these expenditures had all been made to that of the schedule rate of Iowa would in effect render their investment valueless, which this Board could not permit.

Again, for many years prior to the bringing of this application, the Iowa Central and Minneapolis & St. Louis railroads, as heretofore suggested, had in actual operation a lump coal rate and a steam or slack coal rate, both of which were much lower than the Iowa schedule rate. Upon the bringing of this application these rates were taken out and raised to the Iowa schedule rate, and since the hearing began they have been practically restored.

Rates voluntarily made and in force for many years by a carrier within this state can fairly be said to have been "for substantially the same kind of service" and are proper rates for comparison under the statute unless conditions are so materially dissimilar as to take them out from under the rule of the statute.

As to the voluntary rates made by the Iowa Central above described, it is claimed, first, that they were forced by competition, and second, that on account of the small profit in coal mining in Iowa these rates were made necessary in order to keep mines on the Iowa Central Railway in operation and to procure coal for the necessities of the road. These circumstances are urged as a reason why the above rates ought not to be used for comparison.

3. The maximum schedule of coal rates in Illinois has been introduced in evidence. It is fair to presume that in fixing this general schedule all questions of forced rates were excluded and that the rates were considered to be fair and just over branch lines as well as main lines, to sparsely settled as well as congested communities, by carload as well as by trainload, and in the absence of testimony to the contrary it is fair to presume that the conditions and circumstances considered were general and similar to those of our own state; that the railroads themselves could provide, as they have provided, for lower rates where conditions were dissimilar. Besides this, the schedule is based on distance somewhat similar to our own. It might possibly be said that the Illinois maximum schedule ought not to be used for comparative purposes because it was fixed by the Commission and was not voluntary. It appears at least to have been acquiesced in and no suggestion has been made in all of the vast amount of testimony which has been produced in this case that there was any objection to these rates.

To recapitulate: We ought to consider the mere fact of the existence of the Iowa coal rates, for so many years without change; we ought to use for comparative purposes, at least for what it is worth, the voluntary

rate in use by the Iowa Central and Minneapolis & St. Louis roads for many years, and under the statute we ought also to take into consideration the Illinois commissioners' maximum schedule.

Reversing for a moment the above order, we notice the maximum Illinois schedule of coal rates as compared with our own. As a general principle, other things being equal, the Illinois rates ought to be lower than the Iowa rates, for reasons which have already been made to appear in this opinion. For a distance of 75 miles the present Iowa schedule is lower than the Illinois schedule. The rates come together at that point. If an average be taken of the Iowa lump coal rate and the Iowa steam or slack coal rate, the Iowa rates are lower than the Illinois rates for a distance of 130 miles. The slack coal rate, however, will not be considered for reasons hereafter given. For all distances above 75 miles the Iowa lump coal rate is higher than the Illinois coal rate and the spread becomes larger on long distances. The difference in rates, however, on distances above 280 miles, is not important, for the reason that that is substantially the limit at which Iowa coal is moved between points within the state. The fact that the Illinois rate is higher than the Iowa rate for a distance of 75 miles is not, however, material to this controversy on account of the dissimilarity of conditions. On account of the location of groups of mines, Illinois coal is moved by longer hauls than Iowa coal as a rule, and the Illinois rates are evidently made in the interest of the long hauls with slight regard for the short hauls.

No complaint, however, has ever been made on account of the lower rate in Iowa for short hauls, which will be conceded to be of great assistance in developing Iowa mines.

It is impossible to determine with accuracy just what ought to be the difference between the Iowa coal rate and the Illinois coal rate based upon the assumption that the Illinois schedule rate is reasonable and just for conditions existing in Illinois.

The fact that the Iowa steam or slack rate is very greatly below the Illinois rate for a distance of 200 miles, and is below the Illinois rate for all distances, and the further fact that at least 25 per cent of the Iowa coal moves on that rate must be considered in fixing the difference between the Iowa and the Illinois rates. If the present steam coal rate in Iowa is permitted to remain, the difference between the Iowa lump coal rate and the Illinois rate ought to be greater than if Iowa had no steam coal rate. In determining what this difference ought to be, we must consider the other evidence in this case.

We next consider the rates now in actual use by the Iowa Central and Minneapolis & St. Louis railroads. These are substantially the rates which have been voluntarily made by these carriers and have been in use for eight or ten years. It will be remembered that the Iowa Central traverses and serves the territory occupied by a large portion of the Iowa coal interests represented by the 80 per cent of those who protest against a change of Iowa rates, and yet the same parties are enjoying these rates which are much below the Iowa schedule of coal rates and have been put in since the protest was filed. These rates meet the Illinois rates at

104 miles, instead of 75 miles, as per our maximum schedule of lump coal rates. For the distance of 150 miles they are 8 cents per ton higher than the Illinois rates. For a distance of 200 miles they are 11 cents per ton higher than the Illinois rates, and for a greater distance they spread by substantially the same increment.

It is undisputed that these rates were required by absolute necessity in order to keep open the mines served by the Iowa Central. Mines on this railroad produce a better grade of coal at less expense than that of the Centerville district. If the argument of necessity is of value, it should apply with equal, if not greater, force to the mines of the Centerville district. In other words, if the rates now in force on the Iowa Central are necessary in order to keep the mines on that line in operation, the same rate or a lower rate is necessary to keep the Centerville mines in operation. It is the duty of this Commission to put in a rate which will keep the Centerville mines in operation and aid in developing the coal interests of that territory. The welfare of the state as a whole demands it.

This principle, however, must be modified by the principle that the commodity must bear a rate which contributes something at least to the net revenues of the company. Witnesses testify that the present Iowa Central rate is not compensatory. While the evidence is not as definite as it ought to have been, yet under all the circumstances we feel bound to give it some weight. It is true that this evidence applies both to lump coal and steam coal rates. About 50 per cent of the tonnage carried on the Iowa Central road is coal. It may well be said that this road can afford to haul coal west and north at exceedingly low rates rather than haul empty cars. The proof fairly shows that the Iowa Central lump coal rates in themselves are not reasonably compensatory. If this conclusion be correct and we are not in possession of any facts which disprove it, applying the legal principles heretofore suggested, it necessarily follows that we must fix a maximum schedule of lump coal rates to apply to every mile of railroad in Iowa at a point somewhat higher than the present Iowa Central schedule.

It is also probably true that these rates have been influenced by competition. This theory is corroborated by the fact that they have been in actual use for eight or ten years and other railroads operating in this state have not felt it necessary to meet them during that time. Evidently the reason for this is that on account of the peculiar conditions existing upon the Iowa Central road, it requires a lower rate in order to meet competition of the other roads of the state, and it follows that for this reason also a reasonable maximum schedule of lump coal rates for the state as a whole ought to be somewhat higher than the Iowa Central rates now in use.

The peculiar mining interests in Iowa require a low steam or slack coal rate, and we suggest, in this connection, that the evidence does not warrant us in disturbing the present steam or slack coal rate in Iowa. We do not forget that the Iowa Central and Minneapolis & St. Louis companies now have in actual use and operation a steam or slack coal rate very much less than our schedule rate. We take judicial knowledge of the

fact, however, that for some distances this rate has been forced by competition and other circumstances, and for reasons which are within the knowledge of the Commission, we hold that the circumstances rebut the *prima facie* presumption that it is a reasonable rate. This Commission however, determines that the present steam or slack coal rate shall remain unchanged.

From all the evidence and circumstances proven in this case, it is the opinion of the Commission that the present rates on lump soft coal are unreasonable and excessive; that they ought to be reduced and brought into harmony with other rates; that the 25 mile rate applied for by the complainant is a reasonable rate; that from this point the rate ought to meet the Illinois rate by a regular increment at the distance of 90 miles; that said rate increase by a reasonably regular increment to the distance of 140 miles, at which distance the same shall be 8 cents per ton above the Illinois rate, and that for greater distances said rate shall be substantially 8 cents per ton above the Illinois rate.

That in accordance with this opinion the following schedule of maximum coal rates for the transportation of lump coal between points in Iowa be fixed and established, effective December 31, 1910, and that the secretary of the commission be and is hereby authorized to promulgate the same in the manner provided by law:

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

Miles	Rates	Miles	Rates
320	1.37	420	1.50
340	1.39	440	1.53
360	1.42	460	1.56
380	1.45	480	1.58
400	1.47	500	1.61

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

Des Moines, Iowa, December 8, 1910.

Pursuant to the order in this case, the Secretary prepared and published the following Supplement, as provided by law:

SUPPLEMENT NO. 7. CANCELS SUPPLEMENT NO. 6.

Board of Railroad Commissioners of the State of Iowa.

SUPPLEMENTS NO. 5 AND 7 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 December 9, 1910.

Effective December 31, 1910, except as otherwise noted.

Index No.	Date Effective	Article
1	June 16, 1910	Change Rule 85 of Iowa Classification No. 14, page 6 to read as follows: When cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered, provided, however, that car 35 feet long, inside measurement, will be the minimum in such cases, except as to the shipment of live stock, and as to such shipments of live stock, car 31 feet long, inside measurement, shall be the minimum. The exception in relation to live stock to remain in effect until June 1, 1911, (amendatory to Index No. 35 of Supplement No. 5).
2	" " "	Index No. 62 of Supplement No. 5, being "note" in reference to Rule 25 of Iowa Classification No. 14, cancelled.

## SOFT COAL.

Lump and Nut, in Dollars and Cents Per Ton of 2,000 Lbs.  
(See Note.)

MILES	RATE	MILES	RATE
5	.30	155	1.10
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

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

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

DWIGHT N. LEWIS,

Des Moines, Iowa, December 9, 1910.

Before the date the above coal rates were to take effect the following railroad companies upon petition to the U. S. Circuit Court obtained a restraining order pending a hearing on their petition for a permanent injunction against these rates:

The Chicago, Milwaukee and Saint Paul Railway, Chicago, Burlington and Quincy Railroad, Chicago and North Western Railway, Chicago, Rock Island and Pacific Railway, Chicago, Great Western Railroad, Chicago, St. Paul, Minneapolis and Omaha Railway and the Illinois Central Railroad Companies.

Because of a large number of rate cases which have been appealed to the U. S. Supreme Court from the western states which would be involved in this proceeding and which cases are soon to be submitted and argued before the U. S. Supreme Court, it was the opinion of the Attorney General, as well as the members of this Board that no hearing be had in this case until the Supreme Court had rendered its opinion in the cases already before it.



No. 5007—1911.

IOWA STATE MANUFACTURERS ASSOCIATION,

*Complainant.*

vs.

ADAMS EXPRESS COMPANY,  
AMERICAN EXPRESS COMPANY,  
GREAT NORTHERN EXPRESS COMPANY,  
PACIFIC EXPRESS COMPANY,  
UNITED STATES EXPRESS COMPANY,  
WELLS FARGO & COMPANY EXPRESS,E. B. HIGLEY COMPANY, ET AL.,  
*Complainants.*

vs.

WELLS FARGO & COMPANY EXPRESS,  
UNITED STATES EXPRESS COMPANY,STATE OF IOWA, *ex rel* H. W. BYERS,  
ATTORNEY GENERAL OF THE STATE  
OF IOWA,*Complainant.*

vs.

ADAMS EXPRESS COMPANY,  
AMERICAN EXPRESS COMPANY,  
PACIFIC EXPRESS COMPANY,  
UNITED STATES EXPRESS COMPANY,  
WELLS FARGO & COMPANY EXPRESS,

The origin of this action was in a legislative enactment. Chapter 116 of the Acts of the 32d General Assembly provides, among other things, that "all laws, so far as applicable, now in force or hereafter enacted, regulating the transportation of property by railroad companies, shall apply with equal force and effect to express companies."

That the railroad commissioners of this state "shall have power and it shall be their duty to fix and establish reasonable, fair and just rates of charges, including a schedule of maximum joint rates for each kind or class of property, money, parcels, merchandise, packages and other things to be charged for and received by each express company or carriers by express, separately or conjointly."

That the rates so fixed and established "may be changed or modified by said commissioners from time to time in such manner as may become necessary."

"They are hereby directed to prepare and make for each express company doing business in this state a schedule of reasonable maximum charges of rates for transporting property, money, parcels, merchandise, packages and other things carried by such express company between points wholly within the state of Iowa."

*Iowa Express Rates.*

Pursuant to said section the Commissioners fixed and established a schedule of maximum charges for rates for express companies and promulgated its mandate by Express Order No. 1. As questions have arisen in regard to the construction of the language of this order and as to its general effect, it is inserted herein, as follows:

**Express Order No. 1.**

THE BOARD OF RAILROAD COMMISSIONERS.

State of Iowa.

## MAXIMUM EXPRESS RATES FOR IOWA.

Dated December 12, 1907, effective February 1, 1908.

A schedule of reasonable maximum charges of rates for transporting property, money, parcels, merchandise, packages and other things by express companies between points wholly within the state of Iowa, prepared and made by the Board of Railroad Commissioners of the State of Iowa, as prescribed by chapter one hundred sixteen (116) of the acts of the Thirty-second General Assembly of the State of Iowa.

**MERCHANDISE RATES IN CENTS PER ONE HUNDRED POUNDS APPLYING ON EACH LINE OPERATED BY EACH EXPRESS COMPANY IN THE STATE OF IOWA.**

Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
10	40	110	90	210	125	310	150
15	45	115	90	215	125	315	150
20	45	120	90	220	125	320	150
25	50	125	90	225	125	325	150
30	50	130	90	230	125	330	150
35	50	135	90	235	125	335	150
40	55	140	100	240	125	340	150
45	60	145	100	245	140	345	150
50	60	150	100	250	140	350	150
55	65	155	100	255	140	355	150
60	65	160	110	260	150	360	150
65	65	165	110	265	150	365	150
70	70	170	110	270	150	370	150
75	70	175	110	275	150	375	150
80	70	180	110	280	150	380	150
85	75	185	115	285	150	385	150
90	75	190	115	290	150	390	150
95	75	195	125	295	150	395	150
100	75	200	125	300	150	400	150
105	75	205	125	305	150		

## RULES.

1. Existing rates now in effect which are lower than the rates published in this schedule are to be continued in effect until changed by the Commission.

2. Shipments carried over two or more lines of railroad operated by one express company will be subject to the above rates figured on continuous mileage, plus twenty-five (25) cents per one hundred (100) pounds, but not to exceed one dollar and fifty cents (\$1.50) per one hundred pounds.

3. The application of this tariff is to be governed by the current express classification.

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

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

Attest: DWIGHT N. LEWIS,  
Secretary.

Des Moines, Iowa, December 12, 1917.

It will be noted that this order applies only to merchandise rates and it does not include a joint rate for the transportation of merchandise over two or more lines.

The Commission did not, at the time, feel itself in possession of sufficient facts to enable it to intelligently fix a joint rate and the subject of joint rate was left for future consideration.

Shortly after Express Order No. 1 was promulgated, the Iowa State Manufacturers' Association, by its secretary, G. A. Wrightman, filed a petition for a rehearing, claiming, in substance, that the rates fixed and established by the Commission as reasonable maximum express rates were unreasonable and excessive, and in connection with said petition for rehearing proposed a schedule which it claimed to be reasonable and which proposed schedule it asked the Commission to adopt as a schedule of reasonable maximum charges for express rates, as follows:

EXPRESS RATES PER 100 POUNDS.

Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles
10	20	35	50	100	200	300	400	500
Cents	Cents	Cents	Cents	Cents	Cents	Cents	Cents	Cents
40	45	50	60	70	80	90	100	125

ARTICLES WEIGHING LESS THAN 100 LBS.

	Cents Per Shipment.							
4 lbs. ....	25	25	25	25	25	25	25	25
7 lbs. ....	25	25	30	30	30	30	35	35
11 lbs. ....	25	25	35	35	35	45	45	45
15 lbs. ....	30	30	40	40	40	50	50	50
20 lbs. ....	30	30	45	45	45	55	55	55
30 lbs. ....	30	35	45	45	45	60	60	60
40 lbs. ....	40	45	55	60	60	70	75	75
50 lbs. ....	45	50	55	65	65	75	80	80
60 lbs. ....	50	55	65	75	75	80	85	85
75 lbs. ....	55	60	75	80	80	90	100	100

Over 75 lbs. the same as for 100 lbs.

During the pendency of this proceeding, the state of Iowa, ex rel. its Attorney General, Hon. H. W. Byers, filed a complaint against the different express companies. The portion of said complaint, which it is material to make a part of this opinion, is as follows:

"FOURTH. The Adams Express Company, a New York joint stock company organized in 1851, with its principal office and place of business at 89 Broadway, New York, is carrying on the business of transporting property between points in this state on the Minneapolis & St. Louis railroad and the Chicago, Burlington & Quincy railroad, with a total mileage in round numbers of 2,399.

"A condensed statement of the report of this company to the executive council of the state, with other information, shows the following facts:

"Joint stock company, place of business, 89 Broadway, New York. A partnership with 2,000 members, owning 120,000 equal shares. Operates on 2,399 miles of railroad.

Personal property owned in the state, total.....	\$ 19,565.00
Real estate owned outside of Iowa.....	5,230,738.65
Personal property owned outside of the state, chattels.....	2,443,967.09
Cash on hand and in bank.....	815,964.21
Stocks and bonds.....	13,750,645.20
Loans.....	1,411,909.12
Gross earnings of company on all lines, year ending June 30, 1909.....	28,832,548.75
Net earnings on all lines, year ending June 30, 1909.....	1,704,379.25

"FIFTH. The American Express Company, a New York joint stock company, organized in 1850, with its principal office and place of business at 63 Broadway, New York, is carrying on the business of transporting property between points in this state on the Chicago & Northwestern railway and the Illinois Central railroad, with a total mileage in round numbers of 2,728.

"A condensed statement of the report of this company to the executive council of the state, with other information, shows the following facts:

"Voluntary partnership, organized March 18, 1850; reorganized 1859. Number of interests or shares 180,000. Face value of each share or interest, \$100.00. Market value of each share or interest, \$300.00. 3,787 shareholders.

Personal property owned and used in Iowa.....	\$ 22,537.88
Real estate owned in Iowa.....	7,000.00
Real estate owned outside of Iowa.....	8,293,416.80
Bonds owned by the company.....	6,844,132.07
Stock.....	17,293,381.50
Mortgages.....	176,625.00
Cash on hand.....	1,611,658.23
Personal property, horses, wagons, etc., outside of Iowa.....	2,290,483.13
Gross earnings for the entire company, 1909.....	16,461,341.00
Gross earnings for the entire company, 1908.....	23,729,107.00
Net earnings for the entire company, 1909.....	2,611,609.00
Earnings on business between points in Iowa.....	271,521.39
Earnings on business between points one in and one without the state.....	969,202.94

"SIXTH. The Pacific Express Company, a Nebraska corporation organized in 1839, with its principal office and place of business at St. Louis, Missouri, is carrying on the business of transporting property between points in this state on the Wabash railroad, with a total mileage of 207 miles.

"A condensed statement of the report of this company to the executive council of the state, with other information, shows the following facts:

Incorporated company, paid-up capital.....	\$ 6,000,000.00
Property of all kinds owned in Iowa.....	2,002.42
Real estate owned outside of Iowa.....	234,842.71
Bonds and other assets outside of Iowa.....	608,636.72
Gross earnings on all lines, 1909.....	4,205,075.66
Gross earnings on all lines, 1908.....	7,750,852.57
Net earnings on all lines.....	443,312.97

"SEVENTH. The United States Express Company, a New York joint stock association, organized in 1854, with its principal office and place of business at 2 Rector Street, New York, is carrying on the business of transporting property between points in this state on the Chicago, Rock Island & Pacific railway, with a total mileage in round numbers of 2,067.

"A condensed statement of the report of this company to the executive council of the state, with other information, shows the following facts:

"Joint stock company, organized in 1854, in state of New York. 100,000 shares or interests.

Total personal property owned in Iowa.....	\$ 18,851.00
Total real estate owned in Iowa.....	14,000.00
Property owned outside of Iowa, all kinds.....	8,358,630.72
Gross earnings, all lines, 1907.....	10,320,661.30
Gross earnings, all lines, 1909.....	16,383,932.69

"EIGHTH. The Wells Fargo Express Company, a corporation organized under the laws of Colorado in 1866, with its principal office and place of business at No. 51 Broadway, New York City, operating principally on the Chicago, Great Western railroad and the Chicago, Milwaukee & St. Paul railway, with a total mileage in round numbers of 2,773.

"A condensed statement of the report of this company to the executive council of the state, with other information, shows the following facts:

"Corporation, 1866, Colorado.

Capital stock.....	\$ 8,000,000.00
80,000 shares, face value.....	100.00
Asking value.....	200.00
Value of personal property owned in Iowa.....	67,600.82
Gross earnings, all lines entire company, 1900.....	10,320,661.30
Gross earnings, all lines entire company, 1909.....	27,173,190.25
Total net earnings, all lines entire company.....	3,286,582.97

"NINTH. That prior to February 1, 1908, the rates and charges made by the express companies doing business in this state for transporting property were not only discriminatory, unreasonable and unjust, but in most instances amounted to the grossest kind of extortion, the net returns to these companies upon the capital actually used in the business in Iowa running from 500 to 1,500 per cent.

"To correct this evil, chapter 116, acts of the thirty-second general assembly was enacted, and in the exercise of the power granted to your body by this chapter an order was made which is known as 'Express Order No. 1' effective February 1, 1908, establishing a schedule of reasonable maximum charges for transporting property by express on a mileage basis per hundred pounds.

"That in said order and as a part of it under the title 'rules' will be found the following:

"3. 'The application of this tariff is to be governed by the current express classification.'"

"Under this rule by a table of graduated charges and a system of classifications the express companies have simply made a farce of the Commission's schedule of rates, and the extortion sought to be reached by Express Order No. 1 not only goes merrily on but in some instances has been increased.

"To illustrate: The report filed by the American Express Company with the executive council covering the business of the year 1909 shows that the total capital employed by the company in its business in Iowa for the year covered by the report was in round numbers \$30,000, and the earnings on its business between points in Iowa was in round numbers \$271,000, the earnings thus showing a little matter of 900 per cent on the capital employed in the business; and in this connection it should be remembered that the same report shows that during the same period this company's earnings on the business between points one in and one without the state amounted in round numbers to \$992,000, so that when the proportion of this latter item, which is properly chargeable in the business in Iowa, is added to the earnings on business between points in the state the per cent of the return on the capital used will be increased to somewhere between ten and fifteen hundred per cent.

"TENTH. Your complainant avers and alleges that investigations that have been made by the different railroad commissioners throughout the country since the promulgation of 'Order No. 1' shows that the schedule of reasonable maximum charges of rates set out therein are too high—higher, in fact, than rates allowed to be charged in some of the adjoining states.

"In Illinois maximum rates for shipment by express have just been established by the Railroad and Warehouse Commission, effective October 1st, this year, and a comparison of the rate in cents per hundred pounds in the order of the Illinois Board and Express Order No. 1, shows:

Illinois, rate per hundred pounds, 30 miles.....	40c
Iowa, same distance.....	50c
Illinois, 60 miles.....	50c
Iowa, 60 miles.....	65c
Illinois, 90 miles.....	60c
Iowa, 90 miles.....	75c

"And substantially this per cent of difference continues throughout the entire schedule.

"ELEVENTH. Your complainant further avers and charges that the rates charged for transporting property between points in this state by the express companies named in this complaint, and all the other express companies doing business in Iowa, are unjust, unreasonable, extortionate, unlawful, and in contravention of the statutes of this state which provide that charges for transporting property, parcels, money, merchandise, packages and other things of value shall be just and reasonable, and that every unjust and unreasonable charge is prohibited and declared to be unlawful."

In the prayer of said complaint the commission is asked, in substance, to make a full and complete investigation of the subject of freight rates and at the conclusion thereof, fix and establish "reasonable, fair and just rates and joint rates to be charged by express companies."

To the petition of the state, *ex rel* Attorney General above described, all of the defendants answered. The answers of the defendant express companies are similar in substance to that of the Adams Express Company and tender the same issues as follows:

"To the Honorable Board of Railroad Commissioners:

"The defendant, Adams Express Company, for answer to so much of the complaint herein as it is advised should be answered at this time, and without admitting any of the conclusions of law or arguments, or alleged facts stated in the complaint, states:

#### I.

"This defendant denies that the rates charged by it for transporting property between points in the state of Iowa are unjust, unreasonable, extortionate or unlawful, or in contravention of the statutes of the state, but alleges that its rate and charges are entirely reasonable and just so far as shippers who use its lines are concerned, and are unduly and unreasonably low for the services rendered to such shippers.

#### II.

"Defendant states further that prior to the first day of February, 1908, this Honorable Commission gave notice to it and to the other express companies doing business in Iowa, of an investigation of their rates and practices; that such investigation of express rates and charges and practices in the state of Iowa was had by this Honorable Commission, and that after a prolonged investigation, and the taking of testimony and hearing of arguments, the Commission promulgated its Express Order No. 1, mentioned in the complaint, effective February 1, 1908, establishing a schedule of alleged reasonable maximum charges for the transportation of property by express on a mileage basis per 100 pounds.

"That the defendant, and the other express companies doing business in the state of Iowa, felt and believed then, and feel and believe now, that said express rates established by said order are unduly and unreasonably low, but with a desire to obey as far as possible all orders of this Honorable Commission, it put into effect, and has, since February 1, 1908, obeyed the said order, and has charged the rates allowed therein.

"Defendant says further that since February 1, 1908, there have been no changes in the circumstances or conditions surrounding express transportation in the state of Iowa, which would demand, or render just, any reduction in its present rates or charges, which are entirely just and reasonable so far as its patrons are concerned.

### III.

"Defendant states that it is, and ever since its organization has been, engaged in the express business in the United States, and is now, and has been for many years engaged in said business in the state of Iowa; said express business consists principally in transporting money, valuables, small packages of merchandise, live stock, fruit, vegetables, fresh meats, fish, food and dairy products, and other articles requiring quick transportation, and special protection, care and attention during transportation. Defendant receives the express matter entrusted to it for transportation from shippers at their places of business or residences, or at the offices of the company, and carries it in the personal custody of its messengers on passenger trains of railroads, and delivers it to the consignees at their places of business or residences, or at defendant's offices. Live stock and perishable matter is cared for en route, and money and valuables are protected by safes and guards.

"It is a service essential to commerce, and of great value to the public, and is not provided by railroads. It affords the public, under a single contract, and on assured responsibility, safe, reliable and speedy transportation all over the United States, and to and from points accessible only over two or more railroads, and avoids the delays incident to the transfer of freight between railroads, and to a large extent, the expenses, inconvenience and delay incurred by shippers of freight in carrying to and from depots.

"In carrying on said business, defendant is obliged to provide offices, depots and warehouses for the reception, transfer and delivery of express matter entrusted to it; horses, wagons, safes, trucks and other equipment to carry and protect it, and to employ drivers, porters, agents, clerks, messengers, guards and superintendents, who must have special skill and be selected with the care necessary to insure integrity and efficiency in the service.

"Defendant carries on its business over many thousand miles of railroad, in many states of the Union, and has several thousand offices and employs many thousand men. It has an efficient organization composed of men specially trained for the service, and an extensive system of railroad and express connections built up by years of labor and experience, and the confidence of the public won by half a century of fair dealings and prompt service, and is thereby enabled to discharge successfully its functions as an express carrier of interstate commerce, which constitutes much the larger part of its business, not only in Iowa but throughout the Union.

"In Iowa the defendant has about 321 offices, operates over 2,330 miles of railroad, and employs approximately—men.

"Defendant does not own or operate, and has no power under the law to own or operate, any railroad in Iowa or elsewhere, or to compel any railroad company to provide the facilities necessary for carrying on the express business. Such facilities are obtained under contracts with railroad companies, which provide that they shall carry the company's express matter and men on their passenger trains, for a stipulated compen-

sation, and that the express company shall indemnify them against loss or damage arising out of the operation of the contract. Defendant has such a contract with the various railroad companies over whose lines it operates in Iowa, for the transportation of its express matter in the state of Iowa.

"Defendant states that it assumes every day responsibility for the safe carriage and delivery of hundreds of thousands of dollars worth of property, and is under constant obligation for the payment of millions of dollars to the railroad companies under its contracts with them and to its officers and employes for salaries.

"The expenses of defendant's business in Iowa and elsewhere, have increased during the last seven years on account of increases in wages and prices paid for materials and supplies, and increased cost of transportation. Several times during the last seven years defendant has been compelled to raise the wages of various of its employes, on account of increased cost of living, and such increased wages and salaries have increased the expenses of doing business by thousands of dollars.

"During the same period the rents of the offices, depots and stables occupied by defendant have increased more than ten per cent; the cost of its horses has increased twenty per cent, and the cost of keeping them fifteen per cent or more.

"The cost of defendant's railroad transportation in Iowa has also increased materially, partly on account of additional train service and facilities furnished by the railroad companies and partly on account of an increase in the rate of compensation demanded by them.

"The result is that while the business and gross earnings of defendant in Iowa have increased, the expenses of conducting the business have also increased in an equal or greater degree.

### IV.

"Defendant states that it has received from the state of Iowa, no franchise or privileges, and has or exercises therein no franchises or privileges not possessed by any other individual or citizen engaged in business in said state. That defendant, while subject to reasonable regulation as to its transportation business, on account of its profession and the public nature of its business, has a right to charge and collect such rates for the express service rendered by it within the limits thereof, and to the citizens of the state of Iowa, as will give it a reasonable profit upon its said express business, transacted by it; and that its right to a reasonable profit upon the express business done by it is a property right and that to deprive it of said right would be to deprive it of its property without due compensation, and to take its property without due process of law, and to deprive it of the equal protection of the laws, contrary to the constitution of the United States and particularly the fourteenth amendment thereof.

"Defendant states that if by the order of this Commission in this cause, any reduction in its rates and charges is made, it will not only not be able to realize a reasonable profit from its express business in Iowa, but it will be required to transact said business at a loss.

### V.

"Defendant states that the rates now charged by it for the transportation of property on its lines in said state of Iowa are reasonable and just, and are and have been such as to build up, as far as practicable, the business and communities along its lines, and that its business in Iowa, as well as elsewhere, has always been economically and efficiently managed, and that it has attempted in the adjustment of its classifications of traffic and in the adjustment of its rates for the transportation of property, to adjust them so as to develop to the highest practicable extent the business and communities along its lines in the state of Iowa and elsewhere. Defendant states that in spite of these facts, its earnings from its entire

intrastate business in the state of Iowa were never, and are not now, under its present rates, sufficient to give it more than a fair and reasonable profit or return upon its intrastate business done by it in said state; that if any reduction in its present rates and charges is made by the Commission in this cause, it will necessarily result in a large reduction in its revenues derived from its intrastate business in Iowa, and it will not be able to earn any profit at all upon said business, but will be required to do its intrastate business in Iowa at a loss, and defendant will thus be deprived of its property without just compensation, deprived of the equal protection of the laws, and its property taken without due process of law, contrary to the constitution of the United States, and particularly the fourteenth amendment thereof.

"Defendant states that any reduction in its present rates and charges will not increase its business to any appreciable extent, and that it will not be able by increased business to recoup itself for the loss in its revenues, which will inevitably be caused by any such reduction in its rates; that any such reduction will cause it to do business at a loss, and that any increase in the business transacted by it will result in an increased loss.

#### VI.

"Defendant further states that it is entitled to charge and receive for the transportation of express matter by it in the state of Iowa a fair and reasonable rate for the service rendered by it to shippers and the public generally, and that so long as its charges are no more than a fair and reasonable rate for its services, neither the state of Iowa, nor any governmental authority thereof, has the right to reduce its rates or any of them, and defendant states that its rates now in effect are entirely reasonable and just; and that its right to charge a fair and reasonable rate for its services is a property right, and to deprive it of such right by any reduction in its rates, which are now reasonable and just, both to it and to its patrons and the public generally, would be to take its property without due process of law, contrary to the constitution of the United States, and particularly the fourteenth amendment thereof.

#### VII.

"Defendant further shows that its existing rates are properly adjusted in their relation between its interstate rates and its intrastate rates in Iowa and other states, and that all of its charges are just and reasonable, in and of themselves, and do not and will not give this defendant more than a just and reasonable return for the transportation service which it renders to the public; and that any reduction in its revenues will seriously embarrass and obstruct it in providing, and will deprive it of its power to properly provide, the facilities which the public commerce dependent upon it for transportation absolutely requires for the movement of traffic, both intrastate and interstate.

"Defendant is advised that no state has the right to require that its own traffic between points within the state shall be given a preferential service, or shall be given preferential or lower rates than other traffic; that no state has the right to require such discrimination or partiality in favor of its own traffic; and this defendant shows that the effect of any material reduction in its rates and charges in this cause will be to destroy the proper adjustment of its intrastate rates in Iowa to its interstate rates generally and to its intrastate rates in other states, and to require that a preference be given by defendant and an undue discrimination exercised by it, in favor of intrastate traffic in Iowa over the interstate traffic carried by it, and over the intrastate traffic of defendant in other states, and that to require such preference and such undue discrimination in regard to the intrastate traffic in the state of Iowa, would be to so regulate and burden interstate commerce as to violate the commerce clause of the constitution of the United States, the benefit and protection of which this defendant sets up and claims.

"Defendant further states that any material reduction in its rates in this cause will directly and necessarily interfere, affect and reduce said defendant's existing interstate rates on property shipped to and from stations on its lines in the state of Iowa to and from stations on its lines, and on other lines, outside of Iowa, as the full amount of defendant's existing local rates in Iowa enter into and form a part of, in most instances, the existing through rates on such interstate shipments, and that therefore, any change in defendant's rates and charges now in effect in Iowa would necessarily and directly result in the disturbance, alteration and reduction of defendant's interstate rates, now and for a long time established on its lines, as well as on the lines of other interstate express carriers, operating in Iowa and other states, and any such reduction or change would therefore be a direct regulation of interstate commerce in direct violation of the commerce clause of the constitution of the United States.

"WHEREFORE, having fully answered, this defendant prays that said complaint be dismissed as to it."

To this answer an amendment was filed in which all defendant companies joined, as follows:

"The defendants respectfully show to the Commission that the Commission is without jurisdiction to hear this proceeding, because the Commission has once established a schedule of maximum rates, and under the law, its jurisdiction is thereafter limited to hearing and determining complaints as to specific rates, or matters as to specific rates, and it has no jurisdiction to establish an independent and complete schedule of rates."

During the pendency of this proceeding, one E. B. Higley filed his complaint with the commission, asking for a joint rate on certain specific commodities handled by him between specific points and express companies. After due hearing, said application was granted and an order made as follows:

"The complaint or application in this case was as follows:

"Comes now the E. B. Higley Company and makes complaint to the Board of Railroad Commissioners of the State of Iowa, and states:

"That complainant is a duly organized and existing Iowa corporation with its principal place of business at Mason City, Iowa; that a part of its business is dealing in cream; that it now, is, and for many months last past has been, engaged in shipping cream by express from the towns of Klemme and Woden to Mason City, Iowa; that said towns of Klemme and Woden are respectively located on the Chicago, Rock Island & Pacific railway, and that neither of said towns has any other railroad facilities; that the methods and routes of such shipments are now, and at all times herein mentioned have been as follows, to-wit:

"Said shipments are delivered to the express company operating on the said Chicago, Rock Island & Pacific railway at the said towns of Klemme and Woden, as the case may be, and by said express company taken over said railroad to the town of Garner; at the said town of Garner the same are transferred by wagon to the express company operating on the Chicago, Milwaukee & St. Paul railway, and by the last named express company taken to the city of Mason City over the last named railroad.

"That the distance from said town of Klemme to Garner is 6 miles; from Woden to Garner is 21 miles; and from Garner to Mason City is 21 miles;

"That at all times herein mentioned prior to May 1, 1909, the United States Express Company was operating on the Chicago, Rock Island & Pacific railway and the Chicago, Milwaukee & St. Paul railway, and handled all of such shipments of cream from the said towns of Klemme and Woden respectively to the point of destination as aforesaid; that during all of said time the said express company charged complainant and received for such shipments the following express rates, to-wit: From Klemme to Mason City, 21c per cwt. or per ten gallon can; from Woden to Mason City, 21c per cwt. or per ten gallon can.

"That from and since May 1, 1909, the said United States Express Company has been operating on the said Chicago, Rock Island & Pacific railway, and the Wells Fargo Express Company has been operating on the said Chicago, Milwaukee & St. Paul railway; that from and since the first day of May, 1909, the said express companies have charged and are charging complainant their respective full local rate on each of such shipments; that said rates so charged complainant for such shipments are as follows, to-wit: From Klemme to Garner—United States Express Company, per cwt. or per ten gallon can..... 20c  
From Garner to Mason City—Wells-Fargo Express Company, per cwt. or per ten gallon can..... 20c

From Woden to Mason City—total rate..... 40c  
"That such rates now charged as aforesaid are substantially prohibitive, unreasonable and excessive; that complainant has made application to each of the said express companies for redress and the establishment of reasonable joint rates; that said companies have respectively refused to establish any joint rates on such shipments or to give complainant any redress whatsoever.

"Wherefore complainant prays this honorable Board of Railroad Commissioners to take such action relative to the matters herein complained of as may be necessary and proper to equitably determine and adjust the same according to law."

"Copies of this complaint or application were sent to the express companies interested.

"For answer to this complaint the Wells-Fargo & Co., Express on June 1st filed the following:

"The defendant, Wells-Fargo & Company, answering the petition of the above named complainant, respectfully shows to the Commission:

"Defendant has no knowledge of whether or not the complainant is a corporation, or of its place of business or of its practice, or of the situation of the towns of Klemme and Woden, or the local conditions in respect thereto; hence, defendant neither admits or denies the allegations in the petition in respect to such matters.

"Defendant admits that the distance from Garner to Mason City is twenty-one (21) miles, and that from and since May 1, 1909, the defendant has been operating its express business over the line of the Chicago, Milwaukee & St. Paul Railway Company, and that the defendant has charged its regular rates on shipments of cream delivered to it at Garner by the United States Express Company, which said rates are twenty (20) cents per ten gallon can.

"Defendant denies that such rates are substantially prohibitive, unreasonable, or excessive; but defendant alleges, on the contrary, that said rates are no more than fair compensation for the service rendered.

"WHEREFORE, Defendant prays the Commission to dismiss the complaint in this proceeding."

"No answer was filed by the United States Express Company.

"On June 30, 1909, the Board fixed date for hearing this complaint at its office in Des Moines, July 21, 1909.

"All parties to this case were duly notified and on date named the following named persons appeared before the Board in this case:

"R. M. Witwer, attorney for complainant; W. S. Wilcox, representing complainant; H. R. Wright, State Dairy Commissioner; M. D. Smiley, Secretary Commercial Club, Clinton, Iowa; W. B. Martin, Freight Commissioner, Dubuque Shippers' Association; and others;

"John D. Ludlow, Traffic Manager, Wells-Fargo & Co. Express.

"On the same date a letter was received from M. T. Jones, Superintendent of Traffic for the United States Express Co., which follows:

"Replying to your favor of July 2d, stating that the Board will hold a hearing in the case of E. B. Higley Company, Mason City, Iowa, against

the United States Express Company, and Wells-Fargo & Company, for alleged excessive joint rates on milk and cream:

"It will be impossible for me to attend this hearing, because I have a very much more important meeting to attend in New York City. I understand, however, that Mr. J. D. Ludlow will appear at the hearing for Wells-Fargo & Co., and I presume the evidence and arguments which apply in the case of Wells-Fargo & Company will apply equally well as a defense for the United States Express Company. The service is performed by two different companies and I understand that there is wagon service also in the transfer from one company to another.

"I hope the Commission will not consider my absence from the hearing as an act of discourtesy, as I believe the Commission will do what is reasonable in the matter whether an appearance is made for this company or not."

"The Commission heard such testimony as was offered both on behalf of the applicant and the respondent companies and the facts ascertained were substantially as stated in the petition, except that in addition to the statement of charges now assessed by the express companies upon the shipments in question, there is added to such charge a five cent transfer. The express companies represented made no denial of the showing made by the complainants in substantiation of their petition, with the exception that Mr. Ludlow, representing the Wells-Fargo & Company Express, stated that the defendants believed that the rates charged were no more than fair compensation for the service rendered.

"After the conclusion of the hearing the Board rendered its decision as follows:

"Section 2165 of the Code as amended by chapter 116 of the laws of the 32d General Assembly provides that:

"All express companies operating and doing business in this state are declared to be common carriers, and it shall be the duty of every such express company or common carrier to transport all property, parcels, money, merchandise, packages, and other things of value which may be offered to them for transportation, at a reasonable charge or rate therefor; and all laws so far as applicable, now in force or hereafter enacted, regulating the transportation of property by railroad companies, shall apply with equal force and effect to express companies."

"Chapter 111 of the laws of the 32d General Assembly required the Board of Railroad Commissioners to establish a joint rate for shipments over two or more railroads for the transportation of freight.

"Express companies have been repeatedly declared by the highest tribunals to be common carriers, and as such, their duties and responsibility, so far as they themselves or the shippers are concerned, are practically identical. It is the duty of an express company as a common carrier to receive and transport packages, and the express company acts as the agent of the shipper in the same way as does the railroad company in transporting property.

"The joint rate law and rules enacted by this Commission will apply to the case of the complainant, and he is entitled to a joint rate of eighty (80) per cent of the sum of the two local rates, which this Board finds to be reasonable rates under the evidence, and that a reasonable charge may be added thereto for the transfer from one depot to another.

"The Board further finds that it is the duty of express companies to act as the agent of the shipper in transferring from one company to another. The complainant's petition is granted, in accordance with the findings of the Commission as above stated.

"Des Moines, Iowa, July 21, 1909."

The defendant express companies, on account of the fact that the whole subject of express rates was under investigation by the Commission, asked for the suspension of this order until the final determination of the original proceedings, which was granted.

Thereafter the petition of the Iowa State Manufacturers' Association and the complaint of the State of Iowa, *ex rel* Attorney General, and the application of E. B. Higley for a specific joint rate were all consolidated into one action.

Under the statute above quoted and the issues tendered in this proceeding, the entire subjects of express rates between points in Iowa and joint rates between two different express companies for transporting an article over its lines, and the subject of rates to be charged by one express company which operates upon different railroads, are now properly before this Commission.

The amendment to the defendant express companies' answer challenges the authority of this Commission in certain respects. By this amendment to answer it is contended that its authority to establish an independent and complete schedule of rates was exhausted when it issued Express Order No. 1 and it is now "limited to hearing and determining complaints as to specific rates, or matters as to specific rates."

In our opinion there is no merit in this contention. The language of the Act before referred to expressly provides that rates or changes fixed by the Commission "may be changed or modified by said Commissioners from time to time in such manner as may become necessary." We are required by law to "fix and establish reasonable, fair and just rates of charges, including schedule of maximum joint rates." It is the clear legislative intent that if the Commission at any time finds that express rates are not reasonable, fair and just, it is its duty to change or modify them.

Whether the above be correct or not, we hold that the Commission had a right to grant a rehearing and this rehearing brings up an investigation of the subject of express rates based upon the statute first above quoted.

All the questions at issue have been most exhaustively presented to the Commission and the able arguments of counsel upon both sides deserve our commendation.

The importance of the question of the regulation of express companies as to their rates is well illustrated by the fact that the railroad commissions of many states have been and are carefully investigating the whole subject. The state of Illinois, after an elaborate recent investigation, has promulgated a schedule substantially reducing the rates now in force 25 per cent. The right of the commission, however, to make such reduction, is now before the Illinois courts.

By an act of the legislative assembly of the state of Nebraska (Laws of 1907, page 339, c. 91) a 25 per cent horizontal reduction was made in the state of Nebraska. The constitutionality of this Act was tested by the Supreme Court of Nebraska and upheld. See *State vs. Adams Express Company*, 122 Northwestern Reporter, page 691.

A reduction in express rates was recently made by the state of Minnesota and for the purpose of getting in possession of sufficient facts to enable the Minnesota Commission to determine whether the schedule promulgated by it was reasonable and just, the Commission is spending

a large amount of money in the investigation of express companies at their home offices upon the subject of capitalization, moneyed investment, amount of business done, both intrastate and interstate, profits made on transaction of business, etc.

The subject has also been under investigation in the states of Indiana, Michigan, Wisconsin, New Hampshire, South Dakota, Nebraska, Oklahoma, Missouri, Texas, Oregon, Montana and other states. We do not hesitate to avail ourselves of facts developed in any of these investigations for the purpose of properly determining the issues in this case. It is worthy of note that since the case was submitted the Railroad Commission of Canada has reduced the rate 10 per cent.

Before proceeding to a discussion of the merits of this controversy it would be well to make a few preliminary observations.

1st. Express companies operating and doing business in this state are common carriers and subject to the general supervision of this Commission, and "all laws, so far as applicable, regulating the transportation of property by railroad companies shall apply with equal force and effect to express companies." The oft mooted question as to whether an express company is a common carrier, within the meaning of that term, has been settled in Iowa by legislative enactment, and this legislative declaration is in harmony with the Interstate Commerce Act and with the weight of modern authority.

2nd. An express company, in its very nature, is a monopoly. Federal courts have held that a railroad company had a right to contract with an express company, giving it the exclusive right to do business over its line, and in the actual workings of express business, each company operates exclusively upon the line of railroad with which it contracts. From a broad view of the operation of the seven main express companies in this country it will readily be discovered that the element of competition is absolutely eliminated from the express business.

3rd. Under the above circumstances the right to regulate express charges is an absolute necessity for the protection of the people, and the recognition of this necessity was the occasion of the Iowa statute.

4th. An express company has no facilities of its own for the transportation of property by rail. Its business is to assemble property by its "pick-up" and other methods, and employ the railroad to transport the property so assembled to the proper destination, receive it at such destination and deliver it to the consignee or proper party. The evidence in this case discloses that it contracts with railroad companies for transportation, paying the railroad company a fixed percentage of the gross receipts received by the express company for the handling of its business. The evidence in this case shows that this percentage varies from 30 per cent to 57½ per cent. For our purposes it is fair to consider 50 per cent as a reasonable average. Thus it will be observed that one-half of the entire amount paid to the express companies by the people of this country for their services is paid to the railroads for transportation service.

5th. It follows necessarily that the sole excuse for the existence of an express company is the service it performs outside of transportation

and this service in an ultimate analysis can be divided into three factors: "pick-up and delivery," care in transit, and expedition. It will be observed that the duty of delivery carries with it the necessity of safe transportation and the liability for loss or damage, save as to some inconsequential exceptions.

It will also be remembered that all questions of speed and expedition are taken care of by the contracts with the railroads, heretofore mentioned, in the fact that the railroads contracted to carry express upon passenger trains. Accurately speaking, as distinguished from railroad service, express service consists in organization and management for the purpose of contracting with railroads for expedition and providing sufficient methods for care in transit and for pick-up and delivery.

The item of care in transit is practically limited to messenger service. In one of the Nebraska cases this is shown to be only 3.4 per cent of the express companies' revenue. In this connection it is worthy of mention that the item of loss and damage which is the result of the insurable nature of the express business is declared by Commissioner Prouty in the case of *Kindel vs. Adams Express Company et al.*, I. C. C. Rep. 13, page 475, to be very small, being 1.21 per cent of the total earnings of the American Express Company; 1.01 per cent of the Adams Express Company; .63 per cent of the Pacific Express Company, and 1.06 per cent of the United States Express Company.

It follows that sufficient capital must be provided to perform the service above described.

It will be illuminating to call to mind the origin of the express business in the United States.

"The express business originated in this country about the year 1830, when William F. Harndon of Boston, Mass., entered into agreements with the Boston and New York Transportation Company, a common carrier by water, and the Stonington and Providence Railroad Company, respectively, whereby he obtained certain privileges for carrying on an express business. By the former company he was granted the right to transport \* \* \* in the steamers of said company, between New York and Providence via Newport and Stonington, not to exceed once in each day, from New York and from Providence, and as less frequently as the boats may run between and from said places, one wooden crate, of the dimensions of five feet by five feet in width and height, and six feet in length (contents unknown), until the 31st of December, A. D. 1833."

"The nature and extent of his undertaking is found in a notice published, during the last six months of that year, in two Boston newspapers, in which he states that he

\* \* \* will run a car through from Boston to New York and vice versa, via Stonington, with mail train, daily, for the purpose of transporting specie, small packages of goods, and bundles of all kinds. Packages sent by this line will be delivered on the following morning, at any part of the city, free of charge. A responsible agent will accompany the car, who will attend to purchasing goods, collecting drafts, notes and bills, and will transact any other business that may be intrusted to his charge." *New Jersey Steam Navigation Co. v. Merchants Bank*, 47 U. S. 344, 346; *Express Cases*, 117 U. S. 18."

It will be noticed that the carrier thus contracted with his patron to carry expeditiously and deliver personally to the consignee "at any part of the city free of charge."

The departure from the common law rule of the duty of a carrier was simply in those two respects, and for this added service the carrier was to receive an added compensation which would bring a satisfactory remuneration therefor. Out of this beginning all express companies have grown. In later years express companies voluntarily added the performance of the duty of pick-up to its other duties, until it finally became and is now recognized by the courts as one of the duties of an express carrier. In a long line of decisions the courts have unvarying held that express companies, as common carriers, owe to the public the duties of pick-up, prompt and expeditious transportation and personal delivery, and in the performance of these duties are considered as insurers (unless it has been excused from the performance of it or prevented by the act of God or a public enemy). Upon this subject see *Wilbeck vs. Holland*, 45 N. Y., 13; *Marshall vs. American Express Co.*, 7 Wisconsin, 25; *Baldwin vs. American Express Co.*, 23 Ill., 201; *Brown vs. C. & N. W. Ry. Co.*, 102 Wis., 152; *Guliver vs. Adams Express Co.*, 38 Ill., 507; *Express Cases*, 117 U. S., page 1 to page 24; *Bullard vs. American Express Co.*, 107 Mich., 695; and cases cited in 12 Am. & Eng. Encyc., 553 (2d Ed.).

From a careful examination of these cases it will be observed that there have been attempts to engraft certain exceptions upon these rules as to the performance of duty. Without submitting any opinion as to the weight of authority upon the subject, it is fair to say that the only exceptions which are recognized by respectable authorities relate to small stations and other peculiar conditions where the business done would be so small that the express company could not afford a pick-up and delivery service without making an additional charge which would be prohibitive. In such cases express companies usually require their patrons to bring their parcels for transportation to a designated point and receive them at such point after due notice.

In this connection it may be well to dispose of the contention of the complainant and the State *ex rel* Attorney General upon the subject of a modification of the rule in regard to pick-up and delivery. It is urged that a patron of an express company ought to have the right to bring his package to the office of the express company and to receive it at the office if he sees fit. Of course this must be conceded, but it is also claimed that if the company is relieved from pick-up and delivery, the charge for service should be lessened in some fixed amount. We cannot agree with this theory. We hold that it is the duty of an express company to pick up and deliver all packages. It necessarily follows from this holding that the express company must constantly hold itself in readiness to perform this duty as to all patrons by having in its service ample facilities for all reasonable demands of the public, as well as for such demands as ordinarily prudent management might anticipate. An express company could have no means of anticipating the number of persons who might desire to perform their own service of pick-up and delivery. The expense of providing ample and proper facilities for such service would be just as great as though it performed it all, and in our opinion it would neither be fair nor just to attempt to make distinctions



in compensation in such cases. Still further, if a patron were permitted the discretion of determining whether he would use the service of pick-up and delivery, there might be danger of the express company asking the corresponding privilege that it might determine when it would use this service. There ought to be no lessening of the inflexibility of the rule adopted by the courts, that an express company owes a public duty of pick-up and delivery. It is also worthy of mention that it would add serious complications to a business which is already intricate and difficult to understand.

It must also be remembered that express companies have no authority to arbitrarily establish pick-up and delivery limits. This Commission has held, and we think rightly, that it has full authority to supervise and establish such limits in accordance with well established legal principles, always keeping in mind, however, a fair remuneration for services.

Bearing in mind the above observations, the problem for our solution is to determine under the evidence before us what is a fair and reasonable rate for express companies to charge for services rendered between points in Iowa. In other words, what would be a reasonable burden for the people of Iowa to carry for the benefits received from service of express companies?

It is strenuously urged by the complainant that the earnings of the defendant express companies are unconscionable and unreasonably large for the services which they render as common carriers. Indeed, that is the real basis of their contention. It will be perfectly evident that in order to properly determine that question the Commission must go to the express companies themselves as the real fountain of information, and this information to be of any value whatever must include a full, fair and complete disclosure of all the facts necessary for a proper conclusion. The Commission ought to know the amount of money invested in the business upon which it asks a fair return, the nature and value of property owned by the express companies and whether it represents investment or earnings, the amount of its gross earnings, its gross expenses, the nature and character of those expenses, the amount of business which it does strictly as a common carrier as distinguished from other classes of business, and full details of its intrastate business, as well as its entire business.

In *Chicago & Grand Trunk Railway Company vs. Wellman*, 143 U. S. 346, it was held that the courts should not declare a rate void "without the fullest disclosure of all material facts." In considering the obligations resting upon public service corporations whose rates are being inquired into, the Supreme Court of the United States in *City of Knoxville vs. Knoxville Water Company*, 212 U. S. 1, speaking through Mr. Justice Moody, says: "It is a delicate and dangerous function (regulation of rates) and ought to be exercised with a keen sense of justice on the part of the regulating body, made by a frank disclosure on the part of the company to be regulated. \* \* \* On the other hand the companies to be regulated will find it to their lasting interest to furnish full information upon which a just regulation can be based." See also *State of Nebraska vs. Adams Express Co.*, 122 N. W. Rep. 691.

It is self-evident that an express company is entitled to a reasonable and fair remuneration for the service it performs and being a public utility the state has a right to determine what is a fair and reasonable remuneration. There are two theories for fixing a basis for this fair and reasonable remuneration; one is that it is entitled to reasonable earnings on the fair value of the property necessarily used in the business of transportation, this being the principle adopted by the courts for the regulation of railroad rates. The other is that it is entitled to reasonable compensation for the service performed in each of its transactions. In the latter case the logical bases for determining the question of entire earnings is the volume of business done by the company. A full disclosure of the business of the express company is necessary in either case, for the reason that this Commission can only fix intrastate rates. Neither interstate nor intrastate rates ought to be permitted to bear the burdens of the other. An express company will not be permitted to do an intrastate business at a loss and make up the deficiency by its interstate rates, and *vice versa*.

The condition of the express companies involved in this controversy is shown by the figures contained in the petition filed by the attorney general on behalf of the state. From these figures it will be observed that:

The Wells Fargo & Company Express is a corporation organized in the state of Colorado in 1866, with a capital stock of \$8,000,000. We understand this capital stock was increased by \$16,000,000, now making the total capitalization \$24,000,000, and a 100 per cent extra cash dividend paid in 1909.

The Pacific Express Company is a Nebraska corporation organized in 1879, with a capital stock of \$6,000,000. This stock was issued to three railroads that still own it, as follows:

Missouri Pacific .....	\$2,400,000
Union Pacific .....	2,400,000
Wabash .....	1,200,000

It is not contended that this stock had any basis of investment. The sole consideration for the issuance of this stock was its right to do business on said railroads.

The Great Northern Express Company is owned by the Great Northern Railway Company and capitalized at \$1,000,000. This capitalization evidently does not represent investment, but simply *privilege*. It is worth mentioning here that this privilege has been valuable to the stockholders of the Great Northern Railway Company. Its reports show that it paid in dividends:

for the year ending June 30, 1909, 50 per cent.....	\$500,000
for the year ending June 30, 1910, 70 per cent.....	700,000

upon the above capitalization.

All the other companies are joint stock associations. Their capitalization is divided into shares which, for the purpose of bookkeeping only, have a par value of \$100 each; the Adams Express Company having 120,000 shares, the American Express Company 180,000 shares, and the United States Express Company 100,000 shares.

We content ourselves with a quotation from Commissioner Prouty's opinion in the Kindel case, *supra*, after a full discussion as to the capitalization of all these companies:

"We have no evidence as to what money was ever put into these enterprises, but in the very nature of things this capital stock cannot have represented cash originally. If so, that money must have been used for some other purpose than providing means with which to transact an express business. We are not, therefore, assisted in our examination into the reasonableness of these rates by inquiring whether these defendants are earning a just return upon their capitalization."

The reports made by these express companies show the accumulation of a vast amount of property. This accumulation has evidently been made out of earnings in a series of years. During the years of accumulation of the surplus the record shows the payment of large dividends.

Property owned by these companies in excess of property sufficient for the reasonable needs of the conduct of their business as express companies is not important, except as it shows larger earnings. The fact that large accumulations have been made in the past does not necessarily prove that they are making large earnings now. It is obvious that upon the theory that reasonable earnings are to be based upon the value of the property necessarily needed to transact the business it is necessary to know the value of this property as a whole and the value of the particular property used in Iowa.

The following figures are compiled from express reports filed in accordance with law.

#### ADAMS EXPRESS COMPANY.

Personal property owned outside of the state, chattels.....	\$2,445,567.00
Personal property owned in the state of Iowa.....	10,555.00
It owns real estate outside of Iowa to the value of.....	5,233,728.65

but it does not appear whether this real estate is investment or used in the conduct of its business.

#### AMERICAN EXPRESS COMPANY.

Personal property owned and used in Iowa.....	\$ 22,537.83
Personal property outside of Iowa.....	2,260,483.13
Real estate owned in Iowa.....	7,000.00
Real estate owned outside of Iowa.....	2,293,416.80

It will thus be observed that it owns property in Iowa..... 29,537.83

#### PACIFIC EXPRESS COMPANY.

Property of all kinds owned in Iowa.....	\$ 3,662.42
Real estate owned outside of Iowa.....	234,842.71

It does not appear, however, how much, if any, of this real estate is used in the business, nor what personal property it owns outside of Iowa.

#### UNITED STATES EXPRESS COMPANY.

Total personal property owned in Iowa.....	\$18,851.00
Total real estate owned in Iowa.....	14,000.00

Aggregating.....	\$22,851.00
Property of all kinds owned outside of Iowa.....	\$8,308,600.72

It does not appear how much of this property is necessarily used in the business.

#### WELLS, FARGO AND COMPANY.

Personal property owned in Iowa.....	\$60,600.82
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No further information on the subject can be gathered from this report.

#### GREAT NORTHERN EXPRESS COMPANY.

Cost of real estate used in operation, Iowa.....	None
Cost of real estate used in operation, entire line.....	\$ 3,381.67
Cost of buildings and fixtures used in operation, Iowa.....	None
Cost of buildings and fixtures used in operation, entire line.....	3.00
Cost of equipment used in operation, Iowa.....	2,071.57
Cost of equipment used in operation, entire line.....	86,634.22

It ought to be mentioned in connection with the above statement that a reasonable amount of capital is necessary to the conduct of the business and ought to be considered in the question of earnings, if the above is a proper basis for such consideration.

These figures show but little, if any, information which is of value in determining this question. For instance, the Adams Express Company, which operates upon the entire system of the Chicago, Burlington & Quincy Railroad only owns personal property in Iowa to the value of \$10,555. This furnishes no reasonable basis for earnings. Unlike a railroad company, it might go out of business in Iowa tomorrow without the loss of a dollar. Indeed, it might transact its entire business within this state without any investment whatever, by hiring its entire facilities.

It will be interesting to observe that the Executive Council of the State of Iowa assesses this same company for purposes of taxation, at \$79,477.06; the American Express Company at \$109,658.60; the United States Express Company at \$71,395.45; Wells-Fargo & Company at \$98,616.68; the Great Northern Express Company at \$2,724.75; and the Pacific Express Company at \$6,226.80. Property for purposes of taxation is assessed at one-fourth of its value.

What method was used by the Executive Council in arriving at the basis of assessment does not appear.

Again using the language of Commissioner Prouty in the Kindel case, *supra*:

"There is no real relation between the value of the property and the service performed, nor in the case of these companies between their capital stock and just earnings."

"The fundamental question is, however, still the same, and is, What ought these defendants to be fairly allowed for the public service which they perform? To answer this we must know the character of that business, the capital required for its conduct, the hazard involved, and especially, in passing upon present rates, the profits which these companies are making from those rates. \* \* \*

"Apparently this business is not one which involves the possession or use of any large amount of capital. There is no similarity between the express business and railroad business in this respect. These companies might go out of business today with a comparatively small property loss, while the loss to a railroad which discontinues operations would be substantially the entire investment."

In this connection it is well to notice that complainant strenuously contends that the basis of all calculations as to the reasonableness of express rates "must be the fair value of the property being used by it for the convenience of the public," which is the rule laid down in

*Smythe vs. Ames*, 169 U. S. 454. The language of Commissioner Prouty, before quoted, however, furnishes the key to a clear legal distinction between the proper rules to be applied to express rates and freight rates.

A railway corporation maintains a highway under legislative sanction, requiring the use of a large amount of facilities whose value can be determined. The methods for determining this value, laid down in that case, are not applicable to express companies in any feature. The language of the opinion in express terms is limited to railroads. This distinction is still more clearly presented in *Cotting vs. Kansas City Stock Yards*, 183 U. S. 79, in which Justice Brewer uses the following language:

"We add that the state's regulation of his charges is not to be measured by the aggregate of his profits, determined by the volume of business, but by the question whether any particular charge to an individual dealing with him is, considering the service rendered, an unreasonable exaction. In other words, if he has a thousand transactions a day and his charges in each are but a reasonable compensation for the benefit received by the party dealing with him, such charges do not become unreasonable because by reason of the multitude the aggregate of his profits is large. The question is not how much he makes out of his volume of business, but whether in each particular transaction the charge is an unreasonable exaction for the services rendered. He has a right to do business. He has a right to charge for each separate service that which is reasonable compensation therefor, and the legislature may not deny him such reasonable compensation, and may not interfere simply because out of the multitude of his transactions the amount of his profits is large."

There is no conflict between this case and the case of *Smythe vs. Ames*, for the reason that the distinction between railroad companies and corporations like express companies is made clear.

It is not difficult to determine the percentage of profit which each company makes on its capitalization by showing the relation of net earnings to so-called capital. It is difficult, however, to determine the percentage of net earnings to the value of the property actually and necessarily used in the conduct of the express business, for the reason that the reports do not enable us to determine the value of this property. In the first place, the value of the real estate owned by express companies and used solely in the conduct of the business, as distinguished from investment, does not appear. It is true that estimates might be made based upon a reasonable rental value of this real estate, as for instance, 5 per cent, or some other per cent. This would, however, be unsatisfactory. Again, net earnings of an express company depend to a large extent upon the contracts which it makes with the railroad company.

Again, to quote from the opinion of Commissioner Prouty in the *Kindel* case:

"Such contracts are entirely between the parties themselves. They are not in the nature of fixed charges, because they are not fixed. They move upon a sliding scale dependent entirely upon the rate. And it would be against the highest public policy to permit rates to be controlled by such contracts because such practice must inevitably tend to promote the increase of rates on express service. The railroads could, through such contracts, control the rates to be fixed by the express companies, and it would be to their interest always to increase rates so long as the traffic would move thereon, for thereby their portion of the receipts under the contract would be increased."

In *Reynolds v. Southern Express Company*, 131 U. S. 536, Commissioner Clements said:

"and the authority of the Commission to prescribe a reasonable rate when invoked in a proper case is not restricted by the terms of any agreement between the express company and the railroad company."

In *State of Nebraska v. Adams Express Co.*, *supra*, the Supreme Court of Nebraska held that, without proof, the reasonableness of the percentage paid by the express company to the railroad company was not established. The court further says:

"The public is entitled to have its commodities carried at fair rates and cannot be subjected to excessive charges by any arrangement between the railroad and the express company. If a railroad farms out the express business it must be on terms that will enable the express carrier to operate at a profit without imposing excessive charges upon its patrons. Any contract which will not permit this to be done, whether it be the result of competitive bidding or not, is void in so far as it affects the rights of the public."

The community of interest between express companies and between express companies and railroads is, in this connection, an interesting phase of the problem. It appears that the Adams Express Company owns \$100,000 par value in the American Express Company, \$650,000 in the Southern Express Company, and \$906,000 in the United States Express Company; that the American Express Company owns the National Express Company entirely and \$1,000,000 in the United States; that the Southern Express Company owns \$111,800 in the Adams Express Company, \$118,500 in the American Express Company and \$70,000 in the United States Express Company; and that the United States Express Co. owns \$51,200 in Wells Fargo & Company.

"E. H. Harriman, who dominated the Union Pacific Railroad and was owner of 40 per cent of the Pacific Express Company, was, at the time of his death, chairman of the board of directors of Wells, Fargo & Company Express, probably the most influential of all the express companies."

On the other hand, it appears that the express companies own approximately \$35,000,000 of stock or interest in railroad companies. The Adams Express Company appears to own nearly \$15,000,000 of their securities; the American a like amount; the United States over three million and a half; and Wells, Fargo & Company over a million. As before suggested, the capital stock of the Pacific Express Company is all owned by three railroads. The reports of the express companies show that they are large owners of railroad stocks. Such a community of interest ought to subject the contracts between them to the closest scrutiny, and such contracts ought not in themselves, to be considered important factors in rate making. If such a theory were tenable there would scarcely be a limit to the power of railroad companies to increase express rates.

Still further, such figures eliminate entirely the question of management. It is in proof that some of these express companies have increased their business very largely by management, and to eliminate this factor would be unfair to both the people and the express companies. Because

a mammoth business like Marshall Field & Company makes large profits it is not necessarily proved that the profit on each transaction is in itself unconscionable.

The complainant contends that the Adams Express Company shows a percentage of net profit for one year on the value of equipment of 130 per cent; the Great Northern Express Company 1025 per cent; the American Express Company 122 per cent, etc., but we have seen that the value of equipment, alone, bears no relation to the subject of rates.

In establishing a reasonable schedule of express rates for the State of Iowa, it is of importance to know what express earnings are within the state, if it can be determined. Some of the express companies, by elaborate compilations, have attempted to convey information upon that subject. For instance, the Wells, Fargo & Co. Express furnished such information for the month of August, 1909, as follows:

Earnings, exclusive of express and money orders.....	\$21,738.43	
Paid for transportation privileges.....		\$11,606.32
Maintenance of equipment.....		641.20
Traffic expenses based on percentage.....		134.63
Transportation expenses, including salaries of superintendent, route agent, general manager, loss or damage, stationery, etc., based on percentage.....		2,413.76
General expense, based on percentage.....		612.51
Terminal expenses.....		7,752.84
Taxes.....		165.00
Aggregating.....	\$23,027.76	
showing an actual loss for the month of August of \$812.02.		

This method of computation did not include any earnings on business originating outside of the state of Iowa and terminating within the state, nor on business originating in Iowa and terminating outside of the state, nor for overhead business, i. e.: business passing through Iowa with its terminals outside of Iowa.

To illustrate: It appeared upon this theory that nothing is included as earnings in Iowa on a shipment by express from Moline, Illinois, to Omaha, Neb.

It appears that by the same method of computation, the company is doing business at a loss in Indiana, Minnesota, Missouri, possibly a small profit in Nebraska, and either a loss or a very small profit in every state in which it is doing business.

The most casual examination of this method of figuring will show that it conveys but little valuable information for the purpose of rate-making. It fails to include the principal parts of the business transacted in Iowa, and the defect is not cured by saying that no part of the terminal expenses of this interstate business is charged against the Iowa earnings. Even if the above method included all the proper elements, even then the length of time is not sufficient to enable the Commission to form a correct opinion as to state earnings.

More elaborate figures were submitted by the United States Express Company and for a longer period. It is worthy of remark that this company appears to be the least profitable of any of the express companies.

In this exhibit of figures it was sought by the percentage method to determine the terminal expense and attach it to interstate transactions that originated and terminated in Iowa. No attempt was made to include the overhead business in any way. These figures show that the United States Express Company appeared to be doing business at a loss in the state of Iowa. The inherent defects in this method of computation are apparent and it will serve no good purpose to here reproduce the figures presented.

It is claimed by all express companies that it would be enormously expensive to separate intrastate from interstate business, showing all necessary and material details. This is conceded, but it only emphasizes the fact that we are without information upon the subject which is of any practical value.

The foregoing observations lead us to a conclusion of the soundness of the reasoning of Commissioner Prouty in the Kindel case, *supra*; that there is no real relation between the value of the property used by these express companies in the conduct of their business and the service performed; nor in the case of these companies between their capital stock and just earnings; that the equipment used in a particular state furnishes no rate-making basis in such state; and we add that we have no satisfactory information as to intrastate earnings, as distinguished from entire earnings, to warrant us in basing intrastate rates on intrastate earnings.

Before proceeding with further discussion it will be well to notice the argument of complainants to the effect that express rates ought to be lowered for the purpose of increasing express business, and the express companies would be compensated for such lowering of rates by a great enlargement of their business.

We are not enamoured with the argument of increasing the express business under present conditions and without limitations. Commissioner Prouty, in the case so often quoted, very justly says:

"The defendants are undoubtedly correct in saying that express rates ought not to be too low, or, more properly, that they ought not to be too low with reference to the freight rate. They ought not to attract to the express service business which can be properly handled and more cheaply handled by freight. When a reasonable freight rate has once been established, the express rate in many instances ought, without doubt, to be fixed with some reference to it."

The province of legitimate freight business ought not to be invaded by the express business. The line of demarcation and limitation between the two ought to be kept clear and distinct. It is within common knowledge that the express business, as now conducted, delays and hinders passenger service. It is frequently the cause of late trains and the missing of important connections. To reduce express rates to a point where business would be congested by an influx of what is properly a freight business, would be a calamitous inconvenience to the traveling public.

Mark this: we are alluding to conditions as they now exist. The present conditions render it an easy step to the observation that it is

doubtful as to whether or not express companies have not outlived their usefulness and are not an unnecessary burden upon the business world.

The most expensive element in express is transportation by railroads. At comparatively small expense railroads could possess themselves of additional equipment necessary to conduct a fast freight and express business. Under such circumstances an increase of fast freight and express business would be a boon to the business world without inconvenience to the traveler. This thought is well illustrated by the Great Northern Express Company, which is wholly owned by the Great Northern Railway Company. It appears from the records that the entire equipment which it was necessary to add to its equipment as a railroad required an expense of only \$80,634.22. The net earnings of this company of about \$724,000 in the last year, went to the stockholders, where legitimate earnings of a railroad ought to go.

It should be said that the Great Northern Express Company operates over a very short distance in Iowa. Its principal business is interstate. It has but one important terminal in this state. It has no overhead business, and the purely intrastate business contributes but a very small proportion to the large earnings of the company. It should also be said that these earnings of 72 per cent on a capitalization of a million dollars are of little value for comparative purposes. The company might as well have been capitalized for six millions, as was the Pacific, and thus reduce the dividend to 12 per cent; or at ten millions, as the United States is capitalized, thus reducing the dividend to 7.2 per cent. It might very well have reduced the percentage still further by making a contract with itself of 55 per cent of the gross receipts for transportation, that being the sum paid by the Wells-Fargo company on the Illinois Central and Milwaukee roads, instead of 40 per cent.

We have no information as to what percentage is fair and reasonable for this transportation privilege. It is exceedingly doubtful, however, whether 40 per cent is a reasonable percentage. It was made to appear on the trial of the Kindel case to the satisfaction of the Interstate Commerce Commission, by elaborate computations made by the Santa Fe railroad, that an average of 50 per cent for the transportation privilege furnished to the railroad company the lowest remuneration of any of its different classes of business.

The above circumstances justify us in the conclusion that the Great Northern Express Company is simply a well-oiled method of procuring additional remuneration for service which has already been paid for.

We are informed that the Chicago, Milwaukee & St. Paul and Chicago, Milwaukee & Puget Sound Railways have a fast, through freight service from St. Paul to Seattle, on a schedule substantially equaling the passenger schedule over that line.

It appears to us that this is the beginning of a more economical fast freight and express business in this country.

We are not unmindful of the many difficulties that lie in the pathway of carrying out this theory, but we do not believe they are insurmountable. However, we are compelled to deal with facts rather than theories, and we must take express companies as they are.

The other theory of express rate-making to which we have adverted is that an express rate ought to be a fair and reasonable remuneration for the service actually performed. The logical beginning of this theory is with each transaction, and the ending with the aggregate business done. In each case the net revenue is found by deducting the entire expense from the net earnings. It is the custom of express companies to find these net earnings in the manner above described and to apportion in the shape of so-called dividends to the capital stock or shares above described.

The dividend rates of the companies appear to be as follows:

United States Express Company.....	5.6 per cent.
Wells-Fargo & Co. ....	10 " "
American Express Company.....	12 " "
Pacific Express Company.....	6 " "
Adams Express Company.....	8 " "

It will be borne in mind that in addition to these dividends large surpluses have been accumulated, save as to the Great Northern Express Company, which, in the year 1909, paid a dividend of 50 per cent on its so-called capitalization, and in 1910, 70 per cent.

It will be apparent that these earnings are unconscionable for a public utility. The question for us to determine, so far as we can, is how and in what manner they were made and what relation the earnings properly credited to Iowa bear to the entire earnings, and what power we have in the premises.

To determine what is a fair remuneration for a particular service or for the aggregate service of a company, it is necessary to consider how express rates are now made.

There are several classes of rates, first, what are termed general merchandise rates; second, general specials; third, commodity rates; etc., etc. The so-called graduated scale, controlling the rates applying on packages weighing less than one hundred pounds, is based upon the general merchandise rates. This graduated scale seems to be an arbitrary one, and is without any mathematical or scientific basis. At present we speak only of general merchandise rates. General merchandise express rates are supposed and ought to be based on freight rates. The relation between general merchandise rates and freight rates is not a fixed one. It is ordinarily supposed to be about three times the first class freight rate, but it varies under different conditions from  $2\frac{1}{2}$  to  $5\frac{1}{2}$  times a freight rate. For instance: The American Express rate from Chicago to Omaha for a distance of 5 miles is 400 per cent of the first class freight rate; for the distance of 15 miles 333 per cent; 70 miles 290 per cent; 100 miles 280 per cent; and substantially the same percentage for the remaining distances.

The two most important factors are distance, which affects the transportation companies, and expense of doing business, which includes terminal expense, general expense, express agents, etc. As terminal expense is the principal item of the latter we speak of it as though it included the whole.

Terminal expense is not affected by distance. It is substantially the same, whether the package is transported from New York to San Francisco, or from Colfax to Des Moines. It is not as important in express rate-making as in freight rate-making, yet it is important in the item of transportation charges and it is self-evident that the profits of an express company, after paying the terminal expenses, are measured by its contractual proportion of transportation charges, and the greater the distance the greater the profit. It is clear that subject to certain limitations it makes a greater profit on the long haul than on the short haul. This profit increases greatly with interstate traffic. It must be remembered however, that Iowa is in the path of the long haul and contributes to interstate earnings, although the proportion of such contribution cannot be determined with accuracy. It has been contended that this contribution can be determined by a mileage basis. This theory is fallacious on account of the difference in conditions. Some states contribute a vastly greater amount of business than other states.

If the item of terminal expense could be determined with accuracy, the problem would be very greatly simplified, but it is complicated with the long and short hauls in actual practice. Figures have been presented, attempting to fix this item accurately, but they are unsatisfactory. It is evident, however, that it should be charged but once in any transaction, whether the shipment is by one express company or by more than one company.

The element of distance does not enter into the cost of the terminal service. On the other hand, the cost of transportation by rail increases in proportion to a distance. The average haul in the United States was testified to be about 200 miles, and the average haul in Iowa from 40 to 50 miles. This testimony, however, was only a conjecture and not based upon accurate figures. The average weight of express packages in the United States was claimed to be 40 pounds, yet it appeared that the evidence before the Illinois Commission showed it to be 31 pounds, while the average weight in Iowa is said to be 25 pounds. This testimony, however, is of little value for purposes of accuracy.

It does not appear that the element of distance is of commanding importance in regulating Iowa express rates, providing terminal expenses are fairly provided for, yet the element of distance must always be carefully considered because it is the basis of the transportation service and express rates should bear a reasonable relation to freight rates.

If, in determining what is a reasonable express rate for Iowa, we must adopt the principle as stated in *Cotting vs. Kansas City Stock Yards*, supra, that "the state's regulation of charges is to be determined by the question whether any particular charge to an individual dealing with him is, considering the service rendered, an unreasonable exaction," we are still met by difficulties. While we believe the principle thus enunciated to be sound, yet we must remember that in that case the subject was a reasonable charge for wharfage, and it may well be said that in such a case "volume of business" is not a proper element to be considered. In express business it is impossible to eliminate volume of business entirely from the problem.

Commissioner Prouty, in the Kindel case, supra, adopts the same rule, and in applying it to express business correctly states that "we must know the character of that business, the capital required for its conduct, the hazard involved, and especially, in passing upon present rates, the profits which these companies are making from those rates."

As a public service corporation an express company is bound to perform service for a reasonable remuneration. "Volume of business" bears a close relation to every element of the express business. It affects the terminal expense. The lowest terminal expense is reached when every instrumentality of the express business, i. e.; men, horses, wagons, capital, etc., is fully and economically occupied at its maximum efficiency. A messenger can care for a car filled to its capacity as well as though it were only one-fourth filled. Stations must exist where the time of the agent and express instrumentalities are not fully occupied, and such conditions increase the terminal expense which is properly attachable to each particular transaction.

Mismanagement, waste, extravagance in salaries and other expenditures also enter into the problem of terminal expense, which is increased or diminished by volume of business, and all of these elements are in their nature uncertain. Lack of information is also a serious difficulty in determining the problem of the reasonableness of a remuneration for a specific service. In a last analysis certainty can only be reached by arriving at net earnings as a whole upon business which is properly express, and in this analysis the question as to whether mismanagement, waste, extravagance in salaries and other expenditures exist is entirely unknown.

We are substantially limited in our inquiry to a few certainties, among them:

1. It clearly appears that express companies doing business in Iowa are making an excessive and unconscionable profit on the value of the property which they own and use in Iowa.
2. They are making an excessive profit on the value of their entire property which is necessarily used in the express business.
3. The net profits made by these express companies and each of them are excessive and unconscionable, as public service corporations.
4. The state of Iowa must, of necessity, contribute its fair reasonable proportion of these excessive profits. What that contribution is this Commission must determine as best it can upon the evidence introduced.
5. It clearly appears that there are many discriminations in the express business.

It is claimed that there are inherent defects in the present method of making express rates. While there may be merit in this claim, yet we do not believe it wise for a single state like our own to attempt to reconstruct and revolutionize the system. It is our opinion that the interests of this state would be best subserved by keeping in the line of progress with other states, remembering that a large number of states are at this time conscientiously working on express problems.

With this thought in view we make some comparisons of our merchandise rates based upon one hundred pounds, with those of other states. Tables of comparisons have been furnished us, showing rates in England, Germany and France. We cannot attach importance to them because we have not been advised of actual conditions in those countries.

It appears that upon certain distances, low rates prevail in Texas and Virginia. It further appears that for a distance of one hundred miles rates are considerably lower in Oklahoma than in our own state, but for greater distances they are much higher. It also appears that there is a very low rate in New Hampshire. This rate is not a fair basis for comparison because it is shown by the evidence that express companies pay only 30 per cent of the gross receipts for transportation privileges while in Iowa they pay from 50 to 57½ per cent. For our purposes we make comparisons with the rate from Chicago east; in Indiana, Illinois, Minnesota, Missouri and Nebraska. It ought to be said in this connection that the rates in Nebraska have been sustained by the Supreme Court; that the Missouri and Illinois rates have both been enjoined and are now before the courts.

The following table shows a comparison between the present Iowa merchandise express rate and the rates of different states:

Miles	(a)		CHICAGO EAST	INDIANA	(a)		NEBRASKA	(a)	ILLINOIS	(a)	MINNESOTA
	Effective	Proposed by Complaintant			Effective	Enjoined					
10	40	60	50	35	40	30	37½	40	40	40	
25	45	70	50	35	40	40	37½	40	40	40	
35	50	80	50	40	40	40	37½	50	45	45	
40	55	80	50	40	45	40	37½	50	45	45	
50	60	60	50	40	50	40	37½	50	50	50	
65	65	75	50	50	55	50	50½	60	65	65	
80	70	75	50	70	65	60	75	60	60	60	
105	75	80	75	90	80	75	93½	75	65	65	
135	90	80	100	90	100	75	93½	90	85	85	
155	100	80	100	100	110	100	112½	100	95	95	
180	110	80	125	100	120	100	119½	100	100	100	
190	115	80	125	100	125	100	119½	100	110	110	
240	125	90	125	125	140	125	131½	110	125	125	
255	140	90	150	150	145	125	150	125	130	130	
400	150	100	175	185	200	150	206½	160	170	170	
450	---	125	175	185	210	150	243½	175	---	---	
500	---	125	175	---	220	160	262½	175	---	---	

a. Under state control.  
b. Rates in litigation.

These comparisons are not accurate in all respects because the "mileage break" differs in different states.

A careful study of this table discloses the fact that different conditions in different states have had their influence in moulding the rates. Length of haul, amount of traffic, nearness to great distributing centers, etc., have undoubtedly been potent factors in their making. The true significance of these comparisons, however, for our purposes, is that the table clearly shows that Iowa is contributing its reasonable proportion to the earnings of express companies. We do not forget the fact that the long hauls and interstate business furnish a greater percentage of these earnings than the short hauls and the intrastate business; but we cannot get away from the conclusion that interstate business is wholly made up of business originating, terminating or passing through different states; that each state is a factor in the interstate problem; and we cannot lose sight of Iowa's contribution to the swelling of net earnings.

In the absence of accurate information properly separating intrastate business from interstate business, it is a consideration of great importance.

Fully realizing the importance of this investigation, and the fact that it is scarcely within the range of possibility to frame a schedule of express rates which would be entirely satisfactory to everybody, we have prepared for adoption and promulgation a maximum schedule of merchandise express rates, and a graduated scale of proportional charges on packages of less than 100 pounds in weight, which we deem to be fair and reasonable as between the shipper and the express company.

We profoundly appreciate the boon of express service to the business world and we would not knowingly refuse ample remuneration to express companies for the service which they perform, nor can we consent that an express company require "its patrons to pay unjust prices for the services rendered in order to permit it to pay large returns upon a fictitious capital."

In accordance with the views herein expressed, after having given due consideration to the evidence and arguments of counsel, and being fully advised in the premises,

IT IS HEREBY ORDERED, fixed and established that the maximum schedule of express rates attached hereto and marked "Exhibit A," and hereafter to be known as "Express Order No. 2. Schedule of Reasonable Maximum Charges of Rates for transporting property, money, parcels, merchandise, packages, and other things by express companies from point to point within the state of Iowa, prepared and made by the Board of Railroad Commissioners of the State of Iowa, as prescribed by amended section 2165 of the Code," be and the same is hereby approved, fixed, established and made a schedule of maximum rates and charges for the use and government of all express companies operating in the State of Iowa between points and stations within said state, to be dated December 21, 1910, effective March 30, 1911.

## JOINT RATES.

Under the statute heretofore mentioned, it is the duty of the Commission.

"to fix and establish reasonable, fair and just rates of charges, including a schedule of maximum joint rates for merchandise, packages, and other things to be charged for and received by each express company or carriers by express, separately or conjointly."

After due consideration the Commission finds that 80 per cent of the sum of the local charges of each express company is a reasonable, fair and just schedule of maximum joint rates for each kind or class of property, money, parcels, merchandise, packages, and other things carried by two or more express companies or carriers within the State of Iowa. This finding shall be attached to and made a part of Exhibit A hereto attached, being known as Express Joint Rate Order.

The above finding disposes of the case of *E. B. Higley Company vs. Express Companies*, in which the complainant asks for a specific joint rate and which case was consolidated with the case at bar.

It is further ordered that every express company doing business and operating within the State of Iowa is hereby required to put said rates into effect in the State of Iowa on or before the 30th day of March, 1911.

## GENERAL SPECIALS.

The complainants also ask that certain articles now shipped as general merchandise be included in the list of general specials and carried at the general special rate, which list is as follows:

Apicultural implement parts.  
Castings.  
Chickens, newly hatched, in pasteboard or wooden boxes.  
Flowers, natural, cut.  
Ice cream.  
Paper boxes, K. D. flat.  
Patterns for castings, boxed or created.  
Vehicle parts, N. O. S.

It appears to the Commission, after due consideration, that the complainants' request is reasonable and ought to be granted, except as to the items, "chickens, newly hatched, in paste board or wooden boxes" and "flowers, natural, cut."

It is clear that the last above mentioned articles are exceedingly frail and hazardous and require an unusual amount of care in handling, both in transportation and at terminals, and we see no good reason why they should be included as general specials; therefore the Board refuses said request. As to the other items above mentioned, the application is granted and they are hereby included in the list of general specials to take the general special rate.

## CLASSIFICATION.

The complainants also ask that this Commission either promulgate an express classification of its own or make certain changes in the Official Classification established by and for express companies at the present

time, including certain changes in rules adopted by express companies for the conduct of their business.

We have not the time, nor do we deem it wise in connection with these findings and conclusions to grant complainants' request. We will, however, make provision in the order hereafter to be promulgated on the subject of express rates so that said subject can be taken up at a future time, if deemed advisable, and such further orders be made on the subject of classification and rules as to the Commission, may seem proper.

The Official Express Classification No. 20, issued by and for the various express companies, August 15, 1910, effective October 1, 1910, with Supplement 4 thereto, together with exceptions made by express companies to said Official Classification No. 20 and Supplement thereto, now effective; also terminal and switching charges made by the various express companies and now in effect; also the commodity rates issued by said express companies and now in effect in Iowa; insofar as said publications are not in conflict with any order or ruling made by this Board herein; are hereby adopted and made a part of this order, and said Classification No. 20, with Supplement 4 thereto, and all other rates and rulings enumerated above, shall remain in effect unless subsequent issues shall be first approved by this Board, or until this Commission orders changes made therein.

It is further ordered by the Commission that each of the express companies doing business in the State of Iowa is hereby required to keep at each station or office where it does business in this state, in some conspicuous place, in charge of its agent, all their tariffs and rates of charges, together with the classification affecting rates between stations in the State of Iowa for the inspection and use of the public, during business hours. Each company shall post in the office where the business is done and in a conspicuous place a notice stating where such schedule may be inspected.

It is further ordered, adjudged and decreed by the Commission, that the several express companies shall make use of the schedule marked "Exhibit A" and attached to this order and known as "Express Order No. 2," as hereafter more particularly described, prepared by the Iowa Board of Railroad Commissioners, showing the maximum merchandise rate per 100 pounds for the transportation of merchandise on intrastate shipments, between points in Iowa, forwarded by one express company over one line of railroad or a system of railroads under one ownership, management or control; said "Exhibit A" also to contain table of maximum graduated charges in cents for packages weighing less than 100 pounds on intrastate shipments between points in Iowa, governed by the schedule of merchandise rates as fixed by this Board herein; said Exhibit A also to contain such further rules and orders as adopted and promulgated by the Board in this order.

Many specific complaints in regard to express rates were made to the Commission during the progress of this hearing. The findings and order of the Commission in this case substantially dispose of a large portion of them.



In order to properly save the rights of all such parties, however, the application in each case which is not specifically covered by this finding and order, is dismissed without prejudice.

Any express rates now in effect which are lower than those promulgated in this order are hereby continued in effect until such time as the rates may be changed by order of this commission.

The Commission hereby reserves jurisdiction over the parties, the rates, rules and practices not specifically set forth in this order for the purpose of entering any further or additional order or orders from time to time as may seem necessary and proper.

#### EXHIBIT "A."

A schedule of reasonable maximum charges of rates for transporting property, money, parcels, merchandise, packages and other things by express companies between points wholly within the state of Iowa, prepared and made by the Board of Railroad Commissioners of the State of Iowa, as provided by law.

Effective March 30, 1911.

Order of the Commission.

#### Merchandise Tariff.

Maximum Express Rates on Intrastate Shipments Between Points in Iowa.

Forwarded by one express company, over one line of railroad or a system of railroads under one ownership, management or control.

Miles	Rates in cents per 100 lbs.	Miles	Rates in cents per 100 lbs.
33	40	115	90
36	45	120	95
40	50	135	100
53	55	230	105
60	60	240	115
83	65	280	120
93	70	300	145
110	75	400	150
120	85		

#### RULES.

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

2. Existing rates now in effect which are lower than the rates published in this schedule are to be continued in effect until changed by the Commission.

3. Shipments carried over two or more lines of railroad operated by one express company will be subject to the above rates figured on continuous mileage plus ten (10) cents per one hundred (100) pounds, but not to exceed one dollar and fifty cents (\$1.50) per one hundred pounds.

4. The charge on a shipment of merchandise or other commodity, carried by two or more express companies within this state, shall be eighty (80) per cent of the sum of the local charges for the distance each express company carries the shipment.

5. The application of this tariff is to be governed by the current express classification as per the following order:

The Official Express Classification No. 20, issued by and for the various express companies August 15, 1910, effective October 1, 1910, with Supplement 4 thereto, together with exceptions made by express companies to said Official Classification No. 20, and supplement thereto, now effective; also terminal and switching charges made by the various express companies and now in effect; also the commodity rates issued by said express companies and now in effect in Iowa; insofar as said publications are not in conflict with any order or ruling made by this Board herein; are hereby adopted and made a part of this order, and said Classification No. 20, with Supplement 4 thereto, and all other rates and rulings enumerated above, shall remain in effect unless subsequent issues shall be first approved by this Board, or until this Commission orders changes made therein.

Amendment to Official Classification No. 20.

#### GENERAL SPECIALS.

Page 16—Items 3 to 58 inclusive,

Page 17—Items 1 to 42 inclusive,

Include:

Agricultural implement parts,

Castings,

Ice Cream,

Paper boxes, K. D. flat,

Patterns for castings, boxed or crated,

Vehicle parts, N. O. S.

Page 21—Item 5, Official Express Classification No. 20, Effective Feb. 15, 1910.

"Organs and Piano Players."

The minimum charge provided for shall not apply to shipments of organs within the State of Iowa.

#### TABLE OF MAXIMUM GRADUATED CHARGES—in cents.

For packages weighing less than 100 pounds, on intrastate shipments between points in Iowa.

When the merchandise per 100 pound rate between any two points is not given below, use the next higher rate to arrive at the graduate charge.

Packages Weighing	When Rate on Merchandise per 100 lbs. is									
	40	50	60	75	90	100	110	125	140	150
Not over 1 lb.....	30	30	30	30	30	30	35	35	35	35
Over 1 lb. not over 2 lbs....	30	30	30	30	30	30	35	35	35	35
Over 2 lbs. not over 3 lbs....	30	30	30	30	30	30	35	35	35	35
Over 3 lbs. not over 4 lbs....	30	30	30	35	35	35	35	35	35	35
Over 4 lbs. not over 5 lbs....	30	30	35	35	35	35	35	35	35	35
Over 5 lbs. not over 6 lbs....	30	35	35	35	35	35	35	35	35	35
Over 6 lbs. not over 7 lbs....	35	35	35	35	35	35	35	35	35	35
Over 7 lbs. not over 10 lbs....	35	35	35	35	35	35	40	45	45	45
Over 10 lbs. not over 15 lbs....	35	35	35	35	35	40	45	45	45	45
Over 15 lbs. not over 20 lbs....	35	35	35	35	40	45	45	45	45	45
Over 20 lbs. not over 25 lbs....	35	35	35	40	45	45	45	45	45	45
Over 25 lbs. not over 30 lbs....	35	35	35	40	45	45	45	45	45	45
Over 30 lbs. not over 35 lbs....	35	35	35	40	45	45	45	45	45	45
Over 35 lbs. not over 40 lbs....	35	35	40	45	45	45	45	45	45	45
Over 40 lbs. not over 45 lbs....	35	35	45	45	45	45	45	45	45	45
Over 45 lbs. not over 50 lbs....	35	40	45	45	45	45	45	45	45	45
Over 50 lbs. not over 55 lbs....	35	40	45	45	45	45	45	45	45	45
Over 55 lbs. not over 60 lbs....	35	40	45	45	45	45	45	45	45	45
Over 60 lbs. not over 65 lbs....	35	45	45	45	45	45	45	45	45	45
Over 65 lbs. not over 70 lbs....	35	45	45	45	45	45	45	45	45	45
Over 70 lbs. not over 75 lbs....	35	45	45	45	45	45	45	45	45	45
Over 75 lbs. not over 80 lbs....	40	50	60	70	85	95	105	115	125	130
Over 80 lbs. not over 85 lbs....	40	50	60	75	90	100	110	120	130	135
Over 85 lbs. not over 90 lbs....	40	50	60	75	90	100	110	125	135	145
Over 90 lbs. not over 95 lbs....	40	50	60	75	90	100	110	125	140	150
Over 95 lbs. not over 100 lbs....	40	50	60	75	90	100	110	125	140	150
Over 100 lbs., per 100 lbs.....	40	50	60	75	90	100	110	125	140	150

By order of the Commission dated at Des Moines, Iowa, this 31st day of December, A. D. 1910.

On the 29th day of March, A. D. 1911, the Board and the Attorney General were restrained from putting in force the above order, pending a hearing before the U. S. Circuit Court for the Southern District of Iowa upon petition of express companies for interlocutory injunction pending hearing of the case on its merits. Preliminary hearing was had in this case on the 28th and 29th days of August, 1911.

Judge Smith McPherson rendered his opinion denying a preliminary injunction and ordering the express companies to carry the order of the Board into effect on or before the first day of November, 1911.

The opinion of the court in this case makes so clear the questions involved, that it is herewith printed in full:

IN THE CIRCUIT COURT OF THE UNITED STATES SOUTHERN DISTRICT OF IOWA CENTRAL DIVISION.

WILLIAM M. BARRETT, AS PRESIDENT  
OF THE ADAMS EXPRESS COMPANY,  
*Complainant,*

vs.

DAVID J. PALMER, N. S. KETCHUM,  
CLIFFORD THORNE AND GEORGE COS-  
SON,  
*Defendants.*

JAMES C. FARGO, AS PRESIDENT OF  
THE AMERICAN EXPRESS COMPANY,  
*Complainant.*

vs.

DAVID J. PALMER, N. S. KETCHUM,  
CLIFFORD THORNE AND GEORGE COS-  
SON,  
*Defendants.*

*In Equity.*

CHAUNCEY H. CROSBY, AS VICE-PRESI-  
DENT OF THE UNITED STATES EX-  
PRESS COMPANY,  
*Complainant,*

vs.

DAVID J. PALMER, N. S. KETCHUM,  
CLIFFORD THORNE AND GEORGE COS-  
SON,  
*Defendants.*

WELLS FARGO & COMPANY,  
*Complainant,*

vs.

DAVID J. PALMER, N. S. KETCHUM,  
CLIFFORD THORNE AND GEORGE COS-  
SON,  
*Defendants.*

MR. N. T. GUERNSEY, *for complainant.*

MR. GEORGE COSSON, *Attorney General,* and MR. H. W. BYERS, *for defendants.*

OPINION.

SMITH MCPHERSON, JUDGE.

Each of four express companies, by bill in equity, seeks to enjoin the enforcement of Iowa rates upon express matters. The rates were fixed by what is known as Order No. 2, by the Iowa Railroad Commissioners, effective March 30, 1911. The contention is that the rates thus fixed are unreasonably low, and therefore unremunerative, confiscatory, and the taking of property by requiring a service without just compensation.

By state statute the Board was empowered to thus fix rates. The validity of such legislation and thus fixing rates, provided always that the rates thus fixed are reasonable, is beyond debate. This statement needs no

elaboration. Many propositions as to the fixing of rates and judicial inquiry with reference thereto, are so well settled that they need only be stated:

1. When rates are fixed by the legislature or a Board or Commission authorized to thus act by statute, such rates thus fixed are presumptively correct. Such presumption becomes stronger or weaker, according as to whether investigation was made, and whether the body fixing them acted fairly, giving both sides a hearing. Rates are sometimes fixed, when, by reason of a lack of fairness, and lack of investigation, such presumption of reasonableness is entitled to but little weight.

2. Courts cannot fix rates, but courts can and must, upon due application, pass upon the question of whether rates thus fixed are reasonable. Courts cannot avoid the determination of such applications, but, in the performance of duty, must pronounce upon the question as to whether such rates are reasonable or unreasonable.

3. The state of Iowa cannot, either by the legislature, or by any board, fix interstate rates. The state cannot fix rates that control interstate rates. Every state rate in some way or other, may have some bearing on interstate rates and every interstate rate may have some bearing on the state rates. But, in my opinion, this is not enough to invalidate the state rate fixed by the state, because it may be made to appear that in some one way or another, indirectly or remotely, it may have a bearing and effect upon interstate business. I gave this great question the consideration that in my opinion its importance deserved, in the so-called Missouri Railroad Rate Cases which appear under the title of *St. Louis & San Francisco R. R. Co. et al., vs. Hadley, Attorney General*, 168 Fed. Rep. 317-340. This question was most strongly presented in the Missouri cases, because of the tremendous commerce between the two cities of Saint Louis and Saint Joseph, the one-half of which was carried by a railroad wholly within the state of Missouri between the two cities, and the other half of such commerce between the two cities was carried by a railroad, partly within the state of Missouri, and partly within the state of Kansas. A like situation existed between Kansas City and Saint Joseph, and another like situation between Kansas City and the Joplin Mining District, between which places the commerce is very great. Even though the two cities between which the commerce is carried, are both within the one state, if the railroad company connecting the two cities, is partly within and partly without the state, then such railroad partly without the state is doing an interstate commerce business, although between the two cities, both of which are within the state. (*Hanley vs. R. R.*, 187 U. S. 617.)

I am aware that Judge Sanborn, Circuit Judge, in the cases known as the Minnesota Rate Cases (*Shepard vs. R. R.*, 184 Fed. Rep. 765), has held otherwise. The state of Minnesota, by reason of certain geographical phases, presents this question in a strong way, and somewhat differently from the phase of the question as presented in the Missouri case. But in principle, I can see no difference between the Minnesota and Missouri situation. Recognizing, as I do, that his opinion is clear and strong, I cannot bring my mind to the conclusion that he adopted, and still adhere to my views as expressed in the Missouri cases.

Undoubtedly, this great question will be decided soon by the Supreme Court of the United States, and further discussion by a trial judge of the question can serve no useful purpose. But, be this as it may, and solved eventually by the Supreme Court as it may be solved, the state of Iowa, by reason of its geographical position, in my judgment does not present this question in a way that leaves room for doubt. And therefore, because in some of the instances, the state rates may in a remote degree affect interstate business, it does not make the order of the Iowa Railroad Commissioners void.

It is true that with reference to the Adams Express Company this question, in a minor degree, is presented. For instance: It operates over the Burlington Railroad lines. Business between Clinton and Davenport, and between Clinton, Davenport and Burlington, and points to the west of Burlington, under the Hanley case may be interstate business, and indirectly, at least, the orders of the Railroad Board may affect such business. But to my mind, it is affected in such a minor degree that the order of the Railroad Board for that reason is not overthrown.

4. Books of either a railroad company or an express company, doing both a state and interstate business, should readily show and generally speaking they do show, the total receipts for the state business. Assuming that the rates of both the interstate business and the intrastate business are correctly given in evidence, a most difficult question remains, and that is, how to apportion the expenses between the state and interstate business. Statisticians do not agree. One class insists that the expenses should be apportioned, in the case of railroad business, proportionately between the passenger and ton mile, state and interstate. Others insist that these expenses should be apportioned according to revenue received. In the Missouri rate cases, above cited, I expressed the belief that the revenue theory is the only correct one. I believe that to be approximately correct, although no theory is mathematically correct in all instances. In my opinion, in the Missouri cases, I collected the authorities, respectfully insisting that there is a uniform line of holdings by all the courts of the country, state and national, and likewise by the Wisconsin Railroad Board, that gave this question exhaustive consideration, all in favor of the revenue theory. To the cases there cited can be added the case of *Love vs. R. R.*, 185 Fed. Rep. 321-330, by the Circuit Court of Appeals for this Circuit, and cases therein cited. These expenses must be apportioned in some way. Every person in the employ of a railroad company is engaged in work made necessary both by interstate and state business. This is true from the president of the company to the section hand. It is likewise true in the express business. The agent who receives a package destined to some other point within the state, the next minute receives a package destined to a point without the state. His salary is fixed. The combined receipts of the company must pay his salary, and in the ascertainment of rates, so much must be taken from state rates and so much from interstate, and the question is, how much shall be taken from each source?

But the evidence in these express cases presents another and new theory, unknown and unheard of in any other line of carrying business.

The expenses are apportioned according to the packages carried, which to my mind is a theory that can never be substantiated as coming anywhere near a fair division of the expenses, as between state and interstate business. Insofar as I am advised, such a theory has received the approval of no court, and in my opinion cannot be sustained by any statistician, and if allowed to prevail would work utter confusion. And the necessity for thus keeping the accounts, to my mind is not made to appear by any witness in this case. The only reason assigned by the express companies, is, that they have not attempted to report the same according to either the ton mile, or revenue.

There is an entire absence of showing that the classifications, state and interstate, and within the different states, are the same. There is an entire absence of showing that the packages or articles transported would average the same in size or expenses for carrying. In one state there might be much more currency carried than in another, and yet the rates are quite different. Precious metals are carried within and from and into states entirely different than the parcels carried elsewhere. Moneys carried for the government would be something of an item. It seems to me, therefore, that the number of parcels carried, state and interstate, is no basis from which to derive a proper conclusion as to the apportionment of expenses between state and interstate business. The evidence as to the Adams Express Company illustrates the situation as to all of them. This company does business over 111 railroad lines, 12 electric lines, and 21 steamboat lines. Within the state of Iowa it operates over five lines of railroad, and one stage line. It pays one railroad 48.6 per cent of the gross receipts; another road 40 per cent; two others, 50 per cent each; and the Burlington System, 57½ per cent of its receipts. So that, for express privileges, on the different lines of the entire country, it pays as low as 40 per cent, and as high as 57½ per cent to others. Why this difference is not made to appear. It may be that as to some of the railroads it can afford to give more than to others, owing to the character of express matter. If this be so, it emphasizes the proposition as to the apportionment of expenses. It may be that these differences arise because of the competition between express companies for the privilege of carrying express matter over some particular railroad. This difference may be from other causes. But the particular question here is: Are the rates thus paid to railroad companies reasonable and right? The contracts between the companies and the railroads are not in evidence, but from the testimony much can be gleaned, as to what those contracts are. But if the express companies pay more than a reasonable rate to the railroad companies, then such excess cannot be charged to the shippers. And if the railroad companies are charging more than what is to them remunerative, the question is then presented, whether the railroads themselves can escape the duty of engaging in the express business, as a subdivision or department of their own work. Another thing that must be considered, is, that the express companies do a considerable amount of business of selling exchange in competition with the banks and the postoffice department. And it is a matter of common information, which courts will judicially notice, that the people

seldom go to the express company to have one of their orders cashed, but obtain the cash therefor at the bank with which they do business. So that, the express company is relieved and the burden placed on the banks, by carrying the currency with which to meet these obligations, the express company getting carrying charges for carrying the currency to meet their own obligations. There is profit in all this, and whether the express companies have the legal right or do not have the right to thus engage in that phase of the banking business, their salaried employes transact this business in conjunction with the legitimate carrying business, and there should be some account of it. And the state should have credit for a percentage. But the evidence before the Court makes no such showing.

In my opinion, it would be utterly unfair to the express companies, in all respects, to place them on the same basis as the railroad companies as to the determination of what is a reasonable rate. This is so, because by far the greatest part of the property of a railroad company is immovable, their property consisting largely in the value of terminals, rights of way, railroad embankments, cuts, yards, culverts, and bridges. No part of these properties could be removed, except, perhaps, the bridges, which have a value as junk. All the other properties thus enumerated would be entirely without value if appropriated by any method for any other purpose. Their only property that could be removed, and the value thereof still remain, would be their rolling stock.

Taking the express companies; the Adams Express Company does not have one dollar in value of real estate within the state of Iowa. It has personal property within the state of only \$10,555.00. A mere nominal net earning would equal 6 or 8 per cent on that sum. But that would not be fair. It has personal property outside of the state of Iowa of \$2,445,567.00, and real estate outside of the state of Iowa of \$5,230,728.65. The figures vary, but not in principle, and but little in percentages, as to the other companies now before the Court. But how much of the outside property is for use in Iowa, if any, there is no showing.

And we cannot get at a valuation of their property by the stock and bond theory, which theory is not conclusive nor decisive, but entitled to some weight with reference to railroad companies. For instance, the Pacific Express Company carries on its books a capital stock of six millions of dollars, distributed to and owned by the Missouri Pacific, the Union Pacific and the Wabash Railroad Company. But this stock represents a privilege and not an investment. Some of the other companies are organized in the same way. The question is not, whether this is wrong, and it need not be said that such stock is represented by water. But how can such figures be used on which to fix the valuation of the property, and apportion the same, and say that a per cent thereof is for Iowa use, and a part for other states, and a part for interstate business? And the valuations above given to the Adams Express Company represent its entire property, and there is no showing how much thereof is used in the express business and how much by way of investment.

No one will contend, because no one has the right to contend, that it is a legitimate argument that state rates can be reduced if the concern doing business in many states, as well as interstate business is making

large profits. The great case of *Smythe vs. Ames*, 169 U. S. 466, as well as many cases since, has put that question at rest, and no informed person longer proposes such a test, unless he so does for the sole purpose of inflaming the public upon a false issue. But, the fact remains that these rates must be fixed, giving due weight to the investment used for state business, and the proper percentage thereof of their entire property on account of state business, coupled with the value of the service.

The testimony shows that as to much of their carrying business, the rates charged are something like three times the usual freight rates, the two hundred per cent extra being on account of expedition, safety and account ability, the business being practically all done on passenger trains with messengers and other employes in charge. No one doubts but that the more efficient the service is, the higher the rate should be, because efficient service is just as important; in fact more important, than the rates paid. This is, and should be, as to all public utilities. But, again on this question, the evidence is so slight that it can fairly be stated that there is no evidence to show what the value of this service is, and whether it is worth three times the freight rates. It is apparent, at first thought, that if the rates were practically the same as freight rates, there would be so large an amount of business as to make the express companies utterly unable to transact such business, for the reason that many of the freight trains would have at once to be converted into passenger trains, and operated accordingly.

The evidence in this case shows that before the Order No. 2, now complained of, was promulgated, fixing these Iowa rates, opportunity was given to the express companies to make a showing. All witnesses were subjected to cross-examination. The Board was composed of three representative men, of large experience, and who were men of fairness, and men of high character. I have read the proceedings of that hearing. It shows that a prolonged, faithful, attentive, and complete hearing was had. The conclusions promulgated were after the most mature deliberation, and after hearing all of the evidence and arguments of counsel. It was just such a hearing as should be given in all matters between public utility corporations and the general public. The conclusion reached carries with it a presumption, and that presumption is not a light one. To overcome it by a decree of a court of chancery, the evidence must not only be persuasive, but convincing. To thus overcome such conclusions, the express companies have the burden of proof, and must furnish the evidence to show that such conclusions were wrong. This showing has not been made, and these requirements have not been complied with.

About the time these rates were to become effective, this Court, upon application, issued a restraining order, which is still in force. No doubt it will take some time to re-arrange the matters of rates, and common fairness requires that the express companies should have such reasonable time. The order will be, denying the application for temporary injunction. The order will also recite that the restraining order heretofore made will be vacated and set aside, pending the hearing of the cases on the merits. But that no injustice may be done, the vacation of the re-

straining order will not take effect until the close of October 31, 1911. And pending the final hearing of the cases, on the merits, the actual experiment will be made, and then the Court will not have to rely upon speculations and opinions, but the actual facts as to whether such rates thus promulgated by the Board of Railroad Commissioners are remunerative or unremunerative. Such will be the orders.

Des Moines, Iowa, September 16, 1911.

No. 5008—1911.

MINIMUM LIVE STOCK CAR: CORN } *Application for continuance of ex-*  
 BELT MEAT PRODUCERS ASSOCIA- } *ception to Rule 35 to Iowa Clas-*  
 TION, DES MOINES, IOWA. } *sification as amended.*

Filed May 3, 1911.

Closed August 8, 1911.

This case involves the minimum carload weights applying on the transportation of live stock between all points in Iowa. This proceeding grows out of the application by shippers and packers for the continuance of the exception to Rule 35 as shown at Index No. 1 in Supplement No. 7 to Iowa Classification No. 14.

A full hearing was granted to all interested parties. The Commerce Counsel appeared on behalf of the shippers of the state, generally. Large packing firms of the state were represented at the hearing. An association composed of several thousand representative live stock shippers in Iowa was represented by its officers. The railway companies were represented by the attorneys and traffic officials of a few of the principal roads in the state. Testimony was taken and oral arguments of counsel were heard.

A carrier is entitled to demand some reasonable minimum load which it shall be called upon to haul in its cars. If a shipper is unable to furnish as large a load as that minimum, and if that minimum is reasonably well adapted to the needs and conditions of that class of traffic, then the shipper should be the one to pay the difference. The conditions surrounding any traffic should be carefully studied when these minimums are framed. If the minimum on any special commodity is placed so high that few shippers are able to put that large a load in a car, the result is that the shippers pay for transportation which they do not get. When the load is heavier than the minimum the railway company receives pay in accordance with the actual weight. In both instances the carrier receives full pay for all traffic hauled.

We have been unable to secure a copy of any decision rendered by any other Commission to assist us in reaching conclusions upon the issues raised in this case. In 1907 the Illinois Railroad & Warehouse Commission in effect rescinded their former rule relative to minimum weights of live stock cars, in so far as it protected the minimum of 31 foot cars, when ordered by the shipper; at the time a hearing was held, but no formal

opinion was rendered, so far as we could ascertain. When a similar change has been made in other states we have been unable to find one instance where any hearing was held. The subject of minimum live stock weights is now under consideration by the Minnesota Commission. In Missouri the minimum of the 31-foot car is protected, and has been for many years.

For two years this Commission has had under consideration the abolition of our present minimum weights. Today carriers are nominally required to furnish 31-foot cars, while the fact is very few of them have such cars in actual service. These rules have remained practically unchanged for 22 years. The time has now come for some change in our rules. The Commission has deemed it advisable to establish a definite minimum weight for cattle, hogs and sheep, independent, so far as practicable, of the size of the car.

The net result of our present rules as to live stock cars is that the minimum weights are substantially those we have prescribed for cars having an inside measurement of 31 feet. These minimums existing today are the same as those which were in effect in Iowa in 1889. During this period of time there has been a remarkable increase in the load of the average freight car. Taking the C., M. & St. P. Ry. Co. as a fairly representative company, we find the average carloading today is approximately 60 per cent greater than in 1889.

It is probably true that there is no pressing necessity for low minimums on many commodities shipped in very large quantities, such as coal, grain, lumber, sand, iron, etc. But upon many light and bulky articles this is not the case. In order to intelligently consider what has been the general custom as to commodities really demanding low minimums, the Commission had a list compiled of all articles taking a minimum of 20,000 pounds or less at the present time and compared these minimum weights with those upon the same articles in 1889, wherever comparison was possible. We find many such articles, with minimums ranging from 20,000 pounds down; one commodity taking as low a minimum as 5,000 pounds in 36-foot cars. In 21 per cent of these cases we find some change in the rates has offset the change in the minimums; in 9 per cent there has been an increase in the minimums without any such offsets; and in 70 per cent the minimums have remained the same, or have been reduced below the minimums of 1889. The general tendency to encourage traffic actually demanding low minimums, by permitting the same, is well established.

The actual traffic conditions as well as the unanimous request of all live stock shippers and all the packers of the state, who made any appearance before the Board at the time of the hearing, support the demand for a low minimum on live stock.

The minimum weight which a shipper is obliged to pay on a 36-foot car of cattle at present is 22,000 pounds. Records were kept, by a Sioux City firm, of the receipts of live stock at that city, during a period of 44 days; this was accepted, without question, by all parties at the hearing as a fairly representative period. During this 44 day period several hundred cars of cattle were received; the scale weights of 55 per cent of these cars exceeded 21,000 pounds while those of 45 per cent were 21,000 pounds

or less. A minimum of 22,000 pounds therefore cannot be accepted as fairly adjusted to all sizes of cars carrying this character of traffic. When the minimum approaches the average weight, it becomes a hardship.

There is quite a general tendency for stock men in Iowa to buy "feeders" at the Missouri River markets or on the range, ship them to their farms in Iowa, fatten them for six months or a year, and then send them on to market. Where a stockman ships to his farm a car holding 22,000 pounds of cattle to fatten, and later ships them out in a 22,000 pounds car, he finds that he has one or more steers that will not go in the car; this steer must be sold at a sacrifice perhaps to a neighbor, or held over for another season. This applies equally to any number of cars handled in the same manner. To meet this situation the Commission has concluded that a lower minimum should exist on stock cattle than on fat cattle. This will permit of a smaller load of feeders than of fat cattle. A similar difference in the rates on feeders and fat cattle has been in vogue for many years in this and other states.

One of the largest packing plants in the state is located at Cedar Rapids. This firm submitted exhaustive data covering receipts of hogs during the two months of May and June 1911. During May 1911 there were 673 cars of hogs received, on which freight was paid (under existing minimums) for 554,000 pounds in excess of the actual weight of the live animals; during the month of June this excess amounted to 716,100 pounds. In other words during those two months, operating on present minimums, freight was paid to the railway companies on 1,270,190 pounds, which were not shipped. At Sioux City similar records were kept showing this excess paid for, but not shipped during a period of 44 days, amounted to 1,044,600 pounds.

The minimum on a 36-foot car of hogs (by W. T. L. rules applying in Iowa) is 17,000 pounds. The average actual weight of all car loads of hogs received at Cedar Rapids during the month of May 1911 was 15,517 pounds; in June this amounted to 15,310 pounds. During this period 510 cars shorter than 36 feet in length were ordered; the average actual weight in these short cars for the two months amounted to 15,243 pounds; and the excess paid for in these short cars, but not shipped, amounted to 316,800 pounds.

At Sioux City the size of live stock cars ordered, and the per cent of each class so ordered, was as follows:

36 foot cars,	38 per cent.
31 foot cars,	52 per cent.
33 foot cars,	7 per cent.
34 foot cars,	.003 per cent.
44 foot cars,	2 per cent.

This clearly shows that the actual demand for low minimums is large.

Out of 28 cars of sheep received at Sioux City, during the 44 day period described above, we find only one instance where the load was as large as the minimum of the cars used. Judging by the actual traffic the present minimums on sheep are too large. Under the new rules adopted by the Commission, sheep in 36 foot double deck cars will take a less

minimum than fat cattle, although they take fat cattle rates. There is no hard and fast relationship between these items. Other conditions control this situation.

One fact worthy of consideration which was disclosed at the hearing, is that most of the live stock received at several of the principal Iowa markets comes from a vast number of independent shippers and farmers operating on a small scale. While the amount involved in each instance is small, yet the aggregate is large, and is of equal moment to both sides in the controversy.

A change in carload minimums is as important to the ordinary stock shipper, as is a change in rates. If the minimums requested by the railway companies (those applying to the 36-foot car, which have been allowed to go into effect on interstate traffic without any hearing or contest), were adopted in Iowa it would mean an average additional charge of more than \$2.00 on every car shipped to Cedar Rapids. If the traffic during the months of May and June 1911 is typical, this would mean an added annual charge of over fifteen thousand dollars (\$15,000.00) at that one point.

Raising and fattening live stock helps to conserve the resources of our soil. This is perhaps the most important industry we have in Iowa, and should not be discouraged, wherever that can reasonably be avoided. That which serves to encourage the live stock business and the packing industry helps the entire state, and this prosperity in turn is beneficial to the railroads.

CONCLUSION.

We find that where the conditions are such that low minimums are essential to any particular kind of traffic, and are demanded, that there has been a general tendency among the railway companies to reduce such minimums, or to leave them alone, although the capacity of freight cars has been constantly increasing. We further find that low minimums are a necessity in the shipping of live stock in Iowa, because of the size and weight of the animals, the shrinkage and loss occasioned by undue crowding, and because of the size of the ordinary load the ordinary farmer or shipper does in fact send to market, due to the size of farms in this locality, the value of the stock and various other conditions.

To make a raise in the minimums on live stock cars at this time in Iowa would discourage a great industry to that extent; it would be against the protests of all the stock shippers and all the packers of the state, who made any appearance before the Board; and it would not be justified by the conditions surrounding the actual traffic shown at representative Iowa markets.

Therefore it is our conclusion that there should be no substantial raise in the present minimum weights on cars of cattle, hogs, and sheep. Neither evidence nor argument was offered against the change as to cars containing horses and mules, and Rule No. 35 will be permitted to take

effect as to them, until otherwise directed. In harmony with these conclusions an order will be made, effective September 15, 1911, prescribing the following minimum weights, in pounds, on live stock cars:

Fat Cattle	Stock Cattle	Hogs	Sheep	
			Single Deck	Double Deck
22,000	20,000	15,000	10,000	19,000

These minimum weights will govern regardless of size of cars ordered or furnished—except as to shipments of fat cattle. Minimum weights provided for fat cattle will apply to cars 36 feet long or over, inside measurements; on cars ordered or furnished of shorter length, the minimum weight will be 20,000 pounds.

Des Moines, Iowa, August 8, 1911.

In accordance with this opinion and order Supplement No. 8 to Iowa Classification No. 14, was issued as follows:

SUPPLEMENT NO. 8.

Board of Railroad Commissioners of the State of Iowa.

SUPPLEMENTS NOS. 5 and 8 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 August 8, 1911.

Effective September 15, 1911

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

GEORGE L. McCAUGHAN,

Des Moines, Iowa, August 8, 1911.

Secretary.

Index No.	Date Effective	ARTICLE
1	Sept. 15, 1911	Change Rule 35 of Iowa Classification No. 14, page 6, to read as follows: 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:  Fat cattle in cars 36 feet long inside measurement or over, 22,000 lbs.; in cars ordered or furnished of shorter length than 36 feet inside measurement, 20,000;  Stock cattle, 20,000 lbs. Hogs, single deck, 15,000 lbs. Sheep, single deck, 10,000 lbs. Sheep, double deck, 19,000 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 six inches or fraction thereof.
2	June 16, 1910	Index No. 62 of Supplement No. 5, being "note" in reference to rule 35 of Iowa Classification No. 14, cancelled.
3	Sept. 15, 1911	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 Lbs.

(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, Chicago, Burlington & Quincy, Chicago & North-Western, Chicago, Rock Island & Pacific, Chicago Great Western, Chicago, St. Paul, Minneapolis & Omaha, and the Illinois Central Railroad Companies, effective December 31, 1910.

On September 8, 1911, several of the railroad companies defendants in this case, filed a petition with the Board asking for rehearing and on September 12, 1911, the Commission granted said rehearing. The opinion and order is as follows:

IN THE MATTER OF THE MINIMUM  
WEIGHTS FOR LIVE STOCK TRANS-  
PORTATION RECENTLY PRESCRIBED  
BY THIS COMMISSION. } *Minimum Live Stock Car.*

A rehearing has been asked for by the following named companies:  
The Chicago, Rock Island & Pacific Railway Company; Chicago, Milwaukee & St. Paul Railway Company; Chicago, Burlington & Quincy Railroad Company; Chicago & North Western Railway Company; Chicago

Great Western Railroad Company; Iowa Central Railroad Company; Minneapolis & St. Louis Railroad Company, and the Illinois Central Railroad Company.

In their petition for rehearing the said companies claim the notice of the former hearing was not adequate to justify the determination of issues which the Commission in fact decided. Our files show the following notice was duly published two consecutive weeks in two newspapers printed in Des Moines, Iowa, the last day of said publication being on the 30th day of June, 1911, and on June 29, 1911:

"To Whom It May Concern: Notice is hereby given that the Board of Railroad Commissioners of the State of Iowa, will on Wednesday, July 12, 1911, 10 o'clock a. m., hold public hearing at its office in Des Moines, Iowa, for the purpose of revising or changing the schedule of rates and classification of freights now in effect in the State of Iowa and will at said time and place consider the minimum weight properly applicable to shipments of live stock within the State.

"By order of the Board of Railroad Commissioners of the State of Iowa.  
(Seal) GEO. L. M'CAUGHAN, Secretary.

"Des Moines, Iowa, June 22, 1911."

Our files also show the following notice was sent personally to each of the said petitioners:

"You are hereby notified that the Board of Railroad Commissioners of the State of Iowa, will on Wednesday, July 12, 1911, at 10 o'clock a. m., hold public hearing in the office of said Board in Des Moines, Iowa, for the purpose of considering the minimum weight properly applicable to shipments of live stock within the State of Iowa, with particular reference to the standard length of cars for live stock shipments.

"You are invited to attend said hearing.

"Very truly yours,

"GEO. L. M'CAUGHAN, Secretary."

We are of the opinion that said railway companies had adequate notice. However, if they have additional matters of importance to present to the Board upon the issues involved, this Board will be glad to have the same presented; and because of the magnitude of the interests involved, and the further fact that some of the said carriers failed to appear at the former hearing, a rehearing will be granted this time; therefore,

It is hereby ordered that the said rehearing shall be granted, to be held November 2, 1911, 10 o'clock a. m., in the office of the Board, Des Moines, Iowa; that notice of the time and place shall be published and personal notice shall be sent to all parties who made any appearance at the last hearing in regard to the same; and that Supplement No. 8 to Iowa Classification No. 14 be suspended pending such rehearing.

Des Moines, Iowa, September 12, 1911.

In harmony with the above order the following suspension notice was sent to all interested parties:

THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF IOWA—SUSPENSION NOTICE.

To Whom It May Concern:

This is to advise that Supplement No. 8, effective September 15, 1911, to Iowa Classification No. 14, is hereby suspended from taking effect until



further notice, pending rehearing in the matter of minimum weights properly applicable on carload shipments of live stock in the State of Iowa; leaving Supplement No. 7, in effect with the provision that the exception to rule 35 contained therein shall be continued until further notice.

BY ORDER OF THE BOARD OF RAILROAD COMMISSIONERS,  
Geo. L. McCaughan, Secretary.

Des Moines, Iowa, Sept. 12, 1911.

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DECISIONS REFERRING

TO

Classification, Rates and Rules

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No. 5009—1911.

IN RE SUPPLEMENT NUMBER NINE 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, 1911, 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 schedule of rates and classification of freight as may appear just and reasonable.

By order of the Board of Railroad Commissioners of the State of Iowa,  
(Seal) GEORGE L. MCCARTHAN, Secretary.  
Des Moines, Iowa, August 8, 1911.

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

E. R. Puffer, G. F. A., C., B. & Q. Rd., Chicago, Ill.; H. H. Holcomb, A. G. F. A., C., B. & Q. Rd., Chicago, Ill.; W. G. Wagner, D. F. A., C., B. & Q. Rd., Burlington, Iowa; J. L. Parrish, Attorney, C., R. I. & P. Ry., Des Moines, Iowa; M. A. Patterson, A. G. F. A., C., R. I. & P. Ry., Chicago, Ill.; Jas. C. Davis, Attorney, C. & N. W. Ry., Des Moines, Iowa; M. J. Golden, A. G. F. A., C. & N. W. Ry., Chicago, Ill.; William Clapper, D. F. A., Wabash Rd., Des Moines, Iowa; L. Popple, Inter-Urban Ry., Des Moines, Iowa; C. M. Hilliker, D. F. & P. A., C., M. & St. P. Ry., Des Moines, Iowa; B. J. Rowe, A. G. F. A., Illinois Central Rd., Chicago, Ill.; J. L. Sullivan, A. G. F. A., Ft. D., D. M. & S. Rd., Boone, Iowa; C. Shackell, Ft. D., D. M. & S. Rd., Boone, Iowa; F. J. Hanlon, G. M., Mason City & Clear Lake Ry., Mason City, Iowa; M. W. Rotchford, Manager, Illinois & Iowa Demurrage Bureau, Peoria, Ill.

The following named persons appeared representing shippers:

E. T. Koch, T. M., T. M. Sinclair & Co., Cedar Rapids, Iowa; B. E. Sewell, Commissioner, Davenport Commercial Club, Davenport, Iowa; W. B. Martin, Commissioner, Dubuque Shippers Association, Dubuque, Iowa; G. A. Wrightman, Secretary, Iowa State Manufacturers Association, Des Moines, Iowa; Walter E. Huncke, T. M., Iowa State Manufacturers Association, Des Moines, Iowa; W. C. Lindsay, Traffic Secretary, National Confectioners Association, St. Louis, Mo.; W. C. Slater, Mennig-Slater Co., Des Moines, Iowa; M. D. Smiley, Secretary, Clinton Manufacturers and Shippers Association, Clinton, Iowa; E. G. Wylie, Freight Commissioner, Greater Des Moines Committee, Des Moines, Iowa; H. J. Sundberg, T. M., Commercial Club, Cedar Rapids, Iowa; A. W. Dawler, Secretary, Ft. Dodge Shippers Association, Ft. Dodge, Iowa; M. M. Jones, T. M., William Galloway Co., Waterloo, Iowa; W. R. O'Brien, T. M., Johnson Biscuit Co., Sioux City, Iowa; J. A. Kerper, Peter J. Seippel Lumber Co., Dubuque, Iowa; J. G. Lain, T. M., Charles Hewitt & Sons, Des Moines, Iowa; James R. Martin, Des Moines, Iowa; Geo. Hargrove, H. C. Hargrove Co., Des Moines, Iowa; C. S. Klingaman, Gen. Mgr., Des Moines Silo Mfg. Co., Des Moines, Iowa; C. Robbins Assistant Attorney General, Des Moines, Iowa.

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:

IOWA CONCRETE MACHINERY COMPANY, Waterloo, Iowa:

Application for classification on continuous concrete mixers, S. U.; concrete batch mixers, S. U.; moulds and parts, boxed; cement or concrete shingle machine; sill cap and cap moulds, boxed; automatic power tamper. Dismissed, the Board was advised that the Company filing petition had discontinued business.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY:

Application for adoption of Item 35, page 154, of Western Classification No. 50, being rule governing question of classification of mileage on private tank cars—if found it makes no difference in Iowa business. Granted.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY:

Application that Rule 33, Iowa Classification No. 14, be amended to agree with Rule 32, Western Classification No. 50. Granted.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY:

Application that Iowa Classification No. 14 be amended by making effective Item 21, page 134, Western Classification No. 50. Granted.

J. W. BURROUGHS, Marshalltown, Iowa:

Application for 70 per cent of the present rate on broken stone to be established on this commodity when used for paving and good road purposes only. Dismissed without prejudice.

J. W. BURROUGHS, Marshalltown, Iowa:

Application for 60 per cent of the present rate to be established on screenings and stone dust. Dismissed without prejudice.

CHICAGO & NORTH WESTERN RAILWAY COMPANY:

Application that rule relating to shipment of eggs in cases as shown on page 40, Iowa Classification No. 14, be cancelled, and in lieu thereof, Item 14, page 60, of Western Classification No. 50 be adopted. Granted, to become effective six months from date.

SHERWIN-WILLIAMS COMPANY, Cleveland, Ohio:

Application for rating on arsenate of lead—paste, to agree with Western Classification No. 50. Granted, carload minimum 35,000 pounds.

UNITED STATES GYPSUM Co., Chicago, Ill.:

Application for fourth class rating in L. C. L. shipments of plaster board. Granted.

UNITED STATES GYPSUM Co., Chicago, Ill.:

Application for the inclusion of plaster studding in the commodity rate on plaster, and that permission be given for mixing it with other commodities taking the same rate. Granted.

UNITED STATES GYPSUM Co., Chicago, Ill.:

Application for provision in the classification that when an article in the classification is given a carload rate, and there is also a commod-

ity rate provided for the same article, the classification should carry provision to the effect, "See also Commodity Rate." Granted.

GREATER DES MOINES COMMITTEE:

Application that rule 36, page 6 of Iowa Classification No. 14 be amended to include Western Classification No. 50 with amendments or subsequent issues. Dismissed.

WOOLSON SPICE CO. ET AL, Toledo, Ohio:

Application for fourth class rating L. C. L. on coffee, roasted, in burlap bags lined with water proofed paper. Granted, with the provision that description be the same as provided by Western Classification.

CONSUMERS ICE COMPANY, Des Moines, Iowa:

Application for commodity rate on ice, C. L. in bulk, the same as on pea and slack coal. Dismissed without prejudice.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Application for commodity rate on fresh meat, to meet river to river rates named in W. T. L. Freight Tariff No. 1-E. Withdrawn.

WILLIAM GALLOWAY CO., Waterloo, Iowa:

Application for specific rating on gasoline engines, wood sawing outfits, crated. Classification as provided by Western Classification in the course of preparation, granted.

D. J. DALTON, Chicago, Ill.:

Application for third class L. C. L. rating and fourth class C. L. rating on cobblers outfits, and change in description of cobblers outfits to conform to Pacific Coast Commodity description. Denied.

ADVERTISING NOVELTY MFG. Co., Newton, Iowa:

Application for specific rating on metal match boxes in corrugated paper boxes. Granted first class, L. C. L., when other than silver or other precious metal.

PARLIN & ORENDORFF Co., Canton, Ill.

Application for third class L. C. L. rate on planter fronts and planter frames, K. D. flat in bundles. Granted. No objection.

WATERLOO CANNING CORPORATION:

Application for class E rate on green sweet corn in the husks in bulk C. L. Granted, class C, minimum weight 24000 lbs., C. L.

SOUTHERN COTTON SEED MEAL & FEED Co., South Omaha, Neb.:

Application for corn tariff rates on carloads of cotton seed cake and meal, in 100 lb. sacks. Dismissed without prejudice.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Application that rule 2, page VIII, Iowa Classification No. 14, be amended so that charge for intermediate switching may be allowed. Granted. No objection.

HUBER MFG. CO., Des Moines, Iowa:

Application for modification of rule 28 to Iowa Classification No. 14, with regard to notification of consignee by Railroad Company. Denied.

IOWA PIPE & TILE CO., Des Moines, Iowa:

Application that drain tile be made an exception to rule 27 of Iowa Classification No. 14. Granted. No objection.

L. N. CUMMING, Woodburn, Iowa:

Application for soft coal slack rates on mine props, C. L. Dismissed.

GREATER DES MOINES COMMITTEE:

Application that the decision of the New York State Public Service Commission in regard to rule 1 of Demurrage Rules be published and promulgated by this commission. Dismissed without prejudice.

MERRILLAT CULVERT CORE CO., Winfield:

Application for fourth class L. C. L. rate on Merrillat Culvert Core, crated. Rating as provided by Western Classification No. 50, page 94, item 14. Granted.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Application for minimum carload weight of 24000 lbs., as shown by W. T. L. Rules Circular, to be used in connection with commodity rate on egg case fillers. Granted. No objection.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Application for same rating on plate iron tanks 3-16 in. and heavier, as provided by Western Classification. Granted.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Application to add the following to note D, page VII, Iowa Classification No. 14: "The minimum weight of salt and cement in straight or mixed carloads will be 30,000 lbs." Granted by changing Rule 6 of Iowa Classification No. 14.

ADVERTISING NOVELTY MFG. CO., Newton, Iowa:

Application for specific rating on broom holders in wooden cases. Granted 2d class L. C. L.

E. C. NETTLES, Battle Creek, Mich.:

Application for minimum carload weight of 20,000 lbs. on cereals, flaked and toasted. Granted subject to Rule 6-B.

MARSHALL OIL CO., Marshalltown, Iowa:

Application for  $\frac{1}{2}$  of fourth class L. C. L. rating on empty oil cases. Dismissed without prejudice.

BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Application to name specific carload minimum weight applicable to each commodity in carload lots shown on pages VI and VII of Iowa Classification No. 14 and last two pages of Supplement No. 5 thereto. Provided for by amendment to Rule 6 of Iowa Classification No. 14.

DUBUQUE SHIPPERS' ASSOCIATION, Dubuque, Iowa:

Application that Rule 18 of Iowa Classification No. 14 be changed to conform to Rule 19 of Western Classification No. 50. Granted. No objection.

JOHNSON BISCUIT CO., ET AL, Sioux City, Iowa:

Application that empty cracker and cookie cans be returned free. Denied.

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

Application for 4th class L. C. L., class D, C. L., rates on bones, dry, not cracked or ground, loose if shipped with hides, tallow or grease. Granted with provision that shipments be packed in barrels, boxes or sacks. Was not carried in new Supplement as same is now provided for by Item 15, page 72, of Iowa Classification No. 14.

CHICAGO & NORTH WESTERN RAILWAY CO., ET AL:

Application that Iowa Classification be changed to conform to Western Classification in regard to ovens. Granted.

CHICAGO & NORTH WESTERN RAILWAY CO., ET AL:

Application that class B rates be applied to shipments of stoneware. Granted, so as to provide uniform classification with other states.

ANGLE-IRON CEMENT FENCE POST CO., Cedar Rapids, Iowa:

Application for specific classification on core for cement fence posts. Granted, third class L. C. L., and class A, C. L.

H. C. HARGROVE, ET AL., Des Moines, Iowa:

Application for privilege of stopping cars of silos in transit to partly unload for a charge of \$5.00 per car. Granted, one stop, with charge of \$5.00 per car.

IOWA STATE MANUFACTURERS ASSOCIATION, Des Moines, Iowa:

Application for ruling of the Board with reference to disposition of fractions in local and joint shipments. Granted, same as W. T. L. Rules Circular 1-G, Rule 2660.

PETER J. SIPPPEL LUMBER CO., Dubuque, Iowa:

Application that house trimmings, viz: inside casings, base boards, carpenters mouldings and window frames, K. D., be included in commodity rate on sash, doors, blinds, and lumber in straight or mixed carloads. Granted, articles as described in Western Trunk Lines Circular No. 1-G, Rule 840, to take rates provided for lumber (hard and soft), lath and shingles in straight or mixed C. L., in Supplement No. 5 to Iowa Classification No. 14; articles described in Rule 850 to take rates provided for sash, doors and blinds in straight or mixed C. L.; articles described in Rules 840 and 850 to take rates provided for sash, doors or blinds mixed C. L. with Lumber (hard and soft), lath and shingles. No objection.

## HEIDER MANUFACTURING COMPANY, Carroll, Iowa:

Application for third class rate on gasoline traction engines, L. C. L., at minimum weight of 5,000 pounds, first class, minimum weight 5,000 pounds. Granted.

## J. S. CARPENTER, Des Moines, Iowa:

Application for third class L. C. L., 5th class C. L., minimum weight 30,000 pounds, on bridge builders erection outfits (second hand) in boxes. Granted, to be same as Illinois Classification.

## BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Application to add to Rule 6, Page IX, of Iowa Classification No. 14, the following: "Plus actual cost of drayage at junction points." Granted.

## FAIRMONT CREAMERY COMPANY, Omaha, Neb.:

Application for first class L. C. L. rate on sulphuric acid, in jugs, boxed (packed in excelsior). Granted. No objection. Same as Western Classification.

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

Application for specific classification on dead hogs, cattle, horses, mules and sheep, for making grease, fertilizer and glue stock. Dismissed without prejudice.

## FT. DODGE SHIPPERS ASSOCIATION, Ft. Dodge, Iowa:

Application for 125 per cent of plaster or stucco rate, on retarder in bags, barrels or boxes, in mixed carloads. Granted. No objection.

## FT. DODGE SHIPPERS ASSOCIATION, Ft. Dodge, Iowa:

Application for fourth class L. C. L. in sacks, and 110 per cent of stone rate in bulk, on gypsum, ground or calcined. 125 per cent of stone rate C. L., and fourth class L. C. L., granted.

## HAARMANN VINEGAR &amp; PICKLE COMPANY, Sioux City, Iowa:

Application for one-half of fifth class rate on carload shipments of apples (windfall and cull) in bulk. Granted, Class C, minimum carload weight 24,000 pounds shipped in ordinary equipment at owners risk of freezing; applicable to shipments made from August 1st to December 1st of each year.

## LARROWE MILLING COMPANY, Detroit, Michigan:

Application to include dried beet pulp in mixed carloads of feed at highest carload minimum weight and rating provided for any one article loaded in car. Granted. No objection. Commodity rate changed to include articles taking "Corn rates" as shown by W. T. L. Rules Circular.

## CHURCHILL DRUG COMPANY, Burlington, Iowa:

Application for reduced rate on old barrels, wooden. Dismissed.

## CHICAGO &amp; NORTH-WESTERN RAILWAY COMPANY:

Application that Item 27, page 59, Iowa Classification No. 14, be amended to conform to Items 11, 12, 13, 14 and 15, page 84 of Western Classification No. 50, providing rate on candles. Granted.

## BOARD OF RAILROAD COMMISSIONERS, STATE OF IOWA:

Provision for Christmas trees as per Items 23, 24 and 25, page 177, Western Classification No. 50, published in Supplement No. 9, to Iowa Classification No. 14.

The Board instructed the Secretary to prepare a supplement to Iowa Classification No. 14, embodying the changes and amendments thereto as ordered at this hearing and to incorporate therein the changes made in Supplement No. 5 to Iowa Classification No. 14; that the same be known as Supplement No. 9 to Iowa Classification No. 14, dated November 20, 1911, and effective December 20, 1911.

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. 9.

Board of Railroad Commissioners of the State of Iowa.

CANCELS SUPPLEMENT NO. 5. SUPPLEMENTS NOS. 8 AND 9 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 November 20, 1911. Effective December 20, 1911 (except as otherwise noted.)

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

GEORGE L. McCAUGHAN,

Secretary.

Des Moines, Iowa, November 20, 1911.

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Whiffletrees, etc. ....	37
Windmills, returned for repairs, etc. 61	
Wings, Plow .....	84
Wood-Pulp Board, see Commodity Rates.....	
Wood, Built-up or Combined.....	94

REISSUED ITEMS FROM SUPPLEMENT NO. 5 TO IOWA CLASSIFICATION NO. 14

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
1	Sept. 1, 1908	10	14	Corn Huskers, Ensilage Cutters and Fodder Shredders, K. D., small parts in bundles .....	3	A min. 20,000 lbs.
2	"	12	14	Potato Diggers: Walking: .....		
		18	18	S. U. ....		
		19	19	S. U. ....	10	A min. 25,000 lbs.
3	"	14	56	Post Hole Diggers: Foot note referring to Post Hole Diggers Cancelled. ....		
4	"	18	53	Boots and Shoes: Boxed, C. L. 3, canceled. ....		
5	"	26	26	Iron Oil Barrels, minimum C. L. weight 16,000 lbs. .... (Subject to Rule 6-B.)	1 of 1	D
6	"	31	43	Soda: .....		
		36	46	Bichromate of Caneel: Minimum C. L. weight 36,000 lbs. C. L. 4. ....	3	
7	"	27	27	China-ware and Porcelainware in boxes, bbls., kegs, casks, hbls., or tics .....	1	
8	"	29	29	Aniline Salts, used in mixing dyes .....	1	
9	"	53	24	Caneel C. L. 4 .....		
		53	24	Fuse and Squibs, boxed .....	1	
10	"	55	26	Cancelled C. L. 3. ....		
		55	26	Poultry: .....		

REISSUED ITEMS FROM SUPPLEMENT No. 5 TO IOWA CLASSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
11	"	58	31.....	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 .....	1	4 min. wt. 20,000 lbs.
			8.....	Glucose, Glucose Jelly and Syrup, Corn Syrup, Corn Sugar and Grape Sugar, in wood .....	4	5
			11.....	Grape Sugar and Corn Sugar in cloth bags.....	4	5
12	"	60	26.....	Pepper in bags, boxes or casks..... Cancel C. L. 4.	2	
12	"	62	14.....	Harness and Saddlery: Cancel foot note, "Articles listed under Harness and Saddlery may be shipped in straight or mixed C. L. Minimum weight 20,000 lbs., 3d class" .....	2	
14	"	65	9.....	†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	"	66	38.....	Bed Rail fasteners, in boxes or kegs and side bed rails.....	4	5
16	"	70	41.....	Note.—Plate iron, 4-gauge or lighter may be loaded in mixed C. L., with Sheet Iron at 5th class.		
17	Sept. 1, 1908	75	15.....	Liquors and Liquids, N. O. S., alcoholic:		
			16.....	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 Cancel C. L. 3.	Di	

18	"	85	18.....	In wood or in iron drums .....	2	
			8.....	Engines: Gasoline, portable, with elevator attachments, small parts detached and boxed, C. L. minimum weight 24,000 lbs.....	1	A
19	"	85	11.....	*Gasoline Locomotives, minimum C. L. weight 24,000 lbs. ....	1½	A
			10.....	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	"	95	6.....	Mineral Wool, Mineral Wool Board and Rock or Granite Wool, minimum C. L. weight 20,000 lbs. ....	3	5
21	"	96	40.....	Monuments, metal, including bronze N. O. S. boxed .....	1	
			40-a.....	*Monuments, White Bronze, boxed or crated.....	3	
22	"	96	55.....	Motorcycles, Quadricycles and Tricycles, with motor attachments, boxed or crated .....	2½ t 1	
23	"	102	40.....	Drills, Jars, Joints, Bits and Sockets (for drilling) and Fishing Tools	3	
24	"	108	5.....	Paper:		
			18.....	Wrapping: N. O. S., in bundles, boxes or crates.....	3	5
25	"	125	41.....	Merry-Go-Rounds, Carousals or Steam Riding Galleries, including power, K. D. ....	1½	3 min. wt. 16,000 lbs.
			42.....	Ferris Wheels, K. D. ....	1½	
			43.....	Shooting Galleries, K. D. .... (Subject to Rule 6-B.)		
26	"	125	53.....	Skates, Ice and Roller, boxed .....	1	
27	"	130	1.....	Air Tight Heaters (sheet iron) N. O. S. crated, minimum C. L. weight 20,000 lbs. (Exception to Rule 6-B.)	1	5
28	"	136	31.....	Traps:		
			32.....	Animal or Bird, packed flat in bundles..... Cancel C. L. 4.	1	

\* New Item.



REISSUED ITEMS FROM SUPPLEMENT No. 5 TO IOWA CLASSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
			33.....	Animal (steel) in bundles or boxes Cancel C. L. 4.	2	
29	"	138	17.....	Citrons and Melons Prepaid:		
			20.....	Loose	1	
30		139	24.....	Passenger vehicles, N. O. S. and finished parts thereof, minimum weight 12,000 lbs. for cars not exceeding 45 feet in length, outside measurement (exception to Rule 6-B.) A deduction of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof less than 45 feet, and an addition of 5 per cent per foot to be made in minimum weight for each foot or fraction thereof in excess of 45 feet in length, charges on any carload shipment not to be less than for 4,000 lbs. at 1st Class rate.		
31	"	141	1.....	Spring Wagons, N. O. S., K. D., boxed or crated (except shafts and poles)	1	
32	"	146	11.....	Wagons, Carts and Wheelbarrows, Children's:		
			13.....	Boxed or crated	1½	
33	March 15, 1909	VII	Note e.....	Note e. Paper: Document, manila, news print, printing, not enameled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement, building), lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch, gravel roofing, chip board, wrapping including rag, oiled manila, waxed manila or paraffined manila (exclusive of other oiled, waxed or paraffined wrapping paper; also exclusive of rosin glazed or vegetable parchment wrapping paper), manila rope, tailors' pattern, tissue (plain), toilet, roofing, felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coating, may be shipped in mixed carloads with the articles and at the rates named in this item.		
34	"	10	26-a.....	*Seed Corn Testers or Germinators: Crated, Min. C. L. wt. 24,000 lbs.	3	A
				Agricultural Implements:		
35	"	13	48.....	Note 1.—Combined Corn and Cob Mills, Grain Grinding Mills, N. O. S. (exclusive of Roller Mills), Clevises, Rake Teeth, iron or wood; Wrenches (Agricultural, iron or steel), and Monkey Wrenches, not exceeding 8,000 pounds of each article specified herein may be shipped in mixed carload with Agricultural Implements mentioned above at Class A, min. wt. 20,000 lbs.		
36	"	13	49.....	Note 2.—Gasoline Engines, packed as required under machinery, Farm Wagons and Farm Trucks may be shipped in mixed C. L. with Agricultural Implements at Class A, min. wt. 20,000 lbs.		
37	"	14	1.....	Doubletrees, Eveners, Neckyokes, Singletrees, Whiffletrees and equalizers:		
			2.....	Finished	3	
38	"	15	27.....	Animal and Poultry Foods, N. O. S., Tonics, Regulators and Condition Powder Regulator (prepared): Boxed, in bulk boxed, in pails, veneered drums, barrels or bags..... Invoice value not exceeding 10 cents per pound and so receipted for, min. C. L. wt. 30,000 lbs.	4	B
39	"	16	60.....	Baskets, C. L. (Subject to Rule 6-B.) Nested or K. D., min. C. L. wt. 8,000 lbs.		4
40	"	16	62.....	Nested and not nested, mixed, min. C. L. wt., 8,000 lbs. Note.—Carload must contain at least 75 per cent per dozen of nested baskets.		4
41	"	33	24.....	Confectionery: In barrels, pails, cases or drums, in tin pails, crated, galvanized steel bushel measures with tight wooden covers, galvanized iron pails, or in glass, boxed Average invoice value not exceeding 15 cents per pound.	3	
42	"	34	31.....	Butter and Lard Tub and Butter Box Stuff: Boxed, crated or in bundles	4	
43	March 15, 1909	36	42.....	Cream Separators, detachable parts removed, boxed or crated, min. C. L. wt. 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. 24,000 lbs.	1	A

\* New Item.

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
44	"	56	12	Glass: Leaded, including sash containing leaded plate glass:		
45	"	60	63	*Maple Sugar Substitute, consisting of Cane and Maple Sugar. In barrels, boxes or pails, with tight covers, min. C. L. wt. 24,000 lbs.	4	5
46	"	72	30	Paper, Scrap:		
47	"	72	31	In bags or sacks	3	
48	"	72	32	In bales or crates	3	
49	"	72	33	In hogsheads or barrels	3	
				Note.—Paper scrap may be shipped in straight carloads, min. wt. 14,000 lbs. Class B.		
50	"	74	50	Leather and Articles of: N. O. S., in bundles or rolls	2	
51	"	81	4	Turned Columns (solid or hollow) and Column Caps (for house trimmings) when made of other wood than Black Walnut, Cherry, Holly or Mahogany	4	
52	"	105	41	Hides: Green and Green Salted, including Hog Skins (Cured, Selted) in bundles, Min. C. L. wt. 26,000 lbs.	4	5
53	July 13, 1909	11	22 a	Hay Carriers and Hay Carrier Returners: *In boxes or barrels	3	
54	May 1, 1909	12	23	Potato Planters (wheeled): Taken apart, wheels on or off, small parts tied in bundles	3	
55	July 13, 1909	22	28-a	*Grave Vaults, iron or steel (Include with bracketed items 22 to 29, inclusive.)	3	

56	"	31	38 a	Salts—Epsom (Sulphate of Magnesia): *In barrels (Include with bracketed items, 38, 39 and 40.)	3	
57	"	40	17	†Spring Beds, Mattresses (including Woven Wire Mattresses) and Wire Cots, minimum weight 10,000 lbs. (Subject to Rule 6-B)		3
58	May 1, 1909	70	41-a	*Sheet Iron, cut in shape for pipe, nested solid, min. C. L. wt. 36,000 lbs.	4	5
59	"	132	37-a	*Chautauqua Outfits, consisting of Tents, Poles, Camp Chairs, Circus Seats, Torches, Bedding, etc., min. C. L. wt. 24,000 lbs.		C
60	July 13, 1909	6	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.		
61	Sept. 1, 1909	9	7	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.		
62	"	21	23	Brick: Common, N. O. S. (Exception to Rule 27)	4	
63	"	21	24	Fire (Except stove lining) (Exception to Rule 27)	4	
64	"	21	25	Fire, for furnace lining (Exception to Rule 27)	4	
65	"	21	26	Paving (Exception to Rule 27)	4	
66	"	21	27	Porus (Exception to Rule 27)	4	
67	"	21	28	Pressed and Ornamental Figured (Exception to Rule 27)	4	
68	"	21	29	Sillicate (Exception to Rule 27)	4	
69	"	21	30	Tank Blocks and Flattening Blocks (fire clay) (Exception to Rule 27)	4	
70	July 13, 1909	32	7	Sulphur and Sulphur Candles: in boxes or kegs	3	
71	Sept. 1, 1909	61	20	Wall Cleaning Paste or Compound	4	5
72	"	67	49	Coal Drills: Boxed	3	
73	"	67	50	In barrels	3	

\* New Item.

REISSUED ITEMS FROM SUPPLEMENT No. 5 TO IOWA CLASSIFICATION No. 14—CONTINUED

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THIRTY-FOURTH ANNUAL REPORT OF THE

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
74	"	70	27	Sash Weights (Iron or Cement): Strung on cord or in bbls. or boxes	4	D
75	"	85	11-a	*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.		
76	"	87	6-a	Hoisting Machines, freight and passenger, including Wire Tramways and Dumb Waiters: *Hangers, iron:		
77	"	87	6-b	In boxes or bbls.	4	
78	"	87	6-c	Weighing 100 lbs. each or over	4	
79	"	87	19	Hoisting Drums (cast iron) on skids	2	
80	"	87	9-a	*Rods	4	
81	"	129	16-a	*Furnace Complete, consisting of castings, loose and in bbls., registers in bbls., facies in bbls., pipe crated, fittings crated	3	5 min. wt. 20,000 lbs.
82	"	139	27	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.)		
83	May 1, 1910	10	27	Corn Shellers, hand or power:		
84	"	14	4	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	A

6

85	May 1, 1910	20	7	Paper Boxes, not exceeding 15 united inches (length, width and height added), or not exceeding 1 inch in depth, boxed	1	
86	"	39	52	†Egg Box Stuff (wooden), in bundles or racks	4	B min. wt. 24,000 lbs.
		39	53	Egg Case Fillers (strawboard and wood or wool pulp), and Carton Egg Case Fillers, K. D., boxed or in wooden egg cases filled with egg case fillers, K. D. flat		
87	"	46	21	Engines, Fire: Gasoline, L. C. L. D-1, canceled.		
88	"	46	23	Gasoline, Steam or Automobile, min. wt. 8,000 lbs. each	1	
89	"	46	24	Gasoline or Steam, hand	D1	
90	"	59	61	Crackers, Cakes, Fruit Cake, Fruit Biscuit and Pretzels:		
91	"	64	1	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. 93): The value of each article of which is declared by shipper not to exceed \$10.00 per 100 lbs. (or the approximate amount thereof if weight is less than 100 lbs.) and so stated on Bill of Lading	1	B min. wt. 20,000 lbs.
92	"	64	2	When value is declared by shipper to exceed \$10.00 per 100 lbs., or value not stated	1½	A min. wt. 20,000 lbs.
93	"	64	3	*In lift vans, min. wt. 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
94	"	79	15	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		

\* New Item.

BOARD OF RAILROAD COMMISSIONERS

129

REISSUED ITEMS FROM SUPPLEMENT No. 5 TO IOWA CLASSIFICATION No. 14—CONTINUED

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
				of which is made of Black Walnut, Cherry, Holly or foreign woods, crated	4	Lumber Tariff Rates
95	"	83	5.....	Air Compressors, small detachable parts removed and boxed.	1	A min. wt. 24,000 lbs.
96	"	98	47.....	Nursery Stock: P. P. or guaranteed, min. wt. on all carload shipments N. O. S., as follows:		
97	"	99	1.....	Orange and Lemon Trees, charges prepaid or guaranteed at carrier's option:		
98	"	99	17-38 inc.....	Cancelled.		
99	"	105	52.....	Lard and lard Substitutes (solid), N. O. S.: In tubs, not tin lined	3	5 min. wt. 20,000 lbs.
100	"	111	29.....	Culverts:	3	
101	"	111	30.....	Riveted Plate Iron (18 gauge or over in thickness)	DI	
				Sheet Iron (less than 18 gauge in thickness)		
102	"	113	17.....	Iron Sinks, N. O. S., and enameled Iron Sink Backs: See note to Index No. 103.		
103	May 1, 1910	113	31.....	Wash Stands, cast iron; see note. Note.—Iron Sinks, N. O. S., Enameled Iron Sink Backs and Wash Stands (Lavarories), cast iron, may be shipped in mixed carloads at 3rd class rates.		
104	"	121	15 a.....	*Note.—Scale Frames (for platforms of wagons 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. wt. 24,000 lbs.		
105	"	129	16.....	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, E and 9 of page 129, the rate on the entire L. C. L.		

106	"	144	40.....	shipment shall be 4th Class. Shovelling Boards, Farm Wagon Boxes and Wagon Box End Gates	3	A min. wt. 20,000 lbs.
107	"	144	63.....	Wagon Brakes, Wagon Brake Ratchets, Brake Blocks and Locks, boxed, crated or in bundles	3	
108	"	145	51.....	Carriages and Go-Carts, Baby or Children's: K. D., or folded flat, boxed or crated	1	
109	"	106	53..... 55.....	Tallow (rendered): In barrels or cans with cloth tops or without cloth tops. Note.—Tallow, rendered, in barrels or cans without tops, when shipped between April 15 and October 15, following, L. C. L. 3.	4	
110	"			*Refuse Beet Pulp		Sugar Beet Com- modity Rates
111	"	188	Ind. to clas	Shells, cartridge, paper, page 125, Item 46. (Omitted from Index to Classification.)		
112	"	40	25.....	Batteries: Dry, N. O. S., in boxes or barrels	3	

CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT

113	Dec. 20, 1911	VIII	Rule 2.....	Joint Rate Order No. 3: Railroad Companies shall absorb all transfer charges on carload 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.		
114	"	IX	Rule 5.....	Joint Rate Order No. 3: cancel Rules 5 and 6 and substitute the following:  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 carload 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.		
115	"	2	Rule 6-A.....	Carload freight will be rated and charged according to the current rules governing maximum and minimum weights of carloads as authorized by this Commission and governed by this classification. Unless specially provided for in the classification, the C. L. minimum weight will be 30,000 lbs. on freight classified in carloads third class and higher, and 30,000 lbs. on freight classified in carloads lower than		

\* New Item.

CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT—CONTINUED

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		page	Item			
116	"	5	Rule 18	third class, including commodity rates for which no specific minimum carload weights are given, except that the minimum carload weight on shipment in tank cars shall be the full capacity of tank. Provisions for carload 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. 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.		
117	"	6	Rule 33	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.		
118	"	6	Rule 35	When cars of certain dimensions are ordered by shippers and railway company is unable to furnish same, notation to this effect will be made on way-bills and cars will be billed at the minimum weight applicable on the size car ordered, provided, however, that car 36 feet long, inside measurements, will be the minimum in such cases, except as to the shipment of live stock, and as to such shipments of live stock, car 31 feet long, inside measurement, shall be the minimum.		

119	"	6	Rule 36	In all cases where the application of Western Trunk Line Rules Circular No. 1-G, with amendments and subsequent issues, would make a lower rate on shipments of any commodity locally within Iowa than is provided for by the Commissioners' Schedule of Reasonable Maximum Rates or Classification of Freights, or be of advantage to shippers in making such local shipments, then such Western Trunk Line Rules Circular will govern on shipments locally within the State of Iowa.		
120	Dec. 20, 1911	6	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.		
121	"	10	51 52 53 53-a 54	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. wt. 20,000 lbs.	1 3 1 2	A Min. wt. 20,000 lbs.
122	"	11	66	Agricultural Implements: *Planter Fronts and Planter Frames.....	3	
123	"			*Sulphuric Acid, or Oil of Vitriol: In glass or earthenware, packed in barrels or boxes..... In carboys ..... In carboys, min. wt. 30,000 lbs. .... In iron or steel barrels .....	1 D1 2	4

\*New Item.

CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT—CONTINUED

Index No.	Date Effective	Iowa Classification		Article	L. C. L.	C. L.
		Page	Item			
				In iron or steel barrels, min. wt. 30,000 lbs. ----- In tank cars (see Rule 33), actual weight per gallon.----- Muriatic, Nitric and Sulphuric Acids may be shipped in mixed C. L., in packages named, at 4th Class, min. wt. 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., wt., 30,000 lbs.		4 4
124	"	28	67-----	Cancelled. (See Index No. 123.)		
125	"	29	4-----	Cancel Oil of Vitriol. (See Index No. 123.)		
126	"	38	1----- 2----- 3----- 4----- 5----- 6----- 7----- 8----- 9----- 10----- 11-----	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	B Min. wt. 30,000 lbs.
127	April 1, 1912	40		Eggs in wooden egg cases: Cancel note at bottom of page 40 and substitute the following: 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 1/2 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. All trays and dividing boards must be of hard calendered straw-board, 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 straw board 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. Eggs shipped in heavy boxes, or No. 1 Cases (boxes), must be packed same as in the instance of Standard Cases (boxes). 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, were in the movement of less than carload shipments. 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." Unless the foregoing requirements are complied with the shipment will be charged one class higher (greater). Eggs in Standard Egg Cases (boxes) containing 30 dozen or less, may be received and charged for transportation at an estimated weight of 53 lbs. per case (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). 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). 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.		
-128	Dec. 20, 1911	59	43----- 52----- 52-a-----	Coffee and Coffee Pellets: In single bags ----- *In double bags (see note) -----	3 4	

CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT—CONTINUED

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THIRTY-FOURTH ANNUAL REPORT OF THE

Index No.	Date Effective	Iowa Classifications		Article	L. C. L.	C. L.
		Page	Item			
129	Dec. 20, 1911	59	27	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.		
	"		27-a	Candles, N. O. S., boxed	4	5
	"		27-b	*Tumbler or Glass Cup Candles, in boxes, barrels, or casks: Invoice value of Tumblers or Glass Cups exceeding 25 cents per dozen per dozen and so receipted for, min. C. L. wt. 36,000 lbs.	3	5
	"		27-c	Invoice value of Tumblers or Glass Cups exceeding 25 cents per dozen or value not stated, min. C. L. wt. 24,000 lbs.	2	4
130	"	67	30	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 bdls.	3	Min. wt. 36,000 lbs.
131	"	82	45	*Machinery and Machines:		
	"		46	Machinery, N. O. S.:		
	"		47	S. U. loose or on skids	1	
	"		48	S. U., in boxes or crates	1	
	"		49	§K. D. in boxes, bundles or crates	2	
	"		50	S. U. or K. D., in packages, loose or on skids, C. L. min. wt. 24,000 lbs.		A
132	"	101	22	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
133	"	111	47	Drain Tile: (Exception to Rule 27.) (See Commodity Rate.)		
134	"	112	21	Plaster and Wall Finish:		
	"		30	Plaster Board and Plaster Slab	4	O
135	"	112	21	Plaster and Wall Finish:		
	"		35	†Retarder, in bags, barrels or boxes	4	5

136	"	117	11	*†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.  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 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.		
137	Dec. 20, 1911	123	27	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.		
138	"	129	26	Ovens and Cabinets for Gas, Oil and Alcohol Stoves, in separate packages:		
	"		27	S. U.	11	
	"		28	K. D., flat, boxed	2	
	"		29	Sheet Iron Ovens, nested	2	
139	"	136	52	Trees:		
	"		54	Christmas:		
	"		55	Boxed or in bundles	3	

\* New Item.

BOARD OF RAILROAD COMMISSIONERS

137

CHANGES AND ADDITIONS EFFECTED BY THIS SUPPLEMENT.—CONTINUED.

Index No.	Date Effective	Iowa Classifications		Article	L. C. L.	C. L.
		Page	Item			
140				*Bridge Builders' Outfit, consisting of second-hand tools, old ropes, pulleys, hoist jacks, etc., min. C. L. wt. 24,000 lbs.-----	3	A
141				*Gypsum, ground or calcined: In sacks ----- In bulk -----	4	125%* of Stone Rate C
142				*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--		
143				*Tanks: †Plate Iron or Steel 3-16 inch (7 guage) in thickness of heavier: Ten feet and under in length ----- Over 10 and under 30 ft. long ----- 30 ft. long or over ----- †The dimensions shown are exclusive of bulge at end.	3 1 1½	A Min. wt. 24,000 lbs.
144				*Holders: Broom, in wooden boxes -----	2	5
145				*Cereal, Flaked Toasted: In paper sacks ----- In cotton sacks ----- In boxes, kegs or barrels ----- (Subject to Rule 6-B.)	2 3 4	Min. wt. 20,000 lbs.
146				Iron and Steel, and Articles of: *Reinforcement for Cement Fence Posts, in bundles-----	3	A
147				Eliminate Arsenate of Lead from Item 24, page 146, and substitute the following: *Lead, Arsenate of, Paste, in cans, boxed, in palls, kits, kegs, half-barrels and barrels, minimum C. L. weight 36,000 lbs. -----	4	C
148				*Boxes: Match, Metal other than Silver or other precious metals, in corru-		

149				gated paper boxes -----	1	
150				*Corn: Sweet (in husk) Green in bulk, minimum C. L. weight 24,000 lbs.-----		C Soft Coal Lump Rates
151				*Mine Props and Mine Caps----- (Wooden.) Boxes and Crates: *Wooden, packing, min. C. L. wt. 14,000 lbs. (Subject to Rule 6-B.)	2	4

\* New Item.



COMMODITY RATES, (See Note L.)

(In cents per 100 lbs. except as otherwise noted.)

Miles	Lumber (hard and soft), Lath and Shingles in straight or mixed C. L. (see note u)*	Sash, doors and blinds in straight or mixed C. L. (see note v)*	Sash, doors or blinds mixed C. L. with lumber (hard and soft), lath or shingles (see note w)*	Bags and bagging, C. L. (see note m)†	Cement (paving and roofing) tar and pitch C. L. (see note n), minimum weight 40,000 lbs.	Paper (lining, roofing, etc.) C. L. minimum weight 40,000 lbs. (see note o)†	Box board (paper) and wood pulp board C. L. minimum weight 40,000 lbs.†	Egg case fillers, etc. C. L. (see note p)†	Beer, C. L. Effective October 1, 1908. (see note q)	Starch, C. L. Effective October 1, 1908. (see note r)	Harness and saddlery, C. L. minimum weight 20,000 lbs. Effective March 22, 1909.	Glucose, C. L. Effective March 22, 1909. (see note s)	Stone, C. L. (all kinds). (See note t) Rate in dollars and cents per ton, 2,000 lbs. Effective March 22, 1909.	Vinegar, C. L. minimum weight 30,000 lbs. Effective September 1, 1909.	Miles
5	3.5	3.5	3.5	4.0	3.5	4.2	4.2	5.	4.0	4.0	11.0	4.9	.25	4.0	5
10	3.7	3.7	3.7	5.2	3.7	4.4	4.4	5.1	5.2	5.2	12.0	5.2	.28	5.2	10
15	3.8	3.8	3.8	5.4	3.9	4.7	4.7	5.3	5.4	5.4	13.3	5.4	.31	5.4	15
20	4.	4.	4.	5.7	4.1	4.9	4.9	5.4	5.7	5.7	13.9	5.7	.34	5.7	20
25	4.1	4.1	4.1	5.9	4.2	5.1	5.1	5.6	5.9	5.9	14.5	5.9	.37	5.9	25
30	4.3	4.3	4.3	6.2	4.4	5.3	5.3	5.8	6.2	6.2	15.	6.2	.40	6.2	30
35	4.4	4.4	4.4	6.4	4.5	5.5	5.5	6.	6.4	6.4	15.5	6.4	.43	6.4	35
40	4.6	4.6	4.6	6.6	4.7	5.6	5.6	6.2	6.6	6.6	16.	6.6	.46	6.6	40
45	4.8	4.8	4.8	6.8	4.9	5.8	5.8	6.4	6.8	6.8	16.5	6.8	.49	6.8	45
50	4.9	4.9	4.9	7.	5.	6.	6.	6.6	7.	7.	17.	7.	.52	7.	50
55	5.	5.	5.	7.1	5.1	6.1	6.1	6.8	7.1	7.1	17.3	7.1	.55	7.1	55
60	5.2	5.2	5.2	7.3	5.2	6.2	6.2	7.	7.3	7.3	17.7	7.3	.58	7.3	60
65	5.3	5.3	5.3	7.4	5.3	6.4	6.4	7.2	7.4	7.4	18.	7.4	.60	7.4	65
70	5.5	5.5	5.5	7.6	5.4	6.5	6.5	7.4	7.6	7.6	18.4	7.6	.62	7.6	70
75	5.6	5.6	5.6	7.7	5.5	6.6	6.6	7.6	7.7	7.7	18.7	7.7	.64	7.7	75
80	5.7	5.7	5.7	7.8	5.6	6.7	6.7	7.8	7.8	7.8	19.	7.8	.66	7.8	80
85	5.9	5.9	5.9	8.	5.7	6.8	6.8	8.	8.	8.	19.4	8.	.68	8.	85
90	6.	6.	6.	8.1	5.8	7.	7.	8.2	8.1	8.1	19.7	8.1	.70	8.1	90
95	6.2	6.2	6.2	8.3	5.9	7.1	7.1	8.4	8.3	8.3	20.	8.3	.72	8.3	95
100	6.3	6.3	6.3	8.4	6.	7.2	7.2	8.6	8.4	8.4	20.4	8.4	.74	8.4	100
105	6.4	6.4	6.4	8.7	6.2	7.3	7.4	8.8	8.7	8.7	20.9	8.7	.755	8.7	105
110	6.5	6.5	6.5	9.	6.3	7.4	7.6	9.	9.	9.	21.5	9.	.77	9.	110
115	6.6	6.6	6.6	9.3	6.5	7.5	7.8	9.2	9.3	9.3	21.9	9.3	.785	9.3	115
120	6.7	6.7	6.7	9.6	6.7	7.6	8.	9.4	9.6	9.6	22.4	9.6	.80	9.6	120
125	6.8	6.8	6.8	9.8	6.8	7.7	8.2	9.6	9.8	9.8	22.8	9.8	.815	9.8	125
130	7.	7.	7.	10.1	7.	7.8	8.4	9.8	10.1	10.1	23.3	10.1	.83	10.1	130
135	7.1	7.1	7.1	10.4	7.2	7.9	8.6	10.	10.4	10.4	23.8	10.4	.845	10.4	135
140	7.2	7.2	7.2	10.7	7.4	8.	8.8	10.2	10.7	10.7	24.3	10.7	.86	10.7	140
145	7.3	7.3	7.3	11.	7.5	8.1	9.	10.4	11.	11.	24.8	11.	.875	11.	145
150	7.4	7.4	7.4	11.3	7.7	8.2	9.2	10.6	11.3	11.2	25.3	11.3	.89	11.3	150
155	7.5	7.5	7.5	11.6	7.9	8.3	9.4	10.8	11.6	11.4	25.8	11.6	.905	11.6	155
160	7.6	7.6	7.6	11.9	8.	8.4	9.6	11.	11.9	11.5	26.3	11.9	.92	11.9	160
165	7.7	7.7	7.7	12.2	8.2	8.5	9.8	11.2	12.2	11.6	26.8	12.2	.935	12.2	165
170	7.8	7.8	7.8	12.5	8.4	8.6	10.	11.4	12.5	11.7	27.3	12.5	.95	12.5	170
175	7.9	7.9	7.9	12.7	8.5	8.7	10.2	11.6	12.7	11.8	27.7	12.7	.965	12.7	175
180	8.	8.	8.	13.	8.7	8.8	10.3	11.8	13.	11.9	28.2	13.	.98	13.	180
185	8.1	8.1	8.1	13.3	8.8	8.9	10.5	12.	13.3	12.	28.7	13.3	.995	13.3	185
190	8.2	8.2	8.2	13.6	8.9	9.	10.7	12.2	13.6	12.	29.2	13.6	1.01	13.6	190
195	8.3	8.3	8.3	13.9	9.	9.1	10.9	12.4	13.9	12.1	29.7	13.9	1.025	13.9	195
200	8.4	8.4	8.4	14.2	9.1	9.2	11.1	12.6	14.2	12.1	30.	14.2	1.04	14.2	200
210	8.6	8.6	8.6	14.4	9.2	9.4	11.5	13.	14.7	12.2	30.5	14.4	1.06	14.8	210
220	8.8	8.8	8.8	14.6	9.3	9.6	11.9	13.4	15.2	12.3	31.2	14.8	1.08	15.4	220
230	9.	9.	9.	14.8	9.4	9.8	12.3	13.8	15.6	12.4	31.7	15.2	1.10	15.9	230
240	9.2	9.2	9.2	15.	9.5	10.	12.7	14.	16.	12.5	32.2	15.6	1.12	16.3	240
250	9.4	9.4	9.4	15.2	9.6	10.2	12.8	14.2	16.2	12.6	32.7	17.	1.14	16.6	250
260	9.6	9.6	9.7	15.4	9.7	10.4	13.	14.4	16.4	12.7	33.2	17.4	1.16	16.9	260
270	9.7	9.7	9.9	15.6	9.8	10.6	13.2	14.6	16.6	12.8	33.7	17.8	1.18	17.1	270
280	9.7	9.7	10.1	15.8	9.9	10.8	13.4	14.8	16.8	12.9	34.5	18.2	1.20	17.3	280
290	9.8	9.8	10.3	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.22	17.5	290
300	9.8	9.8	10.5	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.24	17.5	300
310	9.9	9.9	10.7	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.25	17.5	310
320	9.9	9.9	10.9	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.26	17.5	320
330	10.	10.	11.1	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.27	17.5	330
340	10.	10.	11.3	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.28	17.5	340
350	10.1	10.1	11.6	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.29	17.5	350
360	10.1	10.1	11.8	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.30	17.5	360
370	10.2	10.2	12.	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.31	17.5	370

\* New Item.

COMMODITY RATES, (SEE NOTE L.)—CONTINUED

(In cents per 100 lbs. except as otherwise noted.)

Miles	Lumber (hard and soft), Lath and Shingles in straight or mixed C. L. (see note u)	Sash, doors and blinds in straight or mixed C. L. (see note v)	Sash, doors or blinds mixed C. L. with lumber (hard and soft), lath or shingles (see note w)	Bags and bagging, C. L. (see note m)†	Cement (paving and roofing) tar and pitch C. L. (see note n) minimum weight 40,000 lbs.	Paper (lining, roofing, etc.) C. L. Minimum weight 40,000 lbs. (see note o)†	Box board (paper) and wood pulp board C. L. minimum weight 40,000 lbs.†	Egg case fillers, etc. C. L. (see note p)†	Beer, C. L. Effective October 1, 1909. (see note q)	Starch, C. L. Effective October 1, 1909. (see note r)	Harness and saddlery, C. L. minimum weight 20,000 lbs. Effective March 22, 1909.	Glucose, C. L. Effective March 22, 1909. (see note s)	Stone, C. L. (all kinds) (see note t) Rate in dollars and cents per ton, 2,000 lbs. Effective March 22, 1909.	Vinegar, C. L. minimum weight 30,000 lbs. Effective September 1, 1909.	Miles
380	10.2	10.2	12.2	16.	10.	11.	13.5	15.	17.	13.	35.	18.5	1.32	17.5	380
390	10.3	10.3	12.4	16.5	10.5	11.5	14.	15.5	17.5	13.5	35.5	19.	1.33	18.	390
400	10.8	10.8	12.6	17.	11.	12.	14.5	16.	18.	14.	36.	19.5	1.34	18.5	400
410	11.4	11.4	12.8	17.5	11.5	12.5	15.	16.5	18.5	14.5	36.5	20.	---	19.	410
420	12.	12.	13.	18.	12.	13.	15.5	17.	19.	15.	37.	20.5	1.36	19.5	420
430	12.6	12.6	13.2	18.5	12.5	13.5	16.	17.5	19.5	15.5	37.5	21.	---	20.	430
440	13.	13.	13.4	19.	13.	14.	16.5	18.	20.	16.	38.	21.5	1.38	20.5	440
450	13.7	13.7	13.7	19.5	13.5	14.5	17.	18.5	20.5	15.5	38.5	22.	---	21.	450
460	13.9	13.9	13.9	20.	14.	15.	17.5	19.	21.	17.	39.	22.5	1.40	21.5	460
470	14.1	14.1	14.1	20.5	14.5	15.5	18.	19.5	21.5	17.5	39.5	23.	---	22.	470
480	14.3	14.3	14.3	21.	15.	16.	18.5	20.	22.	18.	40.	23.5	1.42	22.5	480
490	14.5	14.5	14.5	21.5	15.5	16.5	19.	20.5	22.5	18.5	40.5	24.	---	23.	490
500	14.7	14.7	14.7	22.	16.	17.	19.5	21.	23.	19.	41.	24.5	1.44	23.5	500

\*Effective July 13, 1909. †Effective May 1, 1909.

PAGES VI AND VII. Plaster Board and Plaster Studding, C. L.: Include with commodity rate on salt, lime, cement, plaster, stucco.

PAGE VII—NOTE e. Paper: Document manila, news print, printing, not enameled, glazed or surface coated, valuation limited to 5 cents per pound; poster, hanger (wall paper unfinished), building (including asbestos cement building), lining (building), roofing (plain cement, asbestos cement, granite or tar), pitch gravel roofing, chip board, wrapping, including manila, wax manila or paraffined manila (exclusive of other oiled, waxed or paraffined wrapping paper; also exclusive of rosin glazed or vegetable parchment wrapping paper), manila rope, tailor's pattern, tissue (plain), toilet, roofing felt, saturated felt, strawboard, tarred felt, tarred paper. Straight or mixed carloads, minimum weight 35,000 lbs. Roofing cement or pitch, including petroleum pitch, also roof coating, may be shipped in mixed carloads with the articles at the rates named in this item. (Effective March 15, 1909.)

PAGE VII—NOTE f. Brick (except bath and enameled), clay conduits, creosoted paving blocks, drain tile, hollow building tile, and fire clay tile not glazed or enameled, straight or mixed C. L.; also fire clay, straight C. L., or in mixed C. L. with fire brick, also tank or furnace tile or blocks and fire clay flattening blocks in straight C. L., or in mixed C. L. with fire brick and fire clay, minimum weight 50,000 lbs., except when marked capacity of car is less, in which event marked capacity of car will govern. Drain tile in straight carloads, minimum weight, 30,000 lbs.

NOTE l. It must be understood that in no case should the rates named herein with minimum weight provided be used when the application of the class rates and minimum weights governed by Iowa Classification would result in lower charges.

NOTE m. Bags and bagging, in bales or rolls, viz: Brown cotton, burlap, clayed, cotton grain, jute. Min. C. L. wt. 30,000 lbs.

NOTE n. Cement, paving or roofing, viz: Asphaltic pitch, petroleum pitch, and tar (in solid form); tar, viz: asphaltic and coal, pitch, viz: asphaltic and coal tar. In barrels min. C. L. wt. 40,000 lbs. In tank cars, capacity of tank.

NOTE o. Paper, viz: Lining (building, plain or prepared), roofing (plain or prepared), asphalt gravel roofing, pitch gravel roofing, chip board, roofing felt, saturated felt, strawboard, tarred felt, tarred paper, roof coating (exclusive of earth paint), roofing cement or pitch, including petroleum pitch, may be shipped in mixed carloads with the articles and at the rates named in this item. Min. C. L. wt. 40,000 lbs.

NOTE p. Egg-case fillers (strawboard), egg-case fillers (wood-pulp board), wooden egg cases filled with egg-case fillers, K. D. flat, min. C. L. wt. 24,000 lbs.

NOTE q. Beer, C. L. Beer, beer tonic, hop tonic, hop tea tonic, malt food, malt tonic, weiss beer in straight or mixed carloads, minimum weight 30,000 lbs.

NOTE r. Starch, C. L. Starch and starchose in straight or mixed carloads, minimum weight 30,000 lbs.

NOTE s. Glucose, C. L. Glucose jelly, corn syrup, grape sugar, sugar syrup, sorghum maple syrup substitutes, corn syrup, corn sugar, sorghum syrup and molasses, straight or mixed C. L., minimum weight 40,000 lbs.

NOTE t. Stone, C. L. (All kinds.) Rough quarried or crushed, gypsum rock, sand, gravel, cinders or burnt earth, clay and shale. Minimum C. L. weight 30,000 lbs.

NOTE u. Same rates will also apply to articles listed under the heading of "Lumber and articles taking same rates," as named in Rule No. 840, of Western Trunk Lines Circular No. 1-G, I. C. C. No. A-229, supplements thereto or reissues thereof, when shipped in straight or mixed carloads, minimum weight 30,000 lbs.

NOTE v. Same rates will apply to articles listed in Rule 850 of Western Trunk Lines Circular No. 1-G, I. C. C. No. A-229, supplements thereto or reissues thereof, when shipped in straight or mixed carloads, minimum weight 30,000 lbs.

NOTE w. Same rates will apply to articles listed in Rules 840 and 850 of Western Trunk Lines Circular No. 1-G, I. C. C. No. A-229, supplements thereto or reissues thereof, when shipped in mixed carloads, minimum weight 30,000 lbs.

PAGE VII—NOTE x. Corn rates will apply to the following articles in straight or mixed carloads, minimum weight 30,000 lbs.:

Alfalfa Feed,	Brewers' Refuse,	Cotton Seed Meal,	Kaffir Corn,	Oats,	Sugar Feed,
Alfalfa Meal,	Dry,	Dried Beet Pulp,	Linseed Cake,	Oil Cake,	Wild Mustard Seed,
Barley,	Corn Flour,	Gluten Feed,	Linseed Meal,	Oil Meal,	
Bran,	Corn Meal,	Gluten Meal,	Maltsters' Refuse,	Shorts,	
Brewers' Grits,	Cotton Seed Cake,	Grain Screenings,	Middlings,	Sorghum Seed,	
Brewers' Meal,	Cotton Seed Hulls,	Hominy Feed,	Molasses Feed,	Speltz,	

Chopped Feed (Other than Wheat Chops),  
Also all uncooked Grain or Cereal Food Products manufactured from Corn.

ERRATA:

PAGE VI. In commodity rate on wheat, there should be a comma between the words wheat and flour.

PAGE VII. Rate on hard coal for 240 miles should read \$2.16.

PAGE 204. Class E. Eighty per cent rate for 110 miles should be 4.08c.

BOARD OF RAILROAD COMMISSIONERS  
OF THE STATE OF IOWA

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ERRATA

(To be attached to and made a part of Supplement No. 9 to Iowa Classification No. 14, dated November 20, 1911, effective December 20, 1911.)

On last page of Supplement No. 9, "Page VII—Note x" eliminate the words "minimum weight 30,000 lbs." which were inserted in error. (See note c, page VII, Iowa Classification No. 14.)

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

GEO. L. McCAUGHAN,  
Secretary.

Des Moines, Iowa, Dec. 19, 1911.

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GENERAL CASES CLOSED

BY

CORRESPONDENCE

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No. 5010—1911.

E. B. Trout, Reasnor, vs. Chicago, Rock Island & Pacific Railway Company.

*Drainage.*

This was a case concerning obstruction of drainage caused by railway bridge. A hearing upon the premises was fixed by the Board for May 6, 1909. Due notice having been given all parties, the Board met at the time above stated and made a personal inspection of the premises. Later the railway company agreed to enlarge and rebuild this bridge so as to fully comply with the petition of complainants.

Closed satisfactorily to complainant.

Filed December 6, 1906. Closed January 4, 1911.

No. 5011—1911.

Residents of Humboldt County vs. Minneapolis & St. Louis Railroad Company.

*Dangerous Crossing.*

Satisfactorily adjusted.

Filed February 20, 1909. Closed October 30, 1911.

No. 5012—1911.

Armstrong Cement Works, Armstrong vs. Chicago & North Western Railway Company and Chicago, Rock Island & Pacific Railway Company.

*Track connections at Gridley and Maple Hill.*

Dismissed without prejudice.

Filed June 28, 1909. Closed May 24, 1911.

No. 5013—1911.

H. L. Seyfert, et al, Valley Junction, vs. Chicago, Rock Island & Pacific Railway and Minneapolis & St. Louis Railroad Company.

*Depot service.*

Board made a personal investigation of the premises in question. Company remodeled station for temporary use, with understanding that new station would be built in the near future.

Filed February 18, 1910. Closed April 26, 1911.

No. 5014—1911.

Keokuk Retail Merchants Association, Keokuk, Iowa, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Service, Keokuk to Mt. Pleasant.*

After considerable correspondence this case was closed on request of petitioners.

Filed February 21, 1910. Closed May 6, 1911.

No. 5015—1911.

Mulholland Company, Malvern, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Service.*

This was a request to stop fast through trains at Malvern. Board held it was unable to grant relief, under the holding of the United States Supreme Court that, "a state, itself, has no authority to interfere with the running of through, interstate trains."

Filed March 12, 1910. Closed December 9, 1910.

No. 5016—1911.

R. C. Spencer, Audubon, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service, Atlantic to Audubon.*

The railroad company installed a new schedule on the line in question, which was satisfactory to complainants.

Filed March 19, 1910. Closed June 13, 1911.

No. 5017—1911.

B. A. Plummer, et al, Forest City, vs. Minneapolis & St. Louis Railroad Company.

*Station Service.*

Company agreed to enlarge and remodel station building.

Filed March 23, 1910. Closed May 24, 1911.

No. 5018—1911.

Sunny Side Coal & Mining Company, Stratford, Iowa, vs. Chicago & North Western Railway Company.

*Side Track.*

Closed without prejudice.

Filed April 30, 1910. Closed May 24, 1911.

No. 5019—1911.

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

*Flagman at Crossing.*

Flagman was placed at this crossing by the railway company furnishing the protection desired by complainants.

Filed May 31, 1910. Closed May 25, 1911.

No. 5020—1911.

Citizens of Arion, vs. Illinois Central Railroad Company.

*Dangerous Crossing.*

Company agreed to limit the speed of all trains to 6 miles per hour over the crossing in question.

Filed June 13, 1910. Closed January 4, 1911.

No. 5021—1911.

M. W. Baker, Norwich, vs. Wabash Railroad Company.

*Train Service, Bingham.*

Closed without prejudice.

Filed June 21, 1910. Closed December 21, 1910.

No. 5022—1911.

Frank O'Horo, Melrose, vs. Chicago, Burlington & Quincy Railroad Company.

*Drainage.*

Railroad Company enlarged ditch in question so as to furnish the proper amount of drainage for complainant's land.

Filed June 27, 1910. Closed March 29, 1911.

No. 5023—1911.

T. A. Moore, Plato, vs. Chicago, Rock Island & Pacific Railway Company.

*Dangerous Bridge.*

Filed July 8, 1910. Closed July 18, 1911.

No. 5024—1911.

Wm. Jackson, Jackson, vs. Chicago, Anamosa & Northern Railway Company.

*Station Service.*

Closed without prejudice.

Filed September 1, 1910. Closed January 4, 1911.

No. 5025—1911.

E. B. Ball, Luther, Iowa, vs Fort Dodge, Des Moines & Southern Railroad company.

*Station Service at Napier.*

Dismissed without prejudice.

Filed September 8, 1910. Closed June 1, 1911.

No. 5026—1911.

J. S. Garber, Charles City, vs. Chicago, Rock Island & Pacific Railway Company.

*Dangerous Crossing.*

Company installed an electric crossing bell at this station.

Filed September 15, 1910. Closed January 4, 1911.

No. 5027—1911.

Citizens of Max and Dion, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Cars.*

Dismissed.

Filed September 22, 1910. Closed December 4, 1911.

No. 5028—1911.

Farmers Co-Operative Society, Blanden, vs. Chicago, Rock Island & Pacific Railway Company.

*Elevator Site.*

This was an application by the Farmers Co-Operative Society of Blanden, for elevator site at that place on the line of the Chicago, Rock Island & Pacific Railway Company. After considerable correspondence the Board on May 11th visited the premises and held hearing which resulted in satisfactory arrangements being reached between the parties to the case for the location of elevator.

Filed September 28, 1910. Closed July 8, 1911.

No. 5029—1911.

Gleason Coal Company, Fort Dodge, Ia., vs. Chicago, Great Western Railroad Company.

*Switch Track.*

Case withdrawn by complainant.

Filed October 3, 1910. Closed January 4, 1911.

No. 5030—1911.

Hawkeye Pearl Button Company, Muscatine, Ia., vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Cars.*

Company agreed to furnish cars as desired by complainant.

Filed October 18, 1910. Closed January 4, 1911.

No. 5031—1911.

H. J. Hulbregts, Hull, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Cars.*

Company agreed to remedy cause of this complaint.

Filed October 25, 1910. Closed January 4, 1911.

No. 5032—1911.

C. M. Harris, Coon Rapids, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Dangerous Crossings.*

Electric signal bells were placed at the crossings complained of.

Filed October 28, 1910. Closed December 27, 1910.

No. 5033—1911.

Citizens of Rockwell, vs. Iowa Central Railway Company.

*Telephone in Depot.*

Telephone was installed as requested.

Filed October 31, 1910. Closed March 29, 1911.

No. 5034—1911.

S. W. White, Oskaloosa, vs. Chicago, Rock Island & Pacific Railway Company.

*Obstruction of Crossing.*

Railroad company agreed to remedy cause of complaint at once.

Filed October 31, 1910. Closed June 9, 1911.

No. 5035—1911.

City of Manchester, vs. Illinois Central Railroad Company.

*Dangerous Crossing.*

Watchman was placed on duty at this crossing in compliance with request of complainants.

Filed November 7, 1910. Closed January 2, 1911.

No. 5036—1911.

Citizens of Glenwood, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Service.*

See case No. 5015 of this report, Mulholland Company, Malvern, Iowa, vs. Chicago, Burlington & Quincy Railroad Company in re train service. Filed Nov. 9, 1910. Closed May 24, 1911.

No. 5037—1911.

Joseph Mattes, Odebolt, vs. Chicago & North Western Railway Company.

*Train Service.*

Company made certain changes in the schedule time of its trains to remove the conditions complained of.

Filed November 11, 1910. Closed January 4, 1911.

No. 5038—1911.

Centennial Mill Company, Avoca, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Service.*

Petitions returned on request of complainant. Closed without prejudice.

Filed November 11, 1910. Closed December 21, 1910.

No. 5039—1911.

Citizens of Slater, vs. Chicago, Milwaukee & St. Paul Railway Company and Chicago & Northwestern Railway Company.

*Station Service.*

New station building was erected by the two companies.

Filed November 18, 1910. Closed January 4, 1911.

No. 5040—1911.

Edw. Galbraith, Webb, vs. Chicago, Rock Island & Pacific Railway Company.

*Crossing.*

Crossing widened satisfactory to complainant.

Filed November 18, 1910. Closed November 9, 1911.

No. 5041—1911.

T. S. Bassett, Sioux City, vs. Chicago & North Western Railway Company.

*Train Service.*

Company agreed to remove cause for complaint.

Filed November 19, 1910. Closed December 15, 1911.

No. 5042—1911.

Citizens of Grable, vs. Illinois Central Railroad Company.

*Station Service.*

Telephone was installed in station as requested.

Filed November 19, 1910. Closed July 6, 1911.

No. 5043—1911.

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

*Dangerous Crossing.*

Satisfactorily adjusted.

Filed November 21, 1910. Closed November 20, 1911.

No. 5044—1911.

H. H. McGhan, Stacyville, vs. Illinois Central Railroad Company.

*Train Service.*

Arrangements were made with railroad company whereby cause for complaint would be removed.

Filed November 22, 1910. Closed March 29, 1911.

No. 5045—1911.

High Bridge Supply Company, Madrid, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Loss in Transit.*

No jurisdiction.

Filed November 29, 1910. Closed March 27, 1911.

No. 5046—1911.

George H. Mackrill, Griswold, vs. Chicago, Burlington & Quincy Railroad Company.

*Stock Train Service—Interstate.*

Investigated.

Filed November 29, 1910. Closed June 14, 1911.

No. 5047—1911.

Davidson Bros. Co., Ft. Dodge, vs. Illinois Central Railroad Company.  
*Warm Car Service.*

Satisfactorily adjusted.

Filed December 3, 1910. Closed January 4, 1911.

No. 5048—1911.

R. M. Corbitt, Wyoming, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Station Service.*

Adjusted.

Filed December 3, 1910. Closed January 4, 1911.

No. 5049—1911.

Citizens of Delmar Junction, vs. Chicago, Milwaukee & St. Paul Railway Company and Chicago & North Western Railway Company.

*Flagman at Crossing.*

Adjusted.

Filed December 3, 1910. Closed January 4, 1911.

No. 5050—1911.

J. A. Halley, Nashville, vs. Chicago & North Western Railway Company.

*Tracing.*

Investigated.

Filed December 3, 1910. Closed December 9, 1911.

No. 5051—1911.

Stock Shippers on the Story City Branch of the Iowa Central Railway Company, vs. Iowa Central Railway Company.

*Stock Train Service.*

Adjusted.

Filed December 3, 1910. Closed January 23, 1911.

No. 5052—1911.

W. C. Kirchkeck, Delaware, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Train Connection.*

Investigated.

Filed December 3, 1910. Closed January 4, 1911.

No. 5053—1911.

B. F. Swisher, Waterloo, vs. Chicago & North Western Railway Company.  
*Train Service.*

Adjusted.

Filed December 3, 1910. Closed January 2, 1911.

No. 5054—1911.

Booster Club, New Sharon, vs. Minneapolis & St. Louis Railroad Company.  
*Train Service.*

Adjusted.

Filed December 8, 1910. Closed July 18, 1911.

No. 5055—1911.

Farmers Elevator Company, Hubbard, vs. Chicago & North Western Railway Company.

*Elevator Site.*

Elevator site secured.

Filed December 8, 1910. Closed March 29, 1911.

No. 5056—1911.

J. Buff Jackson, Villisca, vs. Chicago, Burlington & Quincy Railroad Company.

*Train Connections on the Red Oak, Nebraska City, Branch.*

Adjusted.

Filed December 8, 1910. Closed January 4, 1911.

No. 5057—1911.

Geo. A. Goetzman, et al, Panora, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Coal Dock.*

Filed December 8, 1910. Closed June 12, 1911.

No. 5058—1911.

W. E. Baldwin, Selma, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Investigated.

Filed December 9, 1910. Closed March 29, 1911.



No. 5059—1911.

Farmers Elevator Co., Armstrong, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Cars.*

Investigated.

Filed December 9, 1910. Closed January 4, 1911.

No. 5060—1911.

Geo. B. Sexton, Villisca, vs. Chicago, Burlington & Quincy Railroad Company.

*Dangerous Crossing.*

Adjusted.

Filed December 12, 1910. Closed January 11, 1911.

No. 5061—1911.

Wallace Bros., Mondamin, vs. Chicago & North Western Railway.

*Failure to Furnish Cars.*

Adjusted.

Filed December 12, 1910. Closed June 9, 1911.

No. 5062—1911.

F. J. Blake, Fort Dodge, vs. Chicago Great Western Railroad Company.

*Stock Yards.*

Stock chute provided.

Filed December 14, 1910. Closed January 4, 1911.

No. 5063—1911.

Farmers Grain Co., Oakville, vs. Muscatine North & South Railroad Company.

*Elevator Site.*

Satisfactorily adjusted.

Filed December 14, 1910. Closed January 4, 1911.

No. 5064—1911.

M. E. Stone, Chariton, vs. Chicago, Burlington & Quincy Railroad Company.

*Stock Passage Way.*

Adjusted.

Filed December 15, 1910. Closed June 14, 1911.

No. 5065—1911.

Wm. B. Leslie, Germania, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Furnish Cars.*

Investigated.

Filed December 17, 1910. Closed January 4, 1911.

No. 5066—1911.

C. F. Davis, Bloomfield, vs. Wabash Railroad Company.

*Crossing.*

Crossing furnished as desired.

Filed December 23, 1910. Closed March 29, 1911.

No. 5067—1911.

Sam Ness, Roelyn, vs. Chicago Great Western Railroad Company.

*Station Facilities.*

Conditions remedied.

Filed December 23, 1910. Closed June 12, 1911.

No. 5068—1911.

J. H. McIntosh, Modale, vs. Chicago & North Western Railway Company.

*Train Service.*

Filed December 23, 1910. Closed March 29, 1911.

No. 5069—1911.

F. J. O'Brien, Fostoria, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Failure to Furnish Cars.*

Filed December 23, 1910. Closed April 4, 1911.

No. 5070—1911.

Kennedy & McGonagle, Washta, vs. Illinois Central Railroad Company.

*Failure to Furnish Cars.*

Filed December 27, 1910. Closed March 29, 1911.

No. 5071—1911.

John Crawford, Minburn, vs. Minneapolis & St. Louis Railroad Company.

*Failure to Furnish Cars.*

Filed December 27, 1910. Closed March 29, 1911.

No. 5072—1911.

Thos. Kelley, Hampton, vs. Iowa Central Railway Company, and Chicago Great Western Railroad Company.

*Dangerous Track.*

Filed December 28, 1910. Closed May 19, 1911.

No. 5073—1911.

S. M. Thurlow, Leslie, vs. Chicago, Burlington & Quincy Railroad Company.

*Fence along right of way.*

Filed December 28, 1910. Closed March 29, 1911.

No. 5074—1911.

J. W. Binnett, Mayor, Janesville, vs. Illinois Central Railroad Company.

*Viaduct.*

Adjusted.

Filed December 28, 1910. Closed June 12, 1911.

No. 5075—1911.

Bureau of Labor Statistics, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Equipment of Switch Engine.*

Adjusted.

Filed January 4, 1911. Closed March 29, 1911.

No. 5076—1911.

Bureau of Labor Statistics, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Water cars at Oskaloosa.*

Adjusted.

Filed January 4, 1911. Closed March 29, 1911.

No. 5077—1911.

N. G. O. Coad & Sons, Hull, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay in Transit.*

Filed January 4, 1911. Closed January 17, 1911.

No. 5078—1911.

Citizens of Watkins, vs. Chicago & North Western Railway Company.

*Train Service.*

Satisfactorily adjusted.

Filed January 7, 1911. Closed April 18, 1911.

No. 5079—1911.

Lodwick Bros., Mystic, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Delay in Transit.*

Adjusted.

Filed January 7, 1911. Closed January 17, 1911.

No. 5080—1911.

Will M. Rider, Garwin, vs. Chicago & North Western Railway Company.

*Train Service on the Tama & Hawarden Branch.*

Satisfactorily adjusted.

Filed January 13, 1911. Closed November 9, 1911.

No. 5081—1911.

Johnston Brothers' Clay Works, Clayworks, vs. Minneapolis & St. Louis Railroad Company.

*Switch.*

Adjusted.

Filed January 13, 1911. Closed August 7, 1911.

No. 5082—1911.

Fenn Bros., Salem, vs. Chicago, Burlington & Quincy Railroad Company.

*Failure to Set Cars for Unloading.*

Adjusted.

Filed January 13, 1911. Closed March 29, 1911.

No. 5083—1911.

Thos. Atkinson, Udell, vs. Wabash Railroad Company.

*Fire set by locomotives.*

Adjusted.

Filed January 13, 1911. Closed April 3, 1911.

No. 5084—1911.

P. H. Dohse, West Side, vs. Chicago &amp; North Western Railway Company.

*Dangerous Crossing.*

Adjusted.

Filed January 16, 1911. Closed March 29, 1911.

No. 5085—1911.

A. W. Kaplan, Sioux City, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Switch.*

Switching rates provided as desired.

Filed January 16, 1911. Closed January 23, 1911.

No. 5086—1911.

H. J. Green, Decorah, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Train Service.*

Passenger service restored as requested by petitioners.

Filed January 16, 1911. Closed March 6, 1911.

No. 5087—1911.

W. J. R. Beck, et al., Fort Madison, vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Station service at Beck.*

Satisfactorily adjusted.

Filed January 17, 1911. Closed March 29, 1911.

No. 5088—1911.

W. R. Robinson, Thornton, vs. Iowa Central Railway Company.

*Train Connections at Oskaloosa.*

Dismissed.

Filed January 17, 1911. Closed May 2, 1911.

No. 5089—1911.

Greater Des Moines Committee for Harger &amp; Blish, Des Moines, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Delay in Transit.*

Dismissed.

Filed January 19, 1911. Closed November 9, 1911.

No. 5090—1911.

N. G. O. Coad, Hull, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Delay in Transit.*

Dismissed—interstate shipment.

Filed January 21, 1911. Closed March 29, 1911.

No. 5091—1911.

L. A. Dickinson, Shellsburg, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed January 23, 1911. Closed April 5, 1911.

No. 5092—1911.

Stock shippers of Vall, vs. Chicago &amp; North Western Railway Company.

*Station Service.*

Satisfactorily adjusted.

Filed January 26, 1911. Closed March 29, 1911.

No. 5093—1911.

Fred R. Berg, Elgin, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Train Service.*

Dismissed.

Filed January 26, 1911. Closed March 29, 1911.

No. 5094—1911.

Citizens of Wallingford, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Train Service.*

Train service adjusted satisfactory to petitioners.

Filed January 26, 1911. Closed March 29, 1911.

No. 5095—1911.

W. G. Kapp, Iowa Falls, vs. Iowa Central Railway Company.

*Station Service at Zearing.*

Adjusted.

Filed January 30, 1911. Closed June 14, 1911.

No. 5096—1911.

Paul P. Shultz, Alta, vs. Illinois Central Railroad Company.

*Refusal to stop train at Larabee.*

Dismissed.

Filed January 30, 1911. Closed June 12, 1911.

No. 5097—1911.

Azeltine Bros., Alexander, vs. Iowa Central Railway Company.

*Failure to Furnish Cars.*

Satisfactorily adjusted.

Filed January 27, 1911. Closed March 31, 1911.

No. 5098—1911.

Wm. Van Ruff, Villisca, vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Drainage.*

Satisfactorily adjusted.

Filed February 2, 1911. Closed December 4, 1911.

No. 5099—1911.

Citizens of Webster, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed February 11, 1911. Closed July 8, 1911.

No. 5100—1911.

Henry Mahneke, Hampton, vs. Chicago Great Western Railroad Company.

*Farm Crossing.*

Dismissed—no jurisdiction.

Filed February 11, 1911. Closed April 7, 1911.

No. 5101—1911.

J. F. Harnett, Eldora, vs. Iowa Central Railway Company.

*Train Service.*

Dismissed.

Filed February 16, 1911. Closed July 18, 1911.

No. 5102—1911.

E. W. Van Duyn, Des Moines, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Insufficient Train Crew.*

Satisfactorily adjusted.

Filed February 16, 1911. Closed March 8, 1911.

No. 5103—1911.

T. H. Makenzie, Iowa Falls, vs. Illinois Central Railroad Company.

*Unsanitary Condition of Depot at Fort Dodge.*

Adjusted.

Filed February 16, 1911. Closed March 29, 1911.

No. 5104—1911.

G. L. Waldron, Latimer, vs. Iowa Central Railway Company.

*Train Service.*

The railroad company made certain changes in their train schedules which appeared to satisfy the complainant.

Filed February 18, 1911. Closed November 9, 1911.

No. 5105—1911.

Mrs. L. J. Smith, West Chester, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Hog-tight Fence.*

Fence erected as requested by petitioner.

Filed February 21, 1911. Closed June 13, 1911.

No. 5106—1911.

Leo Shelangoskie, West Chester, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Hog-tight Fence.*

Fence erected as requested by petitioner.

Filed February 21, 1911. Closed June 13, 1911.

No. 5107—1911.

W. R. Hill, Shambaugh, vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Stock Yards.*

Improvements made in stock yards which were satisfactory to complainants.

Filed February 24, 1911. Closed August 31, 1911.

No. 5165—1911.

James W. Hurst, Leon, vs. Chicago, Burlington & Quincy Railroad Company.

*Telephone in Depot.*

Telephone installed.

Filed February 24, 1911. Closed March 6, 1911.

No. 5109—1911.

Geo. Cruise, et al., Massena, vs. Chicago, Burlington & Quincy Railroad Company.

*Stock Train Service on Greenfield Branch.*

Hearing in this case was held at Creston, Iowa, May 5, 1911. At the conclusion of the hearing the Chicago, Burlington & Quincy Railroad Company agreed to make another trial of running a weekly stock train to St. Joseph, Mo.; period of trial to cover four months and include all stations on the Cumberland Branch, Creston and north, points east and west of Creston, and the stations of Kent and Lenox, south of Creston. The train was to be continued if it should average fifteen cars of stock from the said stations and if such average was not maintained then the train was to be discontinued and the petitioners would not ask for the continuance of the train.

Filed February 24, 1911. Closed May 8, 1911.

No. 5110—1911.

Mrs. Warren Nichols, Minerva, vs. Iowa Central Railway Company.

*Train Service on Story City Branch.*

Service improved by railroad company.

Filed March 4, 1911. Closed May 23, 1911.

No. 5111—1911.

George B. Main, Westfield, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Farm Crossing.*

Adjusted satisfactorily.

Filed March 4, 1911. Closed June 1, 1911.

No. 5112—1911.

A. R. Stone, Albia, vs. Iowa Central Railway Company.

*Bulletin Board in Station.*

Satisfactorily adjusted.

Filed March 18, 1911. Closed June 12, 1911.

No. 5113—1911.

F. Mosebach, Melbourne, vs. Chicago Great Western Railroad Company.

*Condition of Pasture Fence.*

Satisfactorily adjusted.

Filed March 20, 1911. Closed April 5, 1911.

No. 5114—1911.

G. W. Wood, Duff, vs. Chicago, Burlington & Quincy Railroad Company.

*Complaint for Iron Bridge.*

New bridge constructed by railroad company.

Filed March 20, 1911. Closed June 17, 1911.

No. 5115—1911.

Ezra C. McMaster, Mt. Ayr, vs. Chicago, Burlington & Quincy Railroad Company.

*Establishment of Crossing and Cattle Guards.*

Crossing was constructed satisfactory to complainant.

Filed March 21, 1911. Closed November 29, 1911.

No. 5116—1911.

B. W. Grier, Hartwick, vs. Chicago & North Western Railway Company.

*Telephone in Station.*

Telephone installed.

Filed March 1, 1911. Closed March 21, 1911.

No. 5117—1911.

E. P. Barringer, et al., Ruthven, vs. Minneapolis & St. Louis Railroad Company.

*Defective Engines.*

Condition remedied by railroad company.

Filed March 21, 1911. Closed June 14, 1911.

No. 5118—1911.

F. B. Rogers, Britt, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Shortage of Cars.*

Adjusted.

Filed March 3, 1911. Closed June 17, 1911.

No. 5119—1911.

J. T. McGuire, Victor, vs. Chicago, Rock Island & Pacific Railway Company.

*Failure to Install Telephone.*

Telephone installed in depot.

Filed March 24, 1911. Closed June 12, 1911.

No. 5120—1911.

Onawa Mills, Onawa, vs. Chicago & North Western Railway Company.

*Freight Train Service.*

Change made in service which was satisfactory to complainant.

Filed March 25, 1911. Closed May 2, 1911.

No. 5121—1911.

Iowa Produce Company, Centerville, vs. Chicago, Burlington & Quincy Railroad Company.

*Refusal to Allow Loading of Chicago, Rock Island & Pacific Cars on Chicago, Burlington & Quincy Tracks.*

Satisfactorily adjusted.

Filed March 25, 1911. Closed August 31, 1911.

No. 5122—1911.

C. E. Markland, Nevada, vs. Chicago & North Western Railway Company.

*Amount of Live Stock Service.*

Satisfactorily adjusted.

Filed March 31, 1911. Closed November 9, 1911.

No. 5123—1911.

C. H. Rogrig, Oelwein, vs. Chicago Great Western Railroad Company.

*Condition of Turn-table.*

Closed without prejudice.

Filed April 5, 1911. Closed April 18, 1911.

No. 5124—1911.

H. S. Carr, Blockton, vs. Chicago Great Western Railroad Company.

*Sidewalk to Depot.*

Satisfactorily adjusted.

Filed April 8, 1911. Closed November 9, 1911.

No. 5125—1911.

E. B. Metcalf, et al. Hornick, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed April 11, 1911. Closed July 8, 1911.

No. 5126—1911.

Citizens of Dallas and Polk Counties, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Dangerous Crossing.*

Satisfactorily adjusted.

Filed April 13, 1911. Closed July 8, 1911.

No. 5127—1911.

E. G. Damewood, Coin, vs. Wabash Railroad Company.

*Condition of Fence.*

Fence rebuilt.

Filed April 25, 1911. Closed June 20, 1911.

No. 5128—1911.

W. O. Clayton, Coin, vs. Wabash Railroad Company.

*Condition of Fence.*

Fence rebuilt.

Filed April 26, 1911. Closed June 20, 1911.

No. 5129—1911.

T. W. Rogers, Humboldt, vs. Minneapolis & St. Louis Railroad Company.

*Fire Set by Engines.*

Investigated.

Filed April 26, 1911. Closed May 24, 1911.

No. 5130—1911.

Farmers Grain &amp; Mercantile Company, Kirkman, vs. Chicago &amp; North-Western Railway Company.

*Elevator Site.*

Satisfactorily adjusted.

Filed April 26, 1911. Closed June 17, 1911.

No. 5131—1911.

Henry Doebel, Manly, vs. Chicago Great Western Railroad Company.

*Woven Wire Fence.*

Satisfactorily adjusted.

Filed May 3, 1911. Closed August 31, 1911.

No. 5132—1911.

W. W. Ottosen, et al, Ottosen, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Train Service.*

Railroad company made certain changes in train schedules that were satisfactory to complainants and case was closed without prejudice.

Filed May 5, 1911. Closed November 9, 1911.

No. 5133—1911.

Charles T. Hickok, Cedar Rapids, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Condition of Road Bed.*

Dismissed.

Filed May 5, 1911. Closed November 9, 1911.

No. 5134—1911.

J. W. Scholes, Maloy, vs. Chicago Great Western Railroad Company.

*Crossing.*

Dismissed—No jurisdiction.

Filed May 11, 1911. Closed November 14, 1911.

No. 5135—1911.

Hugh H. Shepard, et al, Mason City, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Train Service at Ventura.*

Adjusted.

Filed May 11, 1911. Closed May 19, 1911.

No. 5136—1911.

P. Monaghan, Elma, vs. Chicago Great Western Railroad Company.

*Stock Pass.*

Satisfactorily adjusted.

Filed May 16, 1911. Closed July 6, 1911.

No. 5137—1911.

Cowan &amp; Rohde, State Center, vs. Chicago &amp; North Western Railway Company.

*Passenger Train Service.*

Satisfactorily adjusted.

Filed May 16, 1911. Closed July 6, 1911.

No. 5138—1911.

R. Ricke, Breda, vs. Chicago &amp; North Western Railway Company.

*Conduct of Agents.*

Investigated. Cause for complaint removed.

Filed May 19, 1911. Closed August 31, 1911.

No. 5139—1911.

J. L. McLeod, Manilla, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Omnibus Privileges.*

Dismissed.

Filed May 23, 1911. Closed December 4, 1911.

No. 5140—1911.

Citizens of Alta, vs. Illinois Central Railroad Company.

*Depot Service.*

Improvements made.

Filed May 23, 1911. Closed November 9, 1911.

No. 5141—1911.

I. A. Jacobs, Chicago, vs. Chicago, Burlington & Quincy Railroad Company.

*Delay to Train at Clarinda.*

Dismissed, delay to train was unavoidable.

Filed May 25, 1911. Closed November 9, 1911.

No. 5142—1911.

H. A. Mueller, St. Charles, vs. Chicago, Burlington & Quincy Railroad Company.

*Fence.*

Hog-tight fence constructed.

Filed May 25, 1911. Closed August 8, 1911.

No. 5143—1911.

Mrs. M. A. Day, Highland Park, vs. Inter-Urban Railroad Company.

*Condition of Fence.*

Fence repaired; complaint satisfactorily adjusted.

Filed May 25, 1911. Closed November 9, 1911.

No. 5144—1911.

T. M. Rasmussen, Exira, vs. Chicago, Rock Island & Pacific Railway Company.

*Additional Refrigerator Car Service.*

Satisfactorily adjusted.

Filed May 25, 1911. Closed July 6, 1911.

No. 5145—1911.

Claude F. Anderson, Pacific Junction, vs. Chicago, Burlington & Quincy Railroad Company.

*Excess Passenger Fare.*

On investigation, it was found correct charge was made.

Filed May 27, 1911. Closed December 4, 1911.

No. 5146—1911.

Agar Packing Co., Des Moines, vs. Chicago, Burlington & Quincy Railroad Company.

*L. C. L. Shipments to Portland Cement Company.*

Dismissed.

Filed May 27, 1911. Closed December 4, 1911.

No. 5147—1911.

C. R. Rohde, Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

*Train Connections at Nora Junction.*

Dismissed.

Filed June 2, 1911. Closed November 9, 1911.

No. 5148—1911.

Standard Mfg. Co., Cedar Falls, vs. Illinois Central Railroad Company.

*Transfer Charges at Council Bluffs.*

Adjusted.

Filed June 2, 1911. Closed December 4, 1911.

No. 5149—1911.

J. M. McCarville, Rockwell City, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Telephone in Station at Lavina.*

Dismissed—No jurisdiction.

Filed June 2, 1911. Closed August 31, 1911.

No. 5150—1911.

Board of Control, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Car Service at Oakdale.*

Dismissed.

Filed June 2, 1911. Closed November 28, 1911.

No. 5151—1911.

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

*Side Track.*

Side track restored.

Filed June 7, 1911. Closed August 31, 1911.



No. 5152—1911.

H. E. Hauschen, Emmetsburg, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Fence.*

Fence constructed.

Filed June 12, 1911. Closed August 31, 1911.

No. 5153—1911.

T. T. Boylen, Villisca, vs. Atlantic Northern & Southern Railway Company.

*Train Service—South End.*

Filed June 15, 1911. Closed November 9, 1911.

No. 5154—1911.

E. J. Roberts, Chester, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Facilities for Handling Freight.*

Satisfactorily adjusted.

Filed June 15, 1911. Closed November 9, 1911.

No. 5155—1911.

Dubuque Sand & Gravel Co., Dubuque, vs. Chicago Great Western and Chicago, Burlington & Quincy Railroad Companies.

*Method of Interchanging Traffic.*

Satisfactorily adjusted.

Filed June 19, 1911. Closed November 9, 1911.

No. 5156—1911.

John Meyer, by Charles S. Stewart, Bristow, vs. Chicago Great Western Railroad Company.

*Delayed Payment of Wages.*

Railroad company advised the Board that instructions had been given the auditing department which would remedy cause of complaint.

Filed June 19, 1911. Closed November 9, 1911.

No. 5157—1911.

D. B. Johnson, Carrville, vs. Illinois Central Railroad Company.

*Depot Service.*

Satisfactorily adjusted.

Filed June 21, 1911. Closed August 31, 1911.

No. 5158—1911.

Geo. E. May, Charles City, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Crossing.*

Crossing repaired.

Filed June 21, 1911. Closed November 9, 1911.

No. 5159—1911.

M. P. Christensen, Coin, vs. Wabash Railroad Company.

*Fence.*

Hog-tight fence constructed as desired by complainant.

Filed June 29, 1911. Closed November 28, 1911.

No. 5160—1911.

A. F. Conrad, Cresco, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Night Operator.*

Railroad company opened night office and operator put on duty as requested.

Filed July 3, 1911. Closed November 13, 1911.

No. 5161—1911.

Joseph Albin, et al, West Branch, vs. Chicago, Rock Island & Pacific Railway Company.

*Watering Facilities at Stock Yards.*

Facilities provided which were satisfactory to complainants.

Filed July 10, 1911. Closed November 9, 1911.

No. 5162—1911.

E. S. Smith, Whittier, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Telephone in Depot at Springville.*

Telephone installed.

Filed July 15, 1911. Closed November 9, 1911.

No. 5163—1911.

W. A. Sawtell, Town Clerk, Melbourne, vs. Chicago Great Western Railroad Company.

*Crossing.*

Satisfactorily adjusted.

Filed July 15, 1911. Closed November 9, 1911.

No. 5164—1911.

Thos. H. Smith, Harlan, vs. Chicago &amp; North Western Railway Company.

*Refusal to Switch.*

Satisfactorily adjusted.

Filed July 15, 1911. Closed November 9, 1911.

No. 5165—1911.

Platner Lumber Co., Omaha, Neb., vs. Chicago &amp; North Western Railway Company.

*Billing of Cars.*

Satisfactorily adjusted.

Filed July 15, 1911. Closed November 9, 1911.

No. 5166—1911.

Business Mens Commercial Club, Tabor, vs. Tabor &amp; Northern Railway Company.

*Toilet Facilities.*

Facilities installed.

Filed July 18, 1911. Closed November 28, 1911.

No. 5167—1911.

John W. Winkle, Milo, vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Hog-tight Fence.*

Request granted.

Filed July 21, 1911. Closed December 4, 1911.

No. 5168—1911.

Thos. P. Joynt, Emmetsburg, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Fence.*

Satisfactorily adjusted.

Filed July 22, 1911. Closed November 28, 1911.

No. 5169—1911.

Wm. Southern, Honey Creek, vs. Chicago &amp; North Western Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed July 27, 1911. Closed November 14, 1911.

No. 5170—1911.

H. E. Frahm, Ft. Dodge, vs. Illinois Central Railroad Company and Chicago Great Western Railroad Company.

*Toilet Facilities at Gypsum.*

Satisfactorily adjusted.

Filed July 27, 1911. Closed November 9, 1911.

No. 5171—1911.

Citizens of Humeston, vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Depot.*

Improvements made which were satisfactory to complainants.

Filed August 2, 1911. Closed November 9, 1911.

No. 5172—1911.

Waterloo Manufacturing Co., vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Setting Cars for Unloading.*

Satisfactorily adjusted.

Filed August 2, 1911. Closed August 16, 1911.

No. 5173—1911.

Chicago, Burlington &amp; Quincy Railroad Company vs. E. A. Gordon, Osceola.

*Wires Over Track.*

Adjusted.

Filed August 2, 1911. Closed December 4, 1911.

No. 5174—1911.

Citizens of Bruinsville, vs. Chicago &amp; North Western Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed August 5, 1911. Closed November 9, 1911.

No. 5175—1911.

Citizens of Craig, vs. Chicago & North Western Railway Company.

*Telephone in Depot.*

Telephone installed.

Filed August 5, 1911. Closed November 9, 1911.

No. 5176—1911.

Strong & Whitney, Sioux City, vs. Chicago & North Western Railway Company.

*Loading Cars of Live Stock at Merville.*

Dismissed.

Filed August 8, 1911. Closed November 9, 1911.

No. 5177—1911.

C. E. Sisson, et al, Paton, vs. Minneapolis & St. Louis Railroad Company.

*Stock Yards.*

Satisfactorily adjusted.

Filed August 8, 1911. Closed November 14, 1911.

No. 5178—1911.

Wm. B. Thomas, Lime Springs, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Station Service.*

Satisfactorily adjusted.

Filed August 21, 1911. Closed November 9, 1911.

No. 5179—1911.

D. D. Knowles, Manly, vs. Chicago, Great Western Railroad Company.

*Crossing.*

Satisfactorily adjusted.

Filed August 21, 1911. Closed November 9, 1911.

No. 5180—1911.

I. J. Campbell, Valeria, vs. Chicago Great Western Railroad Company.

*Water in Stock Yards.*

Satisfactorily adjusted.

Filed August 24, 1911. Closed November 14, 1911.

No. 5181—1911.

P. Bullard, et al, Ossain, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Stock Yards.*

General repairs made to stock yards which were satisfactory to complainants.

Filed August 29, 1911. Closed November 9, 1911.

No. 5182—1911.

A. F. Conrad, et al, Cresco, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Night Operator.*

Railroad company opened night office and operator put on duty as requested.

Filed August 29, 1911. Closed November 13, 1911.

No. 5183—1911.

S. C. and S. G. Lukendill, Pleasantville, vs. Chicago, Rock Island & Pacific Railway Company.

*Crossing.*

Dismissed.

Filed August 29, 1911. Closed December 4, 1911.

No. 5184—1911.

T. C. Ford, Defiance, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Station Service.*

Satisfactorily adjusted.

Filed September 1, 1911. Closed November 14, 1911.

No. 5185—1911.

Geo. W. Brett, Mason City, vs. Iowa Central Railway Company.

*Fence.*

Request granted.

Filed September 1, 1911. Closed December 4, 1911.

No. 5186—1911.

A. B. Brownlee, Shannon City, vs. Chicago Great Western Railroad Company.

*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 11, 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.

*Holding of Household Goods.*

Household goods forwarded: interstate shipment.  
Filed October 2, 1911. Closed December 4, 1911.

No. 5198—1911.

M. O. Rod, Roland, vs. Iowa Central Railway Company.

 *Station Service and Facilities.*

Satisfactorily adjusted.

Filed October 2, 1911. Closed December 4, 1911.

No. 5199—1911.

T. J. Springer, Norway, vs. Chicago & North Western Railway Company.

 *Insufficient Light at Depot.*

Satisfactorily adjusted.

Filed October 11, 1911. Closed December 4, 1911.

No. 5200—1911.

J. W. Witham, DeSoto, vs. Chicago, Rock Island & Pacific Railway Company.

 *Crossing.*

Satisfactorily adjusted.

Filed October 11, 1911. Closed December 4, 1911.

No. 5201—1911.

R. E. Ingraham, Council Bluffs, vs. Chicago, Rock Island & Pacific Railway Company.

 *Handling Baggage.*

Adjusted.

Filed October 11, 1911. Closed December 4, 1911.

No. 5202—1911.

P. J. Baadte, Sheldon, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

 *Track Facilities at Ritter.*

Satisfactorily adjusted.

Filed October 11, 1911. Closed December 4, 1911.

No. 5203—1911.

Curt Tigges, Van Cleve, vs. Minneapolis & St. Louis Railroad Company.

 *Rating on Corn—Interstate.*

No jurisdiction, interstate shipment.

Filed October 12, 1911. Closed December 4, 1911.

No. 5204—1911.

J. H. Bagley, Melbourne, vs. Chicago, Milwaukee & St. Paul Railway Company.

 *Fence.*

Request granted.

Filed October 12, 1911. Closed December 4, 1911.

No. 5205—1911.

G. C. Hurlbutt, Beaman, vs. Chicago & North Western Railway Company.

 *Drainage.*

Adjusted.

Filed October 16, 1911. Closed December 4, 1911.

No. 5206—1911.

G. F. Mitchell, Coin, vs. Chicago, Burlington & Quincy Railroad Company.

 *Train Service.*

Service improved.

Filed October 23, 1911. Closed December 4, 1911.

No. 5207—1911.

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

 *Shortage of Cars.*

Cars furnished.

Filed October 31, 1911. Closed December 4, 1911.

No. 5208—1911.

G. R. Hammond, David, vs. Chicago Great Western Railroad Company.

 *Station Facilities.*

Proper facilities provided.

Filed November 16, 1911. Closed December 4, 1911.

No. 5209—1911.

Cedar Falls Sand & Material Co., Des Moines, vs. Illinois Central Railroad Company.

*Switching Service.*

Satisfactorily adjusted.

Filed November 20, 1911. Closed December 4, 1911.

No. 5210—1911.

Iowa State Board of Education, Des Moines, vs. Waterloo, Cedar Falls & Northern and Chicago Great Western Railroad Companies.

*Furnishing Coal to Iowa State Teachers College.*

Satisfactorily adjusted.

Filed November 20, 1911. Closed December 4, 1911.

No. 5211—1911.

Robt. N. Carson, Iowa City, vs. Chicago, Rock Island & Pacific Railway Company.

*Freight Handling.*

Complaint withdrawn.

Filed November 20, 1911. Closed December 1, 1911.

No. 5212—1911.

A. F. Galloway, Iowa & Southwestern Railway Company, Clarinda, vs. Chicago, Burlington & Quincy Railroad Company.

*Crossing.*

Satisfactorily adjusted.

Filed December 1, 1911. Closed December 1, 1911.

No. 5213—1911.

Fredrick Fischer, Shenandoah, vs. Chicago, Burlington & Quincy Railroad Company.

*Excessive Bridge Toll at Nebraska City.*

On April 21, 1911, complainant advised the Board that in view of opinion of the Interstate Commerce Commission in the Dubuque Bridge Toll case, this case could be closed.

Filed January 20, 1909. Closed December 4, 1911.

No. 5214—1911.

J. E. Homans, Cedar Rapids, vs. Illinois Central Railroad Company.

*Overcharge, Shipment of Sheep.*

Refund made.

Filed July 17, 1909. Closed April 12, 1911.

No. 5215—1911.

Mac Clemons, Mt. Ayr, vs. Chicago, Burlington & Quincy Railroad Company.

*Delay in Transit, and Discrimination.*

Closed.

Filed October 30, 1910. Closed April 29, 1911.

No. 5216—1911.

Western Grocer Company, Marshalltown.

*Advance in Rates.*

Closed.

Filed May 23, 1910. Closed April 6, 1911.

No. 5217—1911.

Rodgers Stone Quarries, Ottumwa, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Switching Rate.*

Filed September 26, 1910. Closed December 4, 1911.

No. 5218—1911.

C. A. McElrea, Knoxville, vs. Chicago, Rock Island & Pacific Railway Company.

*Loss in Transit.*

Claim paid.

Filed October 28, 1910. Closed January 4, 1911.

No. 5219—1911.

Frank McDonald, Adel, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Overcharge.*

Refund made.

Filed November 5, 1910. Closed April 6, 1911.

No. 5220—1911.

H. C. Luey, Des Moines, vs. Chicago, Burlington & Quincy Railroad Company.

*Claim.*

No jurisdiction.

Filed November 7, 1910. Closed January 4, 1911.

No. 5221—1911.

L. T. Fosse & Sons, Ridgeway, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Overcharge.*

Refund made.

Filed November 15, 1910. Closed April 6, 1911.

No. 5222—1911.

R. G. Inghram, Sioux Falls, S. Dak., vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Loss in Transit.*

Car traced and delivered.

Filed November 10, 1910. Closed April 6, 1911.

No. 5223—1911.

K. M. Persing, Exira, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Loss in Transit.*

Car traced and delivered.

Filed November 15, 1910. Closed January 4, 1911.

No. 5224—1911.

Weart &amp; Lysagt, Cherokee, vs. Illinois Central Railroad Company.

*Demurrage.*

Closed.

Filed December 9, 1910. Closed April 6, 1911.

No. 5225—1911.

Minnis Bros., Valley Junction, vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Overcharge.*

Claim adjusted.

Filed December 9, 1910. Closed January 4, 1911.

5226—1911.

C. S. Dunkle, Gilman, vs. Iowa Central Railway Company.

*Overcharge.*

Refund made.

Filed December 15, 1910. Closed April 6, 1911.

No. 5227—1911.

Goodman—McCormick Co., Des Moines, vs. Fort Dodge, Des Moines &amp; Southern Railroad Company.

*Claims.*

Claim adjusted.

Filed December 17, 1910. Closed June 17, 1911.

No. 5228—1911.

Mrs. Mary Bitterman, Avery, vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Overcharge.*

Refund made.

Filed December 23, 1910. Closed April 12, 1911.

No. 5229—1911.

J. A. Halley, Nashville, vs. Chicago &amp; North Western Railway Company.

*Discrimination.*

Satisfactorily adjusted.

Filed January 3, 1911. Closed April 6, 1911.

No. 5230—1911.

George H. Kemp, Denver, Colo., vs. Chicago, Burlington &amp; Quincy Railroad Company.

*Alleged Overcharge.*

Closed.

Filed March 13, 1911. Closed November 10, 1911.

No. 5231—1911.

Des Moines Building Material Co., Des Moines, vs. Chicago, Rock Island &amp; Pacific; Minneapolis &amp; St. Louis; and Chicago, Burlington Railroad Companies.

*Alleged Overcharge.*

Closed at request of complainant.

Filed March 18, 1911. Closed August 31, 1911.

No. 5232—1911.

C. W. Hull Co., Omaha, Neb., vs. Chicago, Rock Island &amp; Pacific Railway Company.

*Overcharge on Shipment of Stucco.*

Refund made.

Filed March 20, 1911. Closed April 3, 1911.

No. 5233—1911.

Z. A. Church, Jefferson, vs. Chicago, Milwaukee &amp; St. Paul Railway Company.

*Overcharge on Shipment of Hay, Interstate.* . . . . .

Investigation showed that no overcharge had been made.

Filed March 31, 1911. Closed May 24, 1911.

No. 5234—1911.

H. E. Babb, Shannon City, vs. Chicago Great Western Railroad Company.

*Overcharge, Emigrant Movables, Interstate.*

Refund made.

Filed April 5, 1911. Closed November 10, 1911.

No. 5235—1911.

W. A. Patterson, Lohrville, vs. Chicago & North Western Railway Company.

*Overcharge Shipment of Horse Collars, Interstate.*

Refund made.

Filed April 6, 1911. Closed June 14, 1911.

No. 5236—1911.

Iowa Iron & Metal Works, Des Moines, vs. Wabash Railroad Company.

*Overcharge on Shipment of Scrap Iron.*

Refund made.

Filed April 19, 1911. Closed April 20, 1911.

No. 5237—1911.

Geo. T. Bell, Sloux City, vs. Iowa Central Railway Company.

*Overcharge—Coal.*

Refund made.

Filed June 15, 1911. Closed August 31, 1911.

No. 5238—1911.

E. E. Dodds, Edgewood, vs. Chicago & North-Western Railway Company.

*Delay in Shipment of Horses.*

Claim allowed.

Filed April 26, 1911. Closed November 10, 1911.

No. 5239—1911.

A. M. Alexander, Fairpoint, S. Dak., vs. Minneapolis & St. Louis Railroad Company.

*Alleged Overcharge, Emigrant movables, Interstate.*

Investigation showed that additional charges were correctly assessed.

Filed June 15, 1911. Closed July 25, 1911.

No. 5240—1911.

Iowa State Manufacturers Asso., Des Moines, vs. Illinois Central Railroad Company.

*Shipment of Lumber from Dubuque to Larchwood.*

No jurisdiction.

Filed May 11, 1911. Closed November 10, 1911.

No. 5241—1911.

H. O. Seiffert Lbr. Co., Davenport, vs. Chicago, Burlington & Quincy Railroad Company.

*Loss in Transit—Coal*

No jurisdiction.

Filed May 16, 1911. Closed November 10, 1911.

No. 5242—1911.

H. O. Seiffert Lbr. Co., Davenport, vs. Chicago, Burlington & Quincy Railroad Company.

*Loss in Transit—Coal, Interstate.*

Dismissed, no jurisdiction.

Filed May 16, 1911. Closed November 10, 1911.

No. 5243—1911.

F. A. True, Deloit, vs. Chicago & North Western Railway Company.

*Damage to Shipment of Eggs.*

Claim paid.

Filed May 23, 1911. Closed August 31, 1911.

No. 5244—1911.

Iowa School for the Deaf, Council Bluffs, vs. Wabash Railroad Company.

*Demurrage.*

Adjusted.

Filed June 2, 1911. Closed December 4, 1911.

No. 5245—1911.

Carr & Adams Co., Des Moines, vs. Chicago & North Western Railway Company.



*Storage Charges.*

Board Recommended Refund of Storage Charges.

Filed June 7, 1911. Closed November 10, 1911.

No. 5246—1911.

P. J. Tiernan, Woodward, vs. Inter-Urban Railway Company.

*Overcharge, C. L. of Cattle, Interstate.*

Investigation showed that charges as assessed were correct.

Filed June 15, 1911. Closed November 10, 1911.

No. 5247—1911.

Wabash Railroad Company.

*Application to Refund Overcharge.*

Refund allowed.

Filed June 29, 1911. Closed August 31, 1911.

No. 5248—1911.

Farmers Elevator Company, Farnhamville, vs. Chicago & North Western Railway Company.

*Shortage in Coal.*

No jurisdiction.

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

No. 5249—1911.

John T. Svenson, Gowrie, vs. Chicago, Rock Island & Pacific Railway Company.

*Overcharge.*

Refund made.

Filed July 22, 1911. Closed November 10, 1911.

No. 5250—1911.

Peter J. Sempel Lbr. Co., Dubuque, vs. Illinois Central Railroad Company.

*Intermediate Switching Charge.*

Complainant advised that intermediate switching charge may be added to through rate.

Filed August 1, 1911. Closed December 4, 1911.

No. 5251—1911.

E. Conner, Coon Rapids, vs. Chicago, Rock Island & Pacific Railway Company.

*Overcharge on Shipment of Live Stock.*

Refund made.

Filed August 8, 1911. Closed November 10, 1911.

No. 5252—1911.

Len Hines, Mechanicsville, vs. Chicago & North Western Railway Company.

*Switching Charges at Chicago.*

Satisfactorily Adjusted.

Filed August 15, 1911. Closed September 7, 1911.

No. 5253—1911.

W. J. Evans, Chicago, vs. Atlantic Northern & Southern Railway Company.

*Overcharge.*

Closed. Railroad was being operated by receiver.

Filed August 24, 1911. Closed December 4, 1911.

No. 5254—1911.

L. A. Keating, Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Loss in Transit—Apples.*

No jurisdiction.

Filed September 1, 1911. Closed December 4, 1911.

No. 5255—1911.

Oelwein Gas & Power Co., Oelwein, vs. Chicago Great Western Railroad Company.

*Demurrage.*

Investigation showed that complainants ordered a greater number of cars per day than they had facilities for unloading; the Commission advised the defendant railroad company and complainants that the accrued demurrage in such cases should be paid.

Filed September 1, 1911. Closed December 4, 1911.

No. 5256—1911.

C. I. Reed, Chicago, vs. Chicago, Burlington & Quincy Railroad Company.

*Overcharge, Baggage.*

Investigation showed that charges as assessed were correct.

Filed September 5, 1911. Closed November 10, 1911.

No. 5257—1911.

Chicago & North Western Railway Company.

*Switching Screenings—Lakota.*

Satisfactorily adjusted.

Filed September 5, 1911. Closed September 6, 1911.

No. 5258—1911.

W. S. Wilcox, Mason City, vs. Iowa Central Railway Company.

*Switching.*

Satisfactorily Adjusted.

Filed September 11, 1911. Closed December 4, 1911.

No. 5259—1911.

J. H. Cowrie Glove Co., Des Moines, vs. Chicago, Rock Island & Pacific Railway Company.

*Loss of Gloves.*

Withdrawn by Complainant.

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

No. 5260—1911.

H. B. Cropper, Waterloo, vs. Chicago, Rock Island & Pacific Railway Company.

*Delay in Transit.*

Closed, insufficient evidence.

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

No. 5261—1911.

C. B. Jacobs, Osage, vs. Chicago Great Western Railroad Company.

*Overcharge on C. L. Sheep, Interstate.*

On investigation it was found proper rate had been charged.

Filed September 30, 1911. Closed December 4, 1911.

No. 5262—1911.

Mrs. R. L. Turner and Mrs. H. S. Howard, Oskaloosa, vs. Iowa Central Railway Company.

*Loss in Transit.*

Satisfactorily Adjusted.

Filed October 12, 1911. Closed December 4, 1911.

No. 5263—1911.

W. S. Winkleman, Des Moines, vs. Wabash.

*Overcharge, Excess Baggage.*

Refund made.

Filed October 20, 1911. Closed December 4, 1911.

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CASES RELATING  
TO  
Classification Matters Closed  
During the Year

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### Cases Relating to Classification Matters

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No. 5264—1911.

John R. Waller, Dubuque, vs. Illinois Central Railroad Company.

*Bridge Toll—Excessive at Dubuque.*

In February, 1908, Mr. John R. Waller of Dubuque made complaint to the Railroad Commission that the railroad companies involved were charging and receiving an excessive rate for transporting passengers over the bridge spanning the Mississippi river at Dubuque. The bridge in question is owned by the Dunleith & Dubuque Bridge Company and is used by the carriers defendant in this case. The Railroad Commission after taking the matter up with the various companies concerned in an effort to have the toll reduced and being unsuccessful in this attempt, turned the case over to the Attorney General of the state of Iowa for prosecution before the Interstate Commerce Commission. After due hearing in the case the Interstate Commerce Commission on February 13, 1911, decided that the charge made of 30 cents per passenger, consisting of a toll of 25 cents and mileage, is not unreasonable. See Case No. 1666, Board of Railroad Commissioners of Iowa vs. Illinois Central Railroad Company et al, I. C. C. Report 20, page 181.

5265—1911.

*Application by Railroads for Advance in Minimum charge on small shipment.*

Dismissed without prejudice.

Filed October 28, 1907. Closed August 15, 1911.

No. 5266—1911.

Iowa Concrete Machinery Company, Waterloo.

*Classification on Concrete Machinery.*

Dismissed, company filing petition discontinued business.

Filed August 9, 1909. Closed October 14, 1911.

No. 5267—1911.

Chicago, Milwaukee & St. Paul Railway Company, Chicago, Illinois.

*Application for Western Classification Rule Referring to Equalization of Mileage on Private Tank Cars, and the Addition of the Mileage Provision Shown in Rule 32 Western Classification No. 50, to Rule 33, Iowa Classification No. 14.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed September 22, 1909. Closed December 4, 1911.

No. 5268—1911.

Chicago, Milwaukee & St. Paul Railway Company, Chicago, Ill.  
*Amendment to Rule 6-A, Iowa Classification No. 14.*

Dismissed without prejudice.  
Filed September 17, 1909. Closed September 23, 1911.

No. 5269—1911.

Chicago, Milwaukee & St. Paul Railway Company, Chicago, Ill.  
*Application for Western Classification Rule, Referring to Estimated Weight per Gallon on Petroleum in Tank Cars.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

No. 5270—1911.

Iowa State Manufacturers Association, Des Moines.  
*Switching Regulations and Rates.*

Dismissed without prejudice.  
Filed October 21, 1909. Closed August 15, 1911.

No. 5271—1911.

Iowa State Quarrymen's Association, Marshalltown.  
*Reduced Rating on Broken Stone.*

Dismissed.  
Filed February 1, 1910. Closed October 14, 1911.

No. 5272—1911.

Iowa State Quarrymen's Association, Marshalltown.  
*Reduced Rating on Screenings and Stone Dust.*

Dismissed.  
Filed February 1, 1910. Closed October 14, 1911.

No. 5273—1911.

Chicago & North-Western Railway Company et al.

*Cancellation of Rule Relating to Eggs in Wooden Cases.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed February 3, 1910. Closed December 4, 1911.

No. 5274—1911.

Greater Des Moines Committee, Des Moines.

*Application for Change in Commodity Rate on Grain.*

Dismissed without prejudice.  
Filed February 11, 1910. Closed August 15, 1911.

No. 5275—1911.

Sherwin-Williams Co., Cleveland, O.

*Reduced Rating on Arsenate of Lead.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed February 21, 1910. Closed December 4, 1911.

No. 5276—1911.

U. S. Gypsum Co., Chicago, Ill.

*Application to Include Plaster Studding with the Commodity Rate on Plaster.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed February 17, 1910. Closed December 4, 1911.

No. 5277—1911.

U. S. Gypsum Co., Chicago, Ill.

*Application for Fourth Class Rating on Plaster Board, L. C. L.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

No. 5278—1911.

U. S. Gypsum Co., Chicago, Ill.

*Petition that Wherever an Article in the Classification Carries a Carload Rate and There is Also a Commodity Rate on the Same Article, the Classification Should Carry Some Provision as "See Also Commodity Rate."*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed February 17, 1910. Closed November 20, 1911.

No. 5279—1911.

Board of Railroad Commissioners, Des Moines.

*Rating on Gasoline Fire Engines and Air Compressors.*

Dismissed.

Filed February 15, 1910. Closed October 14, 1911.

No. 5280—1911.

Iowa State Manufacturers Association, Des Moines.

*Application for Change in Iowa Rates for Short Distances.*

Dismissed without prejudice.

Filed March 25, 1910. Closed August 15, 1911.

No. 5281—1911.

Woolson Spice Co., Toledo, O.

*Reduced Classification on Coffee in Burlap Bags with Water-Proofed Paper Linings.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed April 5, 1910. Closed December 24, 1911.

No. 5282—1911.

Consumers Ice Co., Des Moines.

*Reduced Classification on Ice.*

Dismissed.

Filed April 15, 1910. Closed October 14, 1911.

No. 5283—1911.

Board of Railroad Commissioners, Des Moines.

*Classification on Fresh Meat.*

Petition withdrawn.

Filed May 10, 1910. Closed October 14, 1911.

No. 5284—1911.

Wm. Galloway Co., Waterloo.

*Rating on Gasoline Engines and Wood Sawing Outfits.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

No. 5285—1911.

Burlington Soap Co., Burlington.

*Classification on Soap in Boxes.*

Dismissed without prejudice.

Filed June 8, 1910. Closed September 23, 1911.

No. 5286—1911.

D. J. Dalton, Chicago, Ill.

*Reduced Classification on Cobblers Outfits.*

Denied.

Filed June 18, 1910. Closed October 14, 1911.

No. 5287—1911.

Advertising Novelty Co., Newton.

*Classification on Metal Match Boxes.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

No. 5288—1911.

Parlin & Orendorff Co., Canton, Ill.

*Reduced Rate on Planters.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed July 1, 1910. Closed December 4, 1911.

No. 5289—1911.

Waterloo Canning Corporation, Waterloo.

*Reduced Rates on Green Sweet Corn in the Husk.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed July 1, 1910. Closed December 4, 1911.

No. 5290—1911.

Southern Cotton Seed Meal and Feed Co., South Omaha, Neb.

*Classification, Cotton Seed Meal.*

Dismissed.

Filed July 7, 1910. Closed October 14, 1911.

No. 5291—1911.

Harrah & Stewart Mfg. Co., Des Moines.

*Classification on Brooms L. C. L.*

Dismissed.

Filed August 4, 1910. Closed September 23, 1911.

No. 5292—1911.

Board of Railroad Commissioners, Des Moines.

*Amendment to Rule 2, Joint Rate Order No. 3, Page VIII, Iowa Classification No. 14.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed August 3, 1910. Closed November 20, 1911.

No. 5293—1911.

Huber Manufacturing Co., Des Moines.

*Amendment to Rule 28.*

Denied.

Filed August 17, 1910. Closed October 19, 1911.

No. 5294—1911.

Agar Packing Co., Des Moines.

*Free time for Icing Refrigerator Cars.*

Closed by action of complainant.

Filed August 23, 1910. Closed December 4, 1911.

No. 5295—1911.

Iowa Pipe & Tile Manufacturing Co., Des Moines.

*Exception to Rule 27, Iowa Classification No. 14, Applying to Drain Tile.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed July 8, 1910. Closed December 4, 1911.

No. 5296—1911.

McFadden Coffee & Spice Co., Dubuque.

*Change in Classification on Coffee in Burlap Bags.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed September 9, 1910. Closed December 4, 1911.

No. 5297—1911.

L. N. Cumming, Woodburn.

*Mine Props C. L.*

Dismissed.

Filed October 3, 1910. Closed October 14, 1911.

No. 5298—1911.

Greater Des Moines Committee, Des Moines.

*Application for Revision of Demurrage Rules.*

Dismissed.

Filed October 11, 1910. Closed October 3, 1911.

No. 5299—1911.

J. J. Merillat, Winfield.

*Classification on Culvert Cores.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

No. 5300—1911.

Board of Railroad Commissioners, Des Moines.

*Minimum Weight on Egg Case Fillers.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed December 3, 1910. Closed November 20, 1911.

No. 5301—1911.

Board of Railroad Commissioners, Des Moines.

*Classification on Plate Iron Tanks.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed December 12, 1910. Closed December 4, 1911.

No. 5302—1911.

W. B. Martin, Dubuque.

*Application for Amendment to Classification with Reference to Minimum Carload Weights on Lumber.*

Satisfactorily adjusted by Railway Company.

Filed December 15, 1910. Closed August 7, 1911.

No. 5303—1911.

Alfalfa Meal Co., Council Bluffs.

*Application for Change in Classification on Tankage.*

Granted. See Rule 6-A, Supplement No. 9 to Iowa Classification No. 14.

Filed January 3, 1911. Closed September 23, 1911.

No. 5304—1911.

Board of Railroad Commissioners, Des Moines.

*Note "D" Page VII. Iowa Classification No. 14. See Supplement No. 9 to Iowa Classification No. 14—Provided for by Change in Rule 6-A.*

Filed January 13, 1911. Closed November 20, 1911.

No. 5305—1911.

Advertising Novelty Mfg. Co., Newton.

*Classification on Broom Holder.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed January 13, 1911. Closed November 20, 1911.

No. 5306—1911.

E. C. Nettles, Battle Creek, Mich.

*Application for Reduction in Minimum Weight on Cereals, Flaked and Toasted.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed February 28, 1911. Closed November 20, 1911.

No. 5307—1911.

Marshall Oil Co., Marshalltown.

*Application for Reduction in Rates on Empty Oil Cases Returned.*

Dismissed.

Filed February 28, 1911. Closed October 3, 1911.

No. 5308—1911.

Board of Railroad Commissioners, Des Moines.

*Commodity Rates— Minimum Weights.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed March 10, 1911. Closed December 4, 1911.

No. 5309—1911.

W. B. Martin, Dubuque.

*Request for Change in Rule 18 of Iowa Classification No. 14.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed March 24, 1911. Closed December 4, 1911.

No. 5310—1911.

Milton Liggett, Sewal, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Excessive Freight Rates.*

No jurisdiction.

Filed March 31, 1911. Closed December 4, 1911.

No. 5311—1911.

Johnson Biscuit Co., et al., Sioux City.

*Reduced Classification on Returned Empty Cracker Cans.*

Denied.

Filed April 26, 1911. Closed October 19, 1911.

No. 5312—1911.

C. L. Percival Co., Des Moines.

*Classification on Bone.*

Dismissed without prejudice.

Filed May 5, 1911. Closed December 4, 1911.

No. 5313—1911.

Chicago & North-Western Railway Company, et al.

*Change in Classification on Ovens.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed May 6, 1911. Closed December 4, 1911.

No. 5314—1911.

Chicago & North-Western Railway Company, et al.

*Application for Advance in Rate on Stoneware.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed May 6, 1911. Closed November 20, 1911.

No. 5315—1911.

Angle-Iron Cement Fence Post Co., Cedar Rapids.

*Classification on Reinforcement for Cement Fence Post.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed May 8, 1911. Closed November 20, 1911.

No. 5316—1911.

H. C. Hargrove, Des Moines.

*Stopping Cars of Silos in Transit to Partly Unload.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed May 8, 1911. Closed November 20, 1911.



No. 5317—1911.

S. G. Wayman, Waucoma, vs. Chicago, Milwaukee & St. Paul Railway Company.

*Rate on Cattle—Interstate.*

Dismissed, no jurisdiction.

Filed May 25, 1911. Closed December 4, 1911.

No. 5318—1911.

E. S. Phillips, Lewis, vs. Chicago, Rock Island & Pacific Railway Company.

*Charge for Special Train.*

Satisfactorily adjusted.

Filed June 15, 1911. Closed August 31, 1911.

No. 5319—1911.

T. C. Brunner, Omaha, Neb., vs. Chicago Great Western Railroad Company.

*Transferring Baggage.*

Satisfactorily adjusted.

Filed June 15, 1911. Closed August 31, 1911.

No. 5320—1911.

Iowa State Manufacturers Association, Des Moines.

*Disposition of Fractions.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed June 21, 1911. Closed November 20, 1911.

No. 5321—1911.

Chicago & North-Western Railway Company.

*Eggs in Wooden Cases.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed July 3, 1911. Closed November 20, 1911.

No. 5322—1911.

Peter J. Seippel Lbr. Co., Dubuque.

*Rate on House Trimmings, Etc.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed July 10, 1911. Closed November 20, 1911.

No. 5323—1911.

Heider Mfg. Co., Carroll.

*Minimum Weight—Gasoline Tractors.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed July 10, 1911. Closed December 4, 1911.

No. 5324—1911.

Cutler Hardware Co., Waterloo, vs. Illinois Central Railroad Company.

*Rate on Blasting Caps when Included with Other Articles.*

Satisfactorily adjusted.

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

No. 5325—1911.

Geo. T. Bell, et al, Sioux City, vs. Chicago & North-Western Railway Company.

*Absorption of Switching Charges.*

On July 26, 1911, all papers in this case were sent to the Commerce Counsel for his investigation and on November 9, 1911, the Board was in receipt of letter from Assistant Commerce Counsel suggesting that case be dismissed without prejudice inasmuch as complaint was satisfactorily adjusted. On this recommendation the Commission on November 20th ordered that the case be dismissed without prejudice.

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

No. 5326—1911.

E. J. Breen, Fort Dodge.

*Rates on Drain Tile.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed July 27, 1911. Closed November 20, 1911.

No. 5327—1911.

J. M. Carpenter, Des Moines.

*Reduced Classification on Bridge Builders Erection Outfits.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed August 3, 1911. Closed November 20, 1911.

No. 5328—1911.

J. M. Carpenter, Des Moines.

*Classification on Cylinder Piers (Including Bracing) for Bridges.*

Filed August 3, 1911. Closed August 15, 1911.

No. 5329—1911.

Board of Railroad Commissioners, Des Moines.

*Amendment to Joint Rate Order.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed August 5, 1911. Closed November 20, 1911.

No. 5330—1911.

Fairmont Creamery Co., Omaha, Neb.

*Change in Classification on Sulphuric Acid.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed August 8, 1911. Closed November 20, 1911.

No. 5331—1911.

C. L. Percival Co., Des Moines.

*Classification on Dead Hogs, Cattle, Etc.*

Dismissed without prejudice.

Filed August 11, 1911. Closed October 12, 1911.

No. 5332—1911.

Douglas & Co., Cedar Rapids.

*Minimum Weight on Feed Stuff.*

Satisfactorily adjusted.

Filed August 15, 1911. Closed August 24, 1911.

No. 5333—1911.

Haarmann Vinegar & Pickle Co., Sioux City.

*Application for Reduced Rating on Apples.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.

Filed September 5, 1911. Closed December 4, 1911.

No. 5334—1911.

Minneapolis & St. Louis Railroad Company, Minneapolis, Minn.

*Rate on Stone from Gilmore City to Des Moines.*

Satisfactorily adjusted.

Filed September 6, 1911. Closed December 4, 1911.

No. 5335—1911.

Western Grocer Co., Marshalltown.

*Charge for Joint Shipments.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed September 11, 1911. Closed December 4, 1911.

No. 5336—1911.

Larrowe Milling Co., Detroit, Mich.

*Dried Beet Pulp in Mixed C. L. with feeds.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed September 15, 1911. Closed December 4, 1911.

No. 5337—1911.

Churchill Drug Co., Burlington.

*Reduced Classification on old Wooden Barrels.*

Dismissed.

Filed September 23, 1911. Closed November 20, 1911.

No. 5338—1911.

Chicago & North Western Railway Company, Chicago, Ill.

*Classification on Candles.*

Granted. See Supplement No. 9 to Iowa Classification No. 14.  
Filed October 11, 1911. Closed November 20, 1911.

No. 5339—1911.

C. W. Hull Co., Omaha, Neb., vs. Chicago, Burlington & Quincy Railroad Company.

*Rates on Coke, Interstate.*

No jurisdiction.

Filed October 12, 1911. Closed December 4, 1911.

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CASES RELATING  
TO  
Complaints Against Express Companies  
Closed by Correspondence

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No. 5340—1911.

Central Iowa Poultry and Pet Stock Association, Des Moines.

*Express Rates on Fancy Poultry and Eggs of Same.*

Closed.

Filed November 27, 1907. Closed November 13, 1911.

No. 5341—1911.

Black Hawk Clay Mfg. Co., et al., Davenport.

*Rate on Sample Brick.*

Closed.

Filed February 20, 1908. Closed November 13, 1911.

No. 5342—1911.

A. B. Lane, Waterloo, vs. American Express Co.

*Excessive Rate on Buttermilk.*

Dismissed.

Filed February 24, 1908. Closed November 13, 1911.

No. 5343—1911.

Iowa Stock Food Co., Jefferson.

*Rate on Stock Dip.*

Closed by adoption of Express Order No. 2.

Filed February 1, 1909. Closed November 13, 1911.

No. 5344—1911.

Bell Jones Company, Davenport.

*Express Rate on Buttermilk.*

Closed by adoption of Express Order No. 2.

Filed September 28, 1909. Closed November 13, 1911.

No. 5345—1911.

Connor Mercantile Co., Burlington.

*Excessive Graduated Scale.*

Closed by adoption of Express Order No. 2.

Filed September 29, 1909. Closed November 13, 1911.

No. 5346—1911.

Cedar Rapids Commercial Club, Cedar Rapids.

*Discrimination—Express Rates on Fruit.*

Closed by adoption of Express Order No. 2.

Filed November 9, 1909. Closed November 13, 1911.

No. 5347—1911.

Iowa National Bank, Des Moines, vs. U. S. Express Company.

*Refusal to Accept Shipments of Currency for Transportation on Night Trains.*

Express Company arranged to handle currency shipments to satisfaction of complainant.

Filed December 15, 1909. Closed April 19, 1911.

No. 5348—1911.

Perfection Mfg. Co., Cedar Rapids.

*Express Rate on Catalogues.*

Closed.

Filed January 12, 1910. Closed November 13, 1911.

No. 5349—1911.

Greater Des Moines Committee, Des Moines.

*Application for an Iowa Express Classification.*

Dismissed.

Filed January 22, 1910. Closed November 13, 1911.

No. 5350—1911.

R. J. Cowles, Burlington.

*Discrimination—Express Rates.*

Closed by adoption of Express Order No. 2.

Filed January 6, 1910. Closed November 13, 1911.

No. 5351—1911.

Strasburger & Verveer, Albia, vs. Adams Express Co.

*Express Charges.*

Closed.

Filed March 9, 1910. Closed November 13, 1911.

No. 5352—1911.

Iowa Fruit Brokerage Co., Davenport.

*Empty Banana Carriers Returned.*

Closed.

Filed June 18, 1910. Closed November 13, 1911.

No. 5353—1911.

H. E. Hanschen, Emmetsburg, vs. Wells Fargo & Co., Express.

*Damage in Transit.*

No jurisdiction.

Filed June 27, 1910. Closed December 6, 1910.

No. 5354—1911.

S. P. Wadley Co., Dubuque, vs. American Express Co.,

*Joint Rate on Milk and Cream.*

Closed by adoption of express order No. 2.

Filed October 18, 1910. Closed November 13, 1911.

No. 5355—1911.

Gooding Bros., Bedford, vs. Express Companies.

*Routing of Express Packages.*

Original papers referred to Attorney General for presentation to Interstate Commerce Commission.

Filed November 3, 1910. Closed December 4, 1911.

No. 5356—1911.

Beatrice Creamery Co., Des Moines, vs. Wells, Fargo & Co., Express.

*Delay in Transit.*

Cause of delay fully explained to complainant by express company.

Filed December 15, 1910. Closed April 4, 1911.

No. 5357—1911.

Alee Rakow, West Point, vs. Adams Express Co.,

*Claim for Damaged Shipment of Butter.*

Claim adjusted.

Filed December 17, 1910. Closed December 21, 1910.

No. 5358—1911.

American Press Association, Des Moines, vs. Adams Express Co.,

*Express service.*

Satisfactorily adjusted.

Filed January 7, 1911. Closed February 18, 1911.

No. 5359—1911.

B. C. Gruver, Clermont, vs. United States Express Co.

*Refusal to Carry Shipments of Money.*

Satisfactorily adjusted.

Filed January 7, 1911. Closed June 17, 1911.

No. 5360—1911.

American Press Association, Des Moines, vs. Adams Express Co., and  
United States Express Co.*Express Service.*

Satisfactorily adjusted.

Filed January 22, 1911. Closed April 6, 1911.

No. 5361—1911.

Ft. Dodge Creamery Co., Ft. Dodge, vs. Adams Express Co.

*Minimum Charge on Single can Shipments of Milk Under Scale 11-A.*

Satisfactorily adjusted.

Filed March 24, 1911. Closed June 17, 1911.

No. 5362—1911.

Great Northern Express Co., St. Paul, Minn.

*Request for Modification of Rulings; Express Order No. 2.*

Denied.

Filed April 8, 1911. Closed December 4, 1911.

No. 5363—1911.

E. B. Higley Co., Mason City, vs. Adams Express Co.

*Minimum Charge of 30 Cents on Cream.*

Satisfactorily adjusted.

Filed April 15, 1911. Closed November 13, 1911.

No. 5364—1911.

August Post, Moulton, vs. Adams Express Co.

*Charges on C. O. D. Shipments at Zearing.*

No jurisdiction.

Filed April 15, 1911. Closed November 13, 1911.

No. 5365—1911.

Hampton Creamery Co., Hampton, vs. Adams Express Co., and American  
Express Company.*Minimum Charge on Shipments of Cream.*

Dismissed.

Filed April 6, 1911. Closed November 13, 1911.

No. 5366—1911.

Fort Dodge Telephone Co., Fort Dodge, vs. American Express Company.

*Delivery Limits.*

Satisfactorily adjusted.

Filed April 26, 1911. Closed September 18, 1911.

No. 5367—1911.

Feiner Fish Co., Clinton, vs. Wells Fargo &amp; Co., Express.

*Rate on Fish.*

Reduction made in rate.

Filed April 26, 1911. Closed August 31, 1911.

No. 5368—1911.

Manning Produce Co., Manning, vs. Wells Fargo &amp; Co., Express.

*Refusal to Accept Shipments of Egg Case Fillers.*

Satisfactorily adjusted.

Filed May 2, 1911. Closed August 31, 1911.

No. 5369—1911.

W. H. Meswarb, West Gate, vs. Wells Fargo &amp; Co., Express.

*Shipments of Veal—Interstate.*

Adjusted.

Filed May 2, 1911. Closed November 13, 1911.

No. 5370—1911.

C. W. Davis, Wall Lake, vs. American Express Co.

*Service to Sac City.*

Satisfactorily adjusted.

Filed May 8, 1911. Closed August 31, 1911.

No. 5371—1911.

Otto Dahljelm, Decorah, vs. Wells Fargo & Co., Express.

*Merchandise Rate, North McGregor to Decorah.*

Rate reduced so as to comply with Express Order No. 1.

Filed May 27, 1911. Closed August 31, 1911.

No. 5372—1911.

A. A. Berry Seed Co., Clarinda, vs. Wells Fargo & Co., Express.

*Overcharge on shipment of Onion Sets.*

Refund made.

Filed May 9, 1911. Closed August 31, 1911.

No. 5373—1911.

S. H. Williams, Estherville, vs. U. S. Express Co.

*Overcharge on Shipment of Mineral Water.*

Refund made.

Filed April 20, 1911. Closed November 13, 1911.

No. 5374—1911.

E. B. Higley Co., Mason City, vs. Wells Fargo & Co., Express.

*Aggregating Weights on Shipments of Ice Cream and Ice Cream Cones.*

Satisfactorily adjusted.

Filed June 24, 1911. Closed November 13, 1911.

No. 5375—1911.

Z. T. Platt, Dickens, vs. Wells Fargo & Co., Express.

*Overcharge on Express.*

Refund made.

Filed July 22, 1911. Closed November 13, 1911.

No. 5376—1911.

Newton Disc Plow Company, Newton, vs. United States Express Company.

*Overcharge on Shipment of Washing Machine.*

Refund made.

Filed July 27, 1911. Closed November 13, 1911.

No. 5377—1911.

P. McGuire, Holstein, vs. American Express Co.

*Delivery Service.*

Satisfactorily adjusted.

Filed August 2, 1911. Closed November 13, 1911.

No. 5378—1911.

W. F. Stebbins, Des Moines, vs. Adams Express Co.

*Collections.*

Dismissed.

Filed August 29, 1911. Closed December 4, 1911.

No. 5379—1911.

Waterloo Steam Laundry Co., Waterloo, vs. American Express Company.

*Handling of Laundry Baskets.*

Satisfactorily adjusted.

Filed September 23, 1911. Closed December 4, 1911.

No. 5380—1911.

Felner Fish Co., Clinton, vs. United States Express Co.

*Damage to Shipment of Fish.*

Claim adjusted.

Filed October 31, 1911. Closed November 4, 1911.

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MILEAGE, OFFICERS AND DIRECTORS  
OF  
**Steam Railway Companies**

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ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
  - a Main line.
  - b Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named	
	From—	To—			
1. a The Atchison, Topeka & Santa Fe Ry -----	Chicago (Stewart Ave.) Ill. ....	Near Needles, Cal. ....	1,908.05	3,753.81	
	No. Ottawa, Kas. ....	Okla-Tex State Line	399.27		
	Chanute, Kas. ....	Longton, Kas. ....	44.18		
	Florence, Kas. ....	Pauls Valley, Okla. ....	281.68		
	Augusta, Kas. ....	Wellington, Kas. ....	37.22		
	La Junta, Colo. ....	Denver, Colo. ....	180.83		
	Isleta, N. M. ....	Deming, N. M. ....	220.02		
	Rincon, N. M. ....	N.M-Tex, State Line	56.36		
	Kern, Jet. Cal. ....	Ferry Point, Cal. ....	306.48		
	Barstow, Cal. ....	National City, Cal. ....	272.65		
	San Bernardino, Cal. ....	Orange, Cal. ....	47.07		
	1. b The Atchison, Topeka & Santa Fe Ry -----	Ancona, Ill. ....	Streator Jet., Ill. ....		30.73
Pekin, Jet., Ill. ....		Pekin, Ill. ....	21.33		
No. Lexington, Mo. ....		St. Joseph, Mo. ....	76.38		
Atchison, Kas. ....		Emporia Jet., Kas. ....	111.03		
Holliday, Kas. ....		Topeka, Kas. ....	52.54		
Wilder, Kas. ....		Hawthorne, Kas. ....	45.41		
Lawrence, Kas. ....		Ottawa, Kas. ....	27.19		
Burlingame, Kas. ....		Alma, Kas. ....	34.30		
Quenemo, Kas. ....		Ossage Citv, Kas. ....	19.42		
Burlington Jet. Kas. ....		Gridley, Kas. ....	52.36		
Colony, Kas. ....		Yates Center, Kas. ....	24.71		
Chanute, Kas. ....		Chicopee, Kas. ....	57.04		
Benedict Jet., Kas. ....		Madison Jet., Kas. ....	40.57		
Cherryvale, Kas. ....		Coffeyville, Kas. ....	17.98		
Independence, Kas. ....		Cedarvale, Kas. ....	54.79		
Havana, Kas. ....		Caney, Kas. ....	5.44		
Kas-Okla. State Line		Tulsa, Okla. ....	67.13		
Emporia, Kas. ....		Moline, Kas. ....	83.23		
Strong City, Kas. ....		Bazar, Kas. ....	11.08		
Neva, Kas. ....		Kas.-Neb.State Line	151.83		
Abilene, Kas. ....		Salina, Kas. ....	22.56		
Manchester, Kas. ....		Barnard, Kas. ....	43.56		
Florence, Kas. ....		Ellinwood, Kas. ....	98.21		
Little River, Kas. ....		Holyrood, Kas. ....	26.30		
Newton, Kas. ....		Winfield Jet., Kas. ....	63.96		
Newkirk, Okla. ....		Purell, Okla. ....	143.40		
Guthrie Jet., Okla. ....		Cushing Jet., Okla. ....	47.87		
Ripley, Okla. ....		Esau Jet., Okla. ....	40.42		
Guthrie, Okla. ....		Kiowa, Okla. ....	113.35		
Pauls Valley, Okla. ....		Lindsay, Okla. ....	24.18		
Davis, Okla. ....		Sulphur, Okla. ....	9.25		

## ATKINSON, TOPEKA &amp; SANTA FE RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Hutchinson, Kas. ....	Ponca City, Okla. ....	141.36		
Hutchinson, Kas. ....	Kinsley, Kas. ....	98.49		
Atira, Kas. ....	Medicine Lodge, Kas. ....	21.01		
Milvane, Kas. ....	Englewood, Kas. ....	196.23		
Wellington, Kas. ....	Caldwell, Kas. ....	20.94		
Wellington, Kas. ....	Tonkawa, Okla. ....	43.34		
Wichita, Kas. ....	Pratt, Kas. ....	79.72		
Kiowa, Kas. ....	Belvidere, Kas. ....	49.40		
Larned, Kas. ....	Jetmore, Kas. ....	46.33		
Great Bend, Kas. ....	Scott City, Kas. ....	120.07		
Canon, Jet., Colo. ....	Rockvale, Colo. ....	35.86		
Clelland, Colo. ....	Canon City, Colo. ....	7.24		
Holly, Colo. ....	Rocky Ford, Colo. ....	95.10		
Lamar, Colo. ....	Kornman, Colo. ....	4.37		
Las Animas, Colo. ....	Waveland, Colo. ....	2.26		
Swink, Colo. ....	Shelton, Colo. ....	4.62		
Las Vegas, N. M. ....	Hot Springs, N. M. ....	9.01		
Lamy, N. M. ....	Santa Fe, N. M. ....	18.13		
Socorro, N. M. ....	Magdalena, N. M. ....	27.29		
Zenun, N. M. ....	Silver City, N. M. ....	46.50		
Nutt, N. M. ....	Lake Valley, N. M. ....	13.52		
Whitewater, N. M. ....	Santa Rita, N. M. ....	17.92		
Hanover Jet., N. M. ....	Pierson, N. M. ....	6.18		
Corcoran, Cal. ....	Junction, Cal. ....	68.23		
San Bernardino, Cal. ....	Highland Jet., via Mentone, Cal. ....	25.29		
Highgrove, Cal. ....	Temecula, Cal. ....	45.32		
Perris, Cal. ....	San Jacinto, Cal. ....	19.44		
Elsmore Jet., Cal. ....	Alberhill, Cal. ....	7.75		
Redondo Jet., Cal. ....	Redondo, Cal. ....	20.59		
Richfield, Cal. ....	Olinda, Cal. ....	4.20		
Casa Blanca, Cal. ....	Fresda, Cal. ....	2.94		
	Fallbrook, Cal. ....	18.95		
	Esecondido, Cal. ....	21.29	1,925.64	
2. Barnwell & Searchlight Ry. ....	Barnwell, Cal. ....	Searchlight, Nev. ....	23.22	
California Eastern Ry. ....	Goffs, Cal. ....	Ivanpah, Cal. ....	45.21	
Fresno County Ry. ....	Reedley, Cal. ....	Washtoke, Cal. ....	6.24	
Fullerton & Richfield Ry. ....	Fullerton, Cal. ....	Richfield, Cal. ....	5.19	
Kings River Ry. ....	Washtoke, Cal. ....	Piedra, Cal. ....	10.79	
Oakdale Western Ry. ....	Riverbank, Cal. ....	Oakdale, Cal. ....	6.30	
Oakland & East Side R. R. ....	Richmond, Cal. ....	Oakland, Cal. ....	11.32	
Randsburg Ry. ....	Kramer, Cal. ....	Johannesburg, Cal. ....	28.64	
Western Arizona Ry. ....	McConlee, Ariz. ....	Chloride, Ariz. ....	21.57	158.30
3. Arizona & California Ry. ....	Cadiz, Cal. ....	Near Parker, Ariz. ....	83.47	
E. Ry. of New Mexico. ....	Clovis, N. M. ....	Rio Puerco, N. M. ....	228.02	
	Sandia, N. M. ....	Dalles, N. M. ....	3.52	
Laton & Western Ry. ....	Laton, Cal. ....	Lanare, Cal. ....	15.32	
Southern Pacific R. R. ....	Near Needles, Cal. ....	Mojave, Cal. ....	242.19	602.72
5. C. & W. I. R. R. ....	Danborn Sta., Chicago, Ill. ....	Stewart Ave., Chic- go, Ill. ....	1.43	
T. P. & W. Ry. ....	Streator Jet., Ill. ....	Pekin Jet., Ill. ....	5.91	
K. C. Terminal Ry. ....	Big Blue Jet., Mo. ....	Kansas City, Mo. ....	6.60	
Union Depot Co. ....	Kansas City, Mo. ....	Kansas City, Mo. ....	.16	
	Terminal ....	Kansas City, Mo. ....	.03	
Union Depot Co. ....	St. Joseph, Mo. ....	St. Joseph, Mo. ....	.21	
St. Joseph Terminal R. R. ....	St. Joseph, Mo. ....	St. Joseph, Mo. ....	.97	
C. R. I. & P. Ry. ....	St. Joseph, Mo. ....	Winthrop, Mo. ....	19.54	
Atchison & East Brg. Co. ....	Atchison, Kas. ....	(Bridge) ....	.30	
Atchison U. D. & R. E. Co. ....	Atchison, Kas. ....	Atchison, Kas. ....	.12	
Missouri Pacific Ry. ....	Caney, Kas. ....	Kas.-Okla., State Line ....	1.35	

## ATKINSON, TOPEKA &amp; SANTA FE RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Midland Valley R. R. ....	Tulsa, Okla. ....	.....	.75	
C. & N. W. Ry. ....	Kans. Neb. State Line	Superior, Neb. ....	2.33	
St. L. & S. F. R. R. ....	Enid, Okla. ....	Blanton Jet., Okla. ....	2.97	
Union Depot Co. ....	Denver, Colo. ....	.....	.17	
Colo. & Sou. Ry. ....	Denver, Colo. ....	.....	.05	
Southern Pacific R. R. ....	Mojave, Cal. ....	Kern Jet., Cal. ....	67.01	180.22
Total mileage operated. ....				1,540.00

## DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
W. Heman Duval. ....	New York, N. Y. ....	October, 1911
Thomas P. Fowler. ....	New York, N. Y. ....	October, 1911
Walker D. Hines. ....	New York, N. Y. ....	October, 1911
Charles S. Glead. ....	Topeka, Kas. ....	October, 1912
Edward J. Berwind. ....	New York, N. Y. ....	October, 1912
John G. McCullough. ....	Vermont ....	October, 1912
Henry C. Fricke. ....	Pittsburg, Pa. ....	October, 1912
Andrew C. Jones. ....	Wichita, Kas. ....	October, 1912
Benjamin P. Cheney. ....	Boston, Mass. ....	October, 1913
Augustus D. Julliard. ....	New York, N. Y. ....	October, 1913
T. DeWitt Cuyler. ....	Philadelphia, Pa. ....	October, 1913
Edward P. Ripley. ....	Chicago, Ill. ....	October, 1914
Byron L. Smith. ....	Chicago, Ill. ....	October, 1914
Charles Steele. ....	New York, N. Y. ....	October, 1914
Howel Jones. ....	Topeka, Kas. ....	October, 1914

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	F. P. Ripley	Chicago, Ill.
Vice President	W. B. Storey, Jr.	Chicago, Ill.
Vice President	G. T. Nicholson	Chicago, Ill.
Vice President	W. E. Hodges	Chicago, Ill.
Vice President	E. L. Copeland	Topeka, Kas.
Secretary and Treasurer	G. Holterhoff, Jr.	Los Angeles, Cal.
General Counsel	Walker D. Hines	New York, N. Y.
General Solicitor	Gardiner Lathrop	Chicago, Ill.
Comptroller	D. L. Gallop	New York, N. Y.
Deputy Comptroller	A. E. Waterhouse	New York, N. Y.
General Auditor	W. E. Bailey	Chicago, Ill.
Assistant General Auditor	J. E. Baxter	Chicago, Ill.
Assistant General Auditor	A. L. Conrad	Chicago, Ill.
General Manager Eastern Lines	C. W. Kouns	Topeka, Kas.
General Manager Western Lines	F. C. Fox	Amarillo, Texas
General Manager Coast Lines	A. G. Wells	Los Angeles, Cal.
Chief Engineer System	C. A. Morse	Topeka, Kas.
General Superintendent	R. J. Parker	Topeka, Kas.
General Superintendent	E. Raymond	Newton, Kas.
General Superintendent	J. M. Kurn	La Junta, Colo.
General Superintendent	G. C. Starkweather	Amarillo, Texas
General Superintendent	I. L. Hubbard	Los Angeles, Cal.
General Superintendent	F. B. Houghton	Chicago, Ill.
Freight Traffic Manager	W. J. Elack	Chicago, Ill.
Passenger Traffic Agent	J. R. Koonz	Topeka, Kas.
General Freight Agent	J. R. Koonz	Los Angeles, Cal.
General Freight Agent	W. G. Barnwell	Topeka, Kas.
General Passenger Agent	J. M. Connell	Topeka, Kas.
Land Commissioner	Howel Jones	Topeka, Kas.

ATLANTIC NORTHERN & SOUTHERN RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Atlantic, Northern & Southern Railway Company.....	Kimballton via Atlantic and Grant.....	Villisca, Iowa .....	54.08	

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
H. S. Rattenborg.....	Atlantic, Iowa .....	January 29, 1911
A. H. Jorgenson.....	Kimballton, Iowa .....	January 29, 1911
M. N. Esbeck.....	Kimballton, Iowa .....	January 29, 1911
James Stier.....	Atlantic, Iowa .....	January 29, 1911
John Peterson.....	Elkhorn, Iowa .....	January 29, 1911
Jorgen Marcussen.....	Elkhorn, Iowa .....	January 29, 1911
W. L. Harris.....	Atlantic, Iowa .....	January 29, 1911
F. C. Smith.....	Atlantic, Iowa .....	January 29, 1911
John Liestad.....	Elkhorn, Iowa .....	January 29, 1911
Drace Sorensen.....	Elkhorn, Iowa .....	January 29, 1911
Geo. N. Christiansen.....	Elkhorn, Iowa .....	January 29, 1911
H. C. Hansen.....	Elkhorn, Iowa .....	January 29, 1911
H. K. Williams.....	Atlantic, Iowa .....	January 29, 1911
L. T. Spangler.....	Atlantic, Iowa .....	January 29, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	H. S. Rattenborg.....	Atlantic, Iowa
First Vice President.....	A. H. Jorgensen.....	Kimballton, Iowa
Second Vice President.....	John Peterson.....	Elkhorn, Iowa
Secretary.....	H. K. Williams.....	Atlantic, Iowa
Treasurer.....	E. S. Harlan.....	Atlantic, Iowa
Attorney, or General Counsel.....	W. A. Follett.....	Atlantic, Iowa
Auditor.....	W. A. Follett.....	Atlantic, Iowa
General Freight Agent.....	F. B. LeFeber.....	Atlantic, Iowa

CHARLES CITY WESTERN RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Charles City Western Ry.....	Charles City, Iowa..	Marble Rock, Iowa..	13.1	

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
C. W. Hart.....	Charles City, Iowa .....	January 8, 1912
A. E. Ellis.....	Charles City, Iowa .....	January 8, 1912
N. Frudden.....	Charles City, Iowa .....	January 8, 1912
C. D. Ellis.....	Charles City, Iowa .....	January 8, 1912
E. M. Sherman.....	Charles City, Iowa .....	January 8, 1912
C. H. Parr.....	Charles City, Iowa .....	January 8, 1912
F. W. Fisher.....	Charles City, Iowa .....	January 8, 1912

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
Chief Engineer.....	D. V. Butler.....	Charles City, Iowa
Traffic Engineer.....	H. E. Bennett.....	Charles City, Iowa

THIRTY-FOURTH ANNUAL REPORT OF THE  
CHICAGO, ANAMOSA & NORTHERN RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Chicago, Anamosa & Northern Ry.	Anamosa, Iowa	Coggon, Iowa	19.6	

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
Peter Kiene	Dubuque, Iowa	January 18, 1912
C. H. Eighmey	Dubuque, Iowa	January 18, 1912
M. Loranz	Dubuque, Iowa	January 18, 1912
Henry Kiene	Dubuque, Iowa	January 18, 1912
D. C. Glasser	Dubuque, Iowa	January 18, 1912
Midland Ry. Construction Co.	Dubuque, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Henry Kiene	
First Vice President	D. C. Glasser	
Secretary	M. Loranz	
Treasurer	Paul Kiene	
Attorney, or General Counsel	H. C. Kenline	
Auditor	Clifford L. Niles	
General Manager	J. L. Kelsey	

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
a Main line.  
b Branches and spurs.  
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.  
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Chicago, Burlington & Quincy R. R. Co.	Various	Various		822.41
1. b Chicago, Burlington & Quincy R. R. Co.	Various	Various		7,914.09
2. Black Hills & F. P. R. R.	Various	Various	53.56	
Deadwood Central R. R.	Various	Various	17.68	71.24
5. Pennsylvania R. R.	At Chicago		1.22	
Illinois Central R. R.	Postage Curve	E. Dubuque, Ill.	12.41	
Illinois Central R. R.	I. C. Main Track	E. end D. & D Bdg.	.46	
Dun. & Dub. Bridge Co.	E. Dubuque, Ill.	Dubuque, Iowa	.66	
C. & N. W. Ry.	Clinton, Iowa		.98	
C. C. C. & St. L. Ry.	E. Alton, Ill.	E. St. Louis, Ill.	19.05	
D. R. I. & N. W. Ry.	Rock Island, Ill.	Clinton, Iowa	37.94	
Wabash R. R.	Bloomfield, Iowa	Moulton, Iowa	14.11	
Union Pacific Ry.	U. P. Transfer	Omaha, Neb.	2.79	
Union Pacific Ry.	Gilmore, Neb.	So. Omaha, Neb.	4.54	
Union Pacific Ry.	Sterling, Colo.	Union, Colo.	23.67	
Gt. Northern Ry.	St. Paul, Minn.	Minneapolis, Minn.	11.65	
St. Paul U. D. Co.	At St. Paul		.53	
Minneapolis Union Ry. Co.	At Minneapolis		2.21	
Winona Bridge Ry.	E. Winona, Wis.	Winona, Minn.	.98	
Terminal R. R. Assn.	At St. Louis, Mo.	E. St. Louis, Ill.	7.03	
Mo., Kan. & Tex. Ry.	At Hannibal, Mo.		.30	
Wabash R. R.	At Hannibal, Mo.		.44	
Keokuk & Hamilton Bridge Co.	At Keokuk, Iowa		.04	
Chicago & Alton R. R.	At Louisiana, Mo.		.34	
Kansas City & U. D. Co.	At Kansas City		.20	
Ateh. & East Bridge Co.	Winthrop, Mo.	State Line	.39	
Ateh. U. D. & R. R. Co.	At Atchison, Kan.		.10	
So. Omaha S. Y. Co.	At So. Omaha, Neb.		.41	
Leavenworth B. & T. Co.	Stillings, Mo.	Leavenworth, Kan.	1.73	
C. & E. I. R. R.	Hudgens	West Vienna	15.79	
Colo. & Sou. Ry.	Utah Jet., Colo.	Burns Jet., Colo.	11.30	
Nor. Pac. Ry.	Huntley, Mont.	Billings, Mont.	12.19	
C., R. I. & P. Ry.	At Carson, Iowa		.23	
Chicago & Alton R. R.	E. Louisiana, Ill.	Louisiana, Mo.	2.07	
C., R. I. & P. Ry.	Burlington, Iowa	Mediapolls, Iowa	13.77	
Union Pac. Ry.	At Stromberg, Neb.		.22	
St. J. & G. I. R. R.	K. C. & O. Jet., Neb.	Endicott	12.00	
St. J. & G. I. R. R.	At Fairfield, Neb.		2.65	
Des Moines & U. R. R. Co.	At Des Moines, Iowa		2.89	
Qcy., Omaha & K. O. R. R.	At Milan, Mo.		.52	
Chicago & Alton R. R.	At Francis, Mo.		.02	
Jacksonville Midland	At Jacksonville, Ill.		.07	
C. P. & St. L. Ry.	At Jacksonville, Ill.		.48	
Chicago & Alton R. R.	Waun, Ill.	Alton, Ill.	4.27	
M. & I. B. & B. R. R.	West Alton, Ill.	Waun, Ill.	2.69	
C. St. P. M. & O. R. R.	Ferry	Sioux City, Iowa	3.73	
Gt. Northern Railway	At Sioux City, Iowa		.86	
Northern Pac. Ry.	Billings, Mont.	Fromberg Jet	37.18	267.10
Total mileage operated				9,074.84

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
George F. Baker	New York, N. Y.	November 1, 1911
George C. Clark	New York, N. Y.	November 1, 1911
Wm. P. Clough	New York, N. Y.	November 1, 1911
Howard Elliott	St. Paul, Minn.	November 1, 1911
George B. Harris	Chicago, Ill.	November 1, 1911
James J. Hill	St. Paul, Minn.	November 1, 1911
James N. Hill	New York, N. Y.	November 1, 1911
Darius Miller	Chicago, Ill.	November 1, 1911
Edward T. Nichols	New York, N. Y.	November 1, 1911
Norman B. Ream	New York, N. Y.	November 1, 1911
Samuel Thorne	New York, N. Y.	November 1, 1911

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board	George 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
Vice President	F. S. Howland	Chicago, Ill.
Secretary	F. S. Howland	Chicago, Ill.
Treasurer	C. M. Dawes	Chicago, Ill.
General Counsel	J. E. Kelby	Omaha, Neb.
General Solicitor	O. M. Spencer	St. Joseph, Mo.
General Solicitor	C. I. Sturgis	Chicago, Ill.
General Auditor	H. D. Foster	Chicago, Ill.
Assistant General Auditor	W. P. Durkee	Omaha, Neb.
Auditor	F. E. Ward	Chicago, Ill.
General Manager	G. W. Holdrege	Omaha, Neb.
General Manager	T. E. Calvert	Chicago, Ill.
Chief Engineer	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	E. E. Young	Alliance, Neb.
General Superintendent	G. H. Crosby	Chicago, Ill.
Freight Traffic Manager	E. R. Puffer	Chicago, Ill.
General Freight Agent	W. Gray	St. Louis, Mo.
General Freight Agent	C. E. Spens	Omaha, Neb.
General Freight Agent	P. S. Eustis	Chicago, Ill.
Passenger Traffic Manager	John Francis	Chicago, Ill.
General Passenger Agent	L. W. Wakeley	Omaha, Neb.
General Passenger Agent		

CHICAGO GREAT WESTERN RAILROAD COMPANY.

ROAD OPERATED—ENTIRE LINE.

- Line owned by respondent:
  - Main line.
  - Branches and spurs.
- Line operated by respondent but owned by another corporation, control being secured through stock ownership.
- Line operated under lease for specified sum.
- Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. <i>a</i> Chicago Great Western Railroad	Forest Park, Ill.	Galena Jct., Ill.	147.24	713.83
	Dubuque, Iowa	St. Paul, Minn.	252.90	
	Oelwein, Iowa	Des Moines, Iowa	130.51	
	Freight Line through Pass. Line through	Des Moines, Iowa	2.48	
	South Des Moines, Ia	Des Moines, Iowa	.33	
	Bee Creek, Mo.	St. Joseph, Mo.	156.42	
	In Leavenworth, Kas	Beverly, Mo.	22.85	
	In Kansas City, Kas.		.10	
	In Kansas City, Mo.		.47	
			.53	
	<i>b</i>	Eden, Minn.	Mantorville, Minn.	
Sumner, Iowa		Waverly, Iowa	21.94	
Wilson Jct., Iowa		Cedar Falls, Iowa	7.48	
2 and 3. De Kalb and Great Western Railway	Sycamore, Ill.	DeKalb, Ill.		5.81
2 and 4. Mason City and Ft. Dodge Railroad	Hayfield, Minn.	Clarion, Iowa	99.71	378.13
	Clarion, Iowa	Ft. Dodge, Iowa	28.05	
	Ft. Dodge, Iowa	Council Bluffs, Iowa	132.90	
	Spur to Ft. Dodge Depot		.79	
	Ft. Dodge, Iowa	Lehigh, Iowa	15.69	
	Gypsum, Iowa	Coalville, Iowa	2.90	
	Oelwein, Iowa	Clarion, Iowa	98.00	
2 and 4. Wisconsin, Minnesota and Pacific Railroad	Mankato, Minn.	Red Wing, Minn.	95.70	277.43
	Red Wing, Minn.	Osage, Iowa	118.20	
	Simpson, Minn.	Winona, Minn.	54.20	
	Claybank Jct., Minn.	Claypits, Minn.	2.00	
	Red Wing, Minn.	Sewer Pipe Works	.90	
	Bellechester Jct. Minn.	Bellechester, Minn.	6.43	
5. B. & O. Chicago Terminal R. R. Co.	Chicago, Ill.	Forest Park, Ill.	10.33	
	Chicago, Burlington & Quincy R. R.	Galena Jct., Ill.	.88	
	Illinois Central R. R.	Portage Curve, Ill.	12.85	
	Dunleith & Dubuque Bridge Co.	East Dubuque, Ill.	.59	
	St. Paul Union Depot Co.	In St. Paul, Minn.	.69	
	Great Northern Ry.	St. Paul, Minn.	9.92	
	Des Moines Union Ry.	In Des Moines, Iowa.	2.23	
	Chicago, Burlington & Quincy R. R.	In Des Moines, Iowa.	.52	

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Chicago, Burlington & Quincy R. R.	In St. Joseph, Mo.	-----	.81	
St. Joseph Terminal Ry.	In St. Joseph, Mo.	-----	.40	
Atchison, Topeka & Santa Fe Ry.	St. Joseph, M.	Bee Creek, Mo.	7.66	
Chicago, Rock Island & Pacific Ry.	Beverly, Mo.	Stillings, Mo.	3.73	
Leavenworth Terminal Ry. & Bridge Co.	Stillings, Mo.	Leavenworth, Kas.	1.00	
Leavenworth Depot & R. R. Co	In Leavenworth, Kas	-----	.20	
Union Pacific R. R. Co	In Leavenworth, Kas	-----	.39	
Missouri Pacific Ry.	Leavenworth, Kas.	Kansas City, Kas.	23.08	
Kansas City Southern Ry.	In Kansas City, Mo.	-----	1.25	
Union Pacific R. R.	Council Bluffs, Iowa.	Omaha, Neb.	3.11	
Union Pacific R. R.	Omaha, Neb.	So. Omaha, Neb.	5.01	
				84.65
Total mileage operated				1,496.22

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Clyde M. Carr	Chicago, Ill.	October, 1911
O. H. Conover	Chicago, Ill.	October, 1911
A. A. Sprague, 2d	Chicago, Ill.	October, 1911
A. H. Gillard	New York, N. Y.	October, 1912
James S. Bell	Minneapolis, Minn.	October, 1912
John A. Spoor	Chicago, Ill.	October, 1912
E. F. Swinney	Kansas City, Mo.	October, 1913
F. Weyerhaeuser	St. Paul, Minn.	October, 1913
S. M. Felton	Chicago, Ill.	October, 1914
J. R. Morrow	Chicago, Ill.	October, 1914
Chas. Steele	New York, N. Y.	October, 1914

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Vice President	F. L. Purdy	New York, N. Y.
Assistant Secretaries	A. H. Gillard	New York, N. Y.
	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. Slifer	Chicago, Ill.
Chief Engineer	L. C. Fritch	Chicago, Ill.
General Freight Agent	G. O. Somers	Chicago, Ill.
General Passenger Agent	A. L. Craig	Chicago, Ill.
Transfer Agents	J. P. Morgan & Co.	New York, N. Y.

MASON CITY AND FORT DODGE RAILROAD COMPANY.

ROAD LEASED OR OTHER ASSIGNED FOR OPERATION.

NAME OF LESSEE—C. G. W. R. R.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Mason City & Ft. Dodge R. R.	Hayfield, Minn.	Clarion, Iowa	99.71	
	Oelwein, Iowa	Clarion, Iowa	98.09	
	Clarion, Iowa	Ft. Dodge, Iowa	28.05	
	Spur to Depot in	Ft. Dodge, Iowa	.79	
	Ft. Dodge, Iowa	Lehigh, Iowa	15.69	
	Gypsum, Iowa	Coalville, Iowa	2.90	
	Ft. Dodge, Iowa	Council Bluffs, Iowa	132.90	
	Council Bluffs, Iowa	Omaha, Neb.	3.11	
	Omaha, Neb.	So. Omaha, Neb.	5.01	
		Total mileage.		386.25

DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
J. W. Blabon	Chicago, Ill.	September, 1911
Luther Drake	Omaha, Neb.	September, 1911
S. M. Felton	Chicago, Ill.	September, 1911
E. C. Finkbine	Des Moines, Iowa	September, 1911
G. W. Wattles	Omaha, Neb.	September, 1911

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Secretary	J. W. Coykendall	Chicago, Ill.
Treasurer	J. W. Coykendall	Chicago, Ill.
General Solicitor	J. W. Coykendall	Chicago, Ill.
Auditor	Con. F. Krebs	Chicago, Ill.

## WISCONSIN, MINNESOTA &amp; PACIFIC RAILROAD COMPANY.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF LESSEE—C. G. W. R. R.

Name	Terminals		Miles of line for each class of roads named	Miles of line for roads named
	From—	To—		
Wis., Minn. and Pac. R. R.	Mankato, Minn.	Red Wing, Minn.	95.70	
	Red Wing, Minn.	Sewer Pipe Works, Minn.	.90	
	Clay Bank Jet, Minn.	Clay Pits, Minn.	2.00	
	Red Wing, Minn.	Osage, Iowa	118.20	
	Simpson, Minn.	Winona, Minn.	54.20	
	Bellechester Jet, Minn.	Bellechester, Minn.	6.43	
		Total mileage.		277.43

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
S. M. Felton	Chicago, Ill.	September, 1911
James S. Bell	Minneapolis, Minn.	September, 1911
John H. Rich	Red Wing, Minn.	September, 1911
Benjamin Sommers	St. Paul, Minn.	September, 1911
C. J. McConville	St. Paul, Minn.	September, 1911

## 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 &amp; ST. PAUL RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

Name	Terminals		Miles of line for each class of roads named	
	From—	To—		
Chicago & Milwaukee Division	Chicago	Milwaukee	82.57	
	Rondout	Janesville	66.24	
	Libertyville	Branch	.66	
Chicago & Evanston Division	Chicago	Llewellyn Park	15.50	
	Chicago & Council Bluffs Division (in Ill.)			
Chicago & Council Bluffs Division (in Iowa.)	North Chicago	Pacific Junction	3.39	
	Pacific Junction	Savanna	133.02	
	Galewood	Dunning	2.98	
	Savanna	Iowa Livanna	2.30	
	Savanna	East Moline	47.70	
	Ashdale	Ebner	15.10	
	Illinois Line	Council Bluffs	348.37	
	Sabula Junction	Green Island	11.68	
	Green Island	Browns	11.90	
	Elk River Junction	Clinton	10.58	
Kansas City Division	Davenport	Connection	.64	
	Davenport	Jackson Junction	151.50	
	Edridge	Hurstville	34.61	
	Paralta	Farley	43.63	
	Marion	Ottumwa	97.00	
	Ottumwa Junction	Colburg	202.54	
	Rudbary	Rutledge	76.30	
	Racine	Kittredge	119.94	
	Janesville	Beloit	13.86	
	Elkhorn	Eagle	16.59	
Dubuque Division	Rockton	Rockford	14.94	
	Green Island	River Junction	149.43	
	Bellevue	Cascade (narrow gauge)	35.77	
	Turkey River Jet	West Union	68.34	
	Waukon Junction	Waukon	22.05	
	Reno	Preston	57.77	
	Preston	Isinours	4.46	
	North Milwaukee	Champion	233.20	
	Green Bay	Spur	.61	
	Hubert Junction	Appleton	6.03	
Superior Division	Menasha	Neenah		
	Oconto Junction	Oconto	11.94	
	Ellis Junction	Menominee	22.61	
	Wausaukes	Gilard Junction	17.63	
	Channing	Ontonagon	92.87	
	Kelo	Crystal Falls	6.94	
	La Crosse Division	Milwaukee (Reed St.)	La Crosse	196.66
	Watertown Junction	Madison	36.48	
	Portage City	East Madison	33.01	
	Viroqua Junction	Viroqua	82.17	
Northern Division	North La Crosse	Onalaska	3.76	
	Merrill Park	North Milwaukee	6.17	
	Chestnut St. Mil.	North Milwaukee	6.29	
	North Milwaukee	Portage City	88.53	
	Beaver Dam	Branch	2.09	
	Fox Lake	Branch	2.70	
	Cement Line Junction	Rock	1.06	
	Granville	North La C.	30.96	
	Iron Ridge	Fon du Lac	28.82	
	Horicon	Berlin	42.30	
Wisconsin Valley Division	Brandon	Markesan	11.49	
	Ripon	Oshkosh	15.84	
	Rush Lake Junction	Winneconne	14.89	
	Wisconsin Midland in New Lisbon	Fon du Lac	2.14	
	Tomah	Babeock	81.68	
	Tomah	Babeock	28.72	
	Babeock	Star Lake	131.58	

Name	Terminals		Miles of line for each class of roads named
	From—	To—	
	Babeok	Pittsville	9.07
	Pittsville Junction	Vesper	8.42
	Dexter ville	Romaska	27.65
	Nekoosa	Branch	2.02
	Otis	Helmenan	7.00
	Helmenan	Gleason	3.56
	Gleason	Southward	20.48
River Division	North La Crosse	St. Paul	129.64
	St. Paul	Minneapolis	8.30
	St. Croix Junction	Stillwater	22.62
Wabasha Division	Wabasha	Zumbrota	54.31
Chippewa Valley Division	Wabasha	Chippewa Falls	63.01
	Red Cedar Junction	Menomonie	1.36
Hastings & Dakota Division	South Minneapolis	Ortonville	177.27
	Ortonville Junction	Aberdeen	105.59
	Hastings	Benton Junction	53.71
	Hopkins	Lake Minnetonka	7.84
	Gleason	Hutchinson	13.45
	Milbank	Sisseton	37.24
	Andover	Harlem	55.91
Fargo Division	Ortonville	Fargo	116.97
James River Division	Mitchell	Aberdeen	125.55
	Aberdeen	Edgeley	64.33
	Aberdeen	East Bank of Missouri River	101.02
	Roseco	Eureka	1.36
	Eureka	Linton	74.44
	Roseco	Orient	46.90
Southern Minnesota Division	La Cresent	Woonsocket	303.48
	Woonsocket	Wessington Springs	15.58
	Wells	Mankato	37.30
	Madison	Bristol	103.02
	Albert Lea	St. Clair	39.46
Prairie du Chien Division	Milwaukee	Prairie du Chien	195.24
	Prairie du Chien	North McGregor	1.36
	Mazomanie	Prairie du Sac	16.37
	Lone Rock	Richland Center	16.22
Mineral Point Division	Wauzeka	La Farge	51.97
	Milton	Shullsburg	76.84
	Brodhead	New Glarus	22.78
	Warren	Mineral Point	22.29
Iowa & Minnesota Division	Calamie	Platteville	17.14
	Calmar	Minneapolis	172.92
	Conover	Decorah	10.00
	Austin	Mason City	39.26
	Fairbault	Zumbrota	33.47
	Northfield	Cannon Junction	31.68
	Farmington	Mankato	55.48
	Mendota	St. Paul	.36
Iowa & Dakota Division	North McGregor	Chamberlain	440.74
	Beulah	Elkader	19.20
	Spencer	Spirit Lake	20.18
	Rock Valley	Hudson	9.38
	Marion Junction	Running Water	62.85
Sioux City & Dakota Division	Manilla	Sioux City	90.37
	Sioux City	Scotland Junction	87.74
	Scotland	Mitcheil	47.67
	Tripp	Stickney	41.13
	Napa	Tyndall	21.21
	Tyndall	Platte	60.79
	Elk Point	Sioux Falls Junction	102.73
	Renner	Madison	33.08
Black Hills Division	Chamberlain	Rapid City	219.49
Des Moines Division	Des Moines	Fonda	111.38
	Fonda	Spencer	43.48
	Clive	Boone	24.97

Name	Terminals		Miles of line for each class of roads named
	From—	To—	
Rockelle & Southern Division	Rockwell City	Storm Lake	38.58
	Steward	Mendota	23.08
	Mendota	Ladd	15.28
	Ladd	Seatonville Junction	2.26
	Ladd	Cherry	3.13
	Granville	Oglesby	10.50
Total			7,365.94

## MILES OF MAIN TRACK IN WHICH THIS COMPANY OWNS A JOINT INTEREST WITH

Chi. & No. West. Ry., Chicago	7,265.93
P. C. C. & St. L. Ry., Chicago	.39
Chi. & No. West. Ry., Chicago	.16
P. C. C. & St. L. Ry., Chicago	2.41
Chi., Burl. & Quincy R. R., Davis Jet.	.16
Chi., Burl. & Quin. R. R., Clinton	.04
Chi., Rock Isl. & Pac. Ry.—Davenport	1.87
M. St. P. & S. S. M. Ry.—Hilbert Jet. to Menasha	14.41
M. St. P. & S. S. M. Ry.—Menasha to Neenah	1.30
Chi. & No. West. Ry.—Fon du Lac	.25
M. St. P. & S. S. M. Ry.—Oakshosh	.25
M. St. P. & S. S. M. Ry.—Chippewa Falls	1.43
Northern Pac. Ry.—Linton	1.30
Chicago Grt. West. Ry.—Mankato	1.30
C. St. P. M. & O. Ry.—Mendota to St. Paul	1.30
C. St. P. M. & O. Ry.—Sioux City	5.30
Illinois Central R. R.—Sioux City	.31
Sioux City & Pac. Ry.—Sioux City	
Less—Other Companies' Interests	30.50
C., M. & St. P. Ry. Co.'s Interest	15.38
Questions Nos. 2, 3 and 4—None.	
Question No. 5:	15.13
Chi., Burl. & Q. R. R.—Rockford to Davis Jet.	7,981.06
D. R. I. & N. W. Ry.—East Moline to R. I. and Davenport	11.97
D. R. I. & N. W. Ry.—Clinton to Davenport and R. I.	8.72
Union Pacific Ry.—Co. Bluffs to So. Omaha	35.08
C. R. I. & P. Ry.—Clinton to Chaney	8.60
C. B. & Q. R. R.—Clinton to Chaney	
C. R. I. & P. Ry.—Davenport to Muscatine	1.65
A. T. & S. F. Ry.—Kansas City	26.61
Kansas City Belt Ry.—Coburg to Kansas City	1.85
Illinois Central R. R.—Dubuque	6.83
Escanaba & Lake Supr. Ry.—Channing to Escanaba	.67
Essex & Lake S. Ry.—Bay Front Track, Escanaba	63.23
Chi., Ind. & O. Ry.—So. Stillwater to Stillwater	2.10
Chicago Grt. West. Ry.—Benning to Mankato	2.16
Des Moines Union Ry.—Des Moines	3.13
Chi., Burl. & Quin. R. R.—Davis Jet. to Steward	1.72
Illinois Central R. R.—at Mendota	19.91
Chi., Ind. & Sou. Ry., at Ladd	.41
Chi., Ind. & Sou. Ry., Seatonville Jet. to McNabb	.50
Chi., Ind. & Sou. Ry., De Pue Jet. to De Pue	18.50
Interest of other carriers in jointly owned mileage as above	.90
Total miles of main track	15.38
	230.39
	7,511.44



DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
Walter P. Bliss	New York, N. Y.	September, 1911
Frank S. Bond	New York, N. Y.	September, 1911
A. J. Earling	Chicago, Ill.	September, 1911
Chas. W. Harkness	New York, N. Y.	September, 1911
John D. Ryan	New York, N. Y.	September, 1912
Donald G. Geddes	New York, N. Y.	September, 1912
Roswell Miller	New York, N. Y.	September, 1912
William Rockefeller	New York, N. Y.	September, 1912
John A. Stewart	Chicago, Ill.	September, 1913
J. Ogden Armour	Chicago, Ill.	September, 1913
Stanley Field	Milwaukee, Wis.	September, 1913
L. J. Pettit	Milwaukee, Wis.	September, 1913
P. A. Rockefeller	New York, N. Y.	September, 1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	Roswell Miller	New York, N. Y.
President	A. J. Earling	Chicago, Ill.
Vice President	E. W. McKenna	Chicago, Ill.
Vice President	J. H. Hiland	Chicago, Ill.
Vice President	E. S. Keeley	Chicago, Ill.
Secretary	E. W. Adams	Milwaukee, Wis.
Treasurer	F. G. Ranney	Chicago, Ill.
General Counsel	Burton Hanson	Chicago, Ill.
Comptroller	W. N. D. Winne	Chicago, Ill.
Assistant to the Comptroller	J. W. Taylor	Chicago, Ill.
Auditor	W. F. Dudley	Chicago, Ill.
Assistant Auditor	B. A. Dousman	Chicago, Ill.
General Manager	D. L. Bush	Chicago, Ill.
Chief Engineer	C. F. Loweth	Chicago, Ill.
General Superintendent	H. B. Earling	Chicago, Ill.
Freight Traffic Manager	E. S. Keeley	Chicago, Ill.
General Freight Agent	H. E. Pierpont	Chicago, Ill.
General Passenger Agent	F. A. Miller	Chicago, Ill.

1. Line owned by respondent:

a Main Line.

b Branches and spurs.

2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.

3. Line operated under lease for specified sum.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

CHICAGO & NORTH WESTERN RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

Name	Terminals		Miles of line for each road named	Miles of line for each class of road named
	From	To		
2. a Main Line Owned by Respondent: Chicago & North-Western Railway	Chicago	Republic, Mich., via Milwaukee.	415.77	
	Chicago	Fond du Lac, Wis., via Janesville	176.70	
	Chicago	U. P. Transfer opposite Omaha, Neb.	491.00	
	Chicago	Freeport, Ill.	121.00	
	Harvard, Ill.	Pierre, S. D.	719.16	
	Janesville, Wis.	Evansville, Wis.	15.68	
	Lake Shore Junction, Wis.	Ashland, Wis., via Watersmeet	386.13	
	Monico, Wis.	Hurley, Wis.	88.11	
	Missouri Valley, Iowa	Casper, Wyo.	636.04	
Total				3,049.60
1. b—Branches and Spurs Owned by Respondent:	Chicago & North-Western Railway	Wisconsin	2.38	
	St. Francis Cut Off	Harvard, Ill.	44.30	
	Kenosha, Wis.	Rockford, Ill.	12.80	
	Caledonia, Ill.	Central Street, Evanston, Ill.	7.64	
	Mayfair, Ill.	Mayfair, Ill.	5.20	
	N. 40th Ave., Chicago	Water Power, Appleton, Wis.	3.63	
	Appleton, Wis.	Marshfield, Wis.	164.00	
	Sheboygan, Wis.	Red Granite, Wis.	7.85	
	Red Granite Jct., Wis.	Nekooska, Wis.	6.88	

CHICAGO & NORTH WESTERN RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Elgin, Ill.	-----	Williams Bay, Wis.	51.04	
St. Charles, Ill.	-----	Aurora, Ill.	11.80	
Cortland, Ill.	-----	Sycamore, Ill.	4.64	
Caledonia, Ill.	-----	Spring Valley, Ill.	54.78	
Chicago, South Branch Track	-----	Junction to River	4.50	
Nelson, Ill.	-----	Peoria Jct., Ill.	82.98	
Clinton, Iowa	-----	State Quarry, Anamosa	73.57	
Stanwood, Iowa	-----	Tipton, Iowa	8.50	
Des Moines, Iowa	-----	Junction near Jewell Jct., Iowa	57.34	
Carroll, Iowa	-----	Harlan, Iowa	41.11	
Junction near Manning	-----	Audubon, Iowa	17.00	
Cut-off around and south of	-----	Cedar Rapids, Iowa	5.98	
Boone Iowa	-----	Coal Banks west of Boone	3.25	
Buxton, Iowa	-----	Vesta, Minn.	349.51	
Tama, Iowa	-----	Iroquois, S. D.	368.89	
Eagle Grove, Iowa	-----	Elmore, Minn.	66.36	
Junction near Jewell Jct., Iowa	-----	Jewell Jct., Iowa	1.75	
Burt, Iowa	-----	Fox Lake, Minn.	45.66	
Eldora Jct., Iowa	-----	Alden, Iowa	26.40	
Jewell Jct., Iowa	-----	Wall Lake, Iowa	73.68	
Maple River Jct., Iowa	-----	Onawa, Iowa	80.85	
Denison, Iowa	-----	Sargent's Bluffs, Iowa	124.67	
Boyer, Iowa	-----	Mondamin, Iowa	61.30	
California, Jct., Iowa	-----	Sioux City, Iowa	69.81	
Wren Junction, Iowa	-----	Hawarden, Iowa	28.17	
Afton, Wis.	-----	Janesville, Wis.	6.10	
Medary, Wis.	-----	La Crosse, Wis.	3.96	
Trempealeau, Wis.	-----	Galesville, Wis.	6.71	
Milwaukee, Wis.	-----	Montfort, Wis.	140.88	
Galena, Ill.	-----	Woodman, Wis.	76.84	
Near Millbrig, Ill.	-----	Hazel Green, Wis.	2.70	
Ipswich, Wis.	-----	Platteville, Wis.	4.00	
Lancaster Jct., Wis.	-----	Lancaster, Wis.	12.04	
Two Rivers Jct., Wis.	-----	Two Rivers, Wis.	6.35	

Northern Jct., Wis.	-----	Saunders, Mich.	90.54	
Spurs to Industrial Establishments on Lake Shore Division	-----			
Manitowoc, Wis.	-----	Green Bay, Wis.	1.59	
Duck Creek, Wis.	-----	Southern Jct., Wis.	36.25	
Shawano Jct., Wis.	-----	Eland Jct., Wis.	30.06	
Pulaski, Wis.	-----	Gillett, Wis.	30.47	
Hortonville Jct., Wis.	-----	Oshkosh, Wis.	16.90	
Eland Jct., Wis.	-----	Marshfield, Wis.	23.10	
Eland Jct., Wis.	-----	Rosholt, Wis.	63.87	
Junction West of Marathon City, Wis.	-----	Rib Falls, Wis.	19.74	
Wolf River Jct., Wis.	-----	Junction East of Elton, Wis.	4.75	
Pratt Jct., Wis.	-----	Harrison, Wis.	22.88	
Parrish Jct., Wis.	-----	Parrish, Wis.	17.53	
Pelican, Wis.	-----	Crandon, Wis.	4.54	
Conover, Wis.	-----	Hackley, Wis.	17.84	
Mercer, Wis.	-----	Fosterville, Wis.	9.33	
Watersmeet, Mich.	-----	Choate, Mich.	19.49	
Craigsmore, Mich.	-----	Robbins, Mich.	22.21	
Hurley southwesterly	-----	End of Track	3.47	
Branches and Extensions to Mines on Ashland Division	-----		16.91	
Spurs to Industrial Establishments on Ashland Division	-----		34.22	
Clowry, Mich.	-----	Michigamme, Mich.	11.77	
Wabik, Mich.	-----	Champion, Mich.	10.44	
Powers, Mich.	-----	Watersmeet, Mich.	1.23	
Stager, Mich.	-----	Amaza, Mich.	104.33	
Narenta, Mich.	-----	Metropolitan, Mich.	24.10	
Branches and Extensions to Mines on Peninsula Division	-----		34.86	
Plainview Jct., Minn.	-----		86.84	
Chatfield Jct., Minn.	-----	Plainview, Minn.	15.01	
Rochester, Minn.	-----	Chatfield, Minn.	11.46	
Mankato Jct., Minn.	-----	Zumbrota, Minn.	24.48	
Sleepy Eye, Minn.	-----	New Ulm, Minn.	29.33	
Evan, Minn.	-----	Redwood Falls, Minn.	24.40	
Tyler, Minn.	-----	Marshall, Minn.	45.82	
Sioux Valley Jct., S. D.	-----	Astoria, S. D.	32.20	
James Valley Jct., S. D.	-----	Watertown, S. D.	43.83	
Tracy, Minn.	-----	Oakes, N. D.	131.95	
Doland, S. D.	-----	Gettysburg, S. D.	338.35	
Centerville, S. D.	-----	Groten, S. D.	38.84	
Arlington, Neb.	-----	Yankton, S. D.	28.46	
Irvington, Neb.	-----	Elkhorn, Jct., Neb.	27.88	
Fremont, Neb.	-----	South Omaha, Neb.	10.26	
Linwood, Neb.	-----	Hastings, Neb.	127.26	
		Kansas State Line beyond Superior, Neb.	124.14	

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
	Platte River, Neb. ....	Lincoln, Neb. ....	45.11	
	Junction near Scribner, Neb. ....	Oakdale, Neb., via Albion.....	113.91	
	Norfolk Jct., Neb. ....	Colome, S. D. ....	164.40	
	Dakota Jct., Neb. ....	Pine St., Deadwood, S. D. ....	144.88	
	Pine St., Deadwood, S. D. ....	Ruby Basin, S. D. ....	11.27	
	Branches to Mines off.....	Ruby Basin Line .....	2.55	
	Black Tail, S. D. ....	Lead City, S. D. ....	2.92	
	Portland Jct., S. D. ....	Portland, Mine, S. D. ....	2.40	
	Branches to Mines off.....	Portland Mine Line .....	1.62	
	Whitewood, S. D. ....	Belle Fourche, S. D. ....	21.19	
	Buffalo Gap, S. D. ....	Hot Springs, S. D. ....	14.12	
	<b>Total</b> .....			4,495.18
2. Line Operated by Respondent but Owned by Another Corporation:				
Princeton & Western Railway.....	Wyeville, Wis. ....	Necedah, Wis. ....	15.05	
Wolf River Valley Railway .....	Junction east of Elton, Wis. ....	Van Ostrand, Wis. ....	1.98	
<b>Total</b> .....				18.04
3. Line Operated Under Lease for Specified Sum:				
None.				
4. Line Operated Under Contract or Agreement:				
De Pue Ladd & Eastern Railroad.....	Ladd, Ill. ....	Seatonville, Ill. ....	3.25	
St. Paul, Eastern Grand Trunk Ry.....	Clintonville, Wis. ....	Oconto, Wis. ....	56.00	
	Spurs to Industrial Establishments.....			
Belle Fourche Valley Railway.....	Belle Fourche, S. D. ....		4.02	
James River Valley & North-Western Railway .....	Blunt, S. D. ....	Newell, S. D. ....	23.52	
		Gettysburg, S. D. ....	39.55	
<b>Total</b> .....				126.34

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5. Line Operated Under Trackage Rights:				
Union Pacific Railroad.....	Broadway Station Council Bluffs, Iowa.....	South Omaha, Neb. ....	8.73	
Peoria & Pekin Union Railway.....	Peoria Jct., Ill. ....	Peoria, Ill. ....	2.02	
Chicago, Indiana & Southern R. R. ....	Churchill, Ill. ....	Ladd, Ill. ....	2.80	
Chicago, St. Paul, Minneapolis & Omaha Railway .....	Blair, Neb. ....	Omaha, Neb. ....	24.70	
Missouri Valley & Blair Railway & Bridge Company .....	Track over Missouri River near Blair, Neb., and approaches thereto .....		3.36	
Chicago, St. Paul, Minneapolis & Omaha Railway .....	In Sioux City, Iowa .....		2.52	
Illinois Central Railroad .....	Sioux City, Iowa .....	Wren Jct., Iowa .....	10.10	
<b>Total</b> .....			54.33	
<b>Total Mileage Operated</b> .....				7,743.48

THIRTY-FOURTH ANNUAL REPORT OF THE  
CHICAGO & NORTH WESTERN RAILWAY COMPANY—CONTINUED  
DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
William K. Vanderbilt	New York, N. Y.	October, 1911
Frederick W. Vanderbilt	New York, N. Y.	October, 1911
Byron L. Smith	Chicago, Ill.	October, 1911
Cyrus H. McCormick	Chicago, Ill.	October, 1911
Chauncey Keep	Chicago, Ill.	October, 1911
William A. Gardner	Chicago, Ill.	October, 1911
William K. Vanderbilt, Jr.	New York, N. Y.	October, 1911
Chauncey M. Depew	New York, N. Y.	October, 1912
James C. Fargo	New York, N. Y.	October, 1912
Henry C. Frick	Pittsburg, 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
James Stillman	New York, N. Y.	October, 1913
Oliver Ames	Boston, Mass.	October, 1913
Zenas Crane	Dalton, Mass.	October, 1913

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. Cantillion	Chicago, Ill.
General Manager	Frank Walters	Omaha, Neb.
Assistant General Manager	Willis E. Morse	Chicago, Ill.
Chief Engineer	Edward C. Carter	Chicago, Ill.
General Superintendent	Samuel G. Strickland	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 & OMAHA RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

- Line owned by respondent:
  - Main line.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Chicago, Saint Paul, Minneapolis and Omaha Railway Co.				
1. a Main Line	Elroy	St. Paul	192.80	
	Hudson	Ellsworth	24.82	
	Stillwater Junction	Stillwater	3.30	
	St. Croix, Drawbridge	Stillwater Switch	4.55	
	Merrillan	Marshfield	38.67	
	West Eau Claire	Shaw's Mill	2.74	
	Menomonie Junction	Menomonie	3.01	
	Fairchild	Mondovi	36.75	
	Emerald	Weston	36.37	
	Northline	Bayfield	177.51	
	Ashland Junction	Ashland	4.38	
	Ashland Shore Line		1.31	
	Eau Claire	Spooner	81.51	
	Trego	Duluth	71.70	
	Tuscobia	Kaiser	70.26	
	Chippewa Falls	Yellow River	49.28	
	St. Paul	LeMars	239.39	
	Cliff	St. Paul Jct.	.51	
	Lake Crystal	Elmore	43.69	
	Madelia	Fairmount	29.38	
	Bingham Lake	Currle	38.63	
	Heron Lake	Pipestone	55.10	
	Trent	Mitchell	130.73	
	Luverne	Doon	28.00	
	Missouri River	Omaha	123.06	
	Coburn	Wynot	45.39	
	Emerson	Norfolk	46.32	
	Wakefield	Crofton	49.14	
	Wayne	Bloomfield	43.14	
				1,671.44
5. Line Operated under Trackage Rights	Superior	Rice's Point	1.50	
St. Louis River Br. Co. (N.P. Ry)	St. Paul	Minneapolis	11.40	
Great Northern Railway	Minneapolis	Merriam	27.00	
Mpls. & St. Louis R. R.	St. Paul	Mendota	2.10	
C., M. & St. P. Ry.	Cliff	St. Paul	.51	
Illinois Central R. R.	LeMars	Sloux City	25.20	
Sloux City Bridge Co.	Bridge across Missouri River and Tracks at Sloux City		3.00	
C. T N. W. Ry.	Sloux City	Sloux City Bridge Co. Track	.50	
Union Pacific R. R.	Norfolk, Neb.		.18	
				72.88
Total mileage operated				1,744.32

## CHICAGO, ST. PAUL, MINNEAPOLIS &amp; OMAHA RAILWAY COMPANY—CONTINUED

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Marvin Hughtlt .....	Chicago, Ill. ....	October, 1911
Byron L. Smith .....	Chicago, Ill. ....	October, 1911
Chauncey M. Depew .....	New York, N. Y. ....	October, 1911
David P. Kimball .....	Boston, Mass. ....	October, 1911
Zenas Crane .....	Dalton, Mass. ....	October, 1911
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
William K. Vanderbilt, Jr. ....	New York, N. Y. ....	October, 1913
William A. Gardner .....	Chicago, Ill. ....	October, 1913
Frederick W. Vanderbilt .....	New York, N. Y. ....	October, 1913

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address
Chairman of the Board .....	Marvin Hughtlt .....	Chicago, Ill.
President .....	Wm. A. Gardner .....	Chicago, Ill.
Vice President and Asst. Sec'y .....	S. A. Lynde .....	New York, N. Y.
Second Vice President .....	J. T. Clark .....	St. Paul, Minn.
Secretary .....	T. A. Polleya .....	Hudson, Wis.
Treasurer and Asst. Sec'y .....	M. B. VanZandt .....	New York, N. Y.
General Solicitor .....	J. B. Sheean .....	St. Paul, Minn.
Comptroller .....	L. A. Robinson .....	Chicago, Ill.
Auditor .....	Chas. Jensen .....	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 and Ticket Agent .....	G. H. MacRae .....	St. Paul, Minn.
Land Commissioner .....	G. W. Bell .....	Hudson, Wis.

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY.

## ROAD OPERATED—ENTIRE LINE

1. Line owned by respondent;
2. Line operated by respondent;
3. Branches and spurs.
4. Line operated under lease for specified sum.
5. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
6. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. The Chicago, Rock Island & Pacific Ry. Co. ....	Chicago, Ill. ....	M. P. McBlue Island, Ill. ....	14.00	14.00
	M. P. McBlue Island, Ill. ....	Rock Island, Ill. ....	160.00	160.00
	Rock Island, Ill. ....	Council Bluffs, Iowa ....	218.37	218.37
	Jet, U. P. R. R. at So. Omaha, Neb. ....	Kan. Neb. Line No. of Nebraska, Kan. ....	124.22	124.22
	Edinburg, Kas. ....	Chicago, Ill. ....	115.16	115.16
	Colorado, Kas. ....	Chicago, Ill. ....	105.02	105.02
	Davenport, Iowa ....	Rockwell, Colo. ....	102.50	102.50
	Iowa Mo. Line So. of Lincolnville, Iowa ....	St. Joseph, Mo. ....	119.50	119.50
	Leavenworth, Mo. ....	Leavenworth, Mo. ....	47.50	47.50
	Edgerton, Mo. ....	Rushville, Mo. ....	24.65	24.65
	Leavenworth, Mo. ....	Leeds, Mo. ....	283.73	283.73
	Leeds, Mo. ....	Jet, with East Line Caldwell, Kan. ....	496.17	496.17
	Leeds, Mo. ....	East of C. R. I. & P. at Red River Bridge	223.31	223.31
	Horton, Mo. ....	N. W. E. B. of eye at Horton, Kan. ....	1.28	1.28
	Junction Line to Caldwell, Kas. ....	M. P. 112 at Herington, Kan. ....	507.57	507.57
	State Line So. of Liberal, Kas. ....	State Line So. of Liberal, Kas. ....	55.63	55.63

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each road named
	From—	To—		
1. The Chicago, Rock Island & Pacific Ry. Co. -----	U. P. Conn. at Armourdale, Kas. ....	Kan.-Mo. State Line .....	1.90	
	Kas.-Mo. State Line .....	End of track, Wyoming St., Kan. Cy, Mo	.65	
	Burlington, Iowa .....	Manly, Iowa .....	224.91	
	Northwood, Iowa .....	State Line S. of Gordonsville, Minn. ....	3.78	
	State Line S. of Gordonsville, Minn. ....	Comus Jet., C. M. & St. P. Ry. ....	66.41	
	Rosemount Jet., Minn. ....	Newport Jet., Minn. ....	12.48	
	Inver Grove, Minn. ....	West St. Paul, Minn. ....	8.12	
	Junction S. of Albert Lea, Minn. ....	North of C. M. & St. P. Ry. Crossing..	.70	
	Waverly Jet., Iowa .....	Waverly, Iowa .....	5.68	
	Vinton, Iowa .....	State Line E. of Ellsworth, Minn. ....	247.77	
	State Line E. of Ellsworth, Minn. ....	State Line E. of Ward, S. D. ....	55.34	
	State Line E. of Ward, S. D. ....	Watertown, S. D. ....	72.86	
	Gowrie, Iowa .....	Sibley, Iowa .....	109.72	
	Herington, Kas., center of depot. ....	H. B. Stockyards, Herington, Kan. ....	.94	
	State Line So. of Bravo, Texas. ....	Santa Rosa, N. M. ....	111.50	
	State Line West of Glenrio, Texas. ....	Tucumcari, N. M. ....	41.46	3,579.72
	Gresham, Ill. ....	So. Chicago and Irondale, Ill. ....	7.43	
	Gresham, Ill. ....	Blue Island, Ill. (Suburban Line)....	6.68	
	Peoria, Ill. (Bridge St.) .....	Rock Island, Ill. (Jet. Main Line)....	91.27	
	Peoria, Ill. ....	Iowa Jet., Ill. ....	3.09	
Milan, Ill. ....	Sherrard, Ill. ....	21.67		
Preemption, Ill. ....	Cable, Ill. ....	5.70		
Mt. Zion, Iowa .....	Keosauqua, Iowa .....	4.50		
Newton, Iowa .....	Monroe, Iowa .....	17.02		
Des Moines, Iowa .....	Winterset, Iowa .....	42.60		
Sommerset Jet., Iowa .....	Indianola, Iowa .....	6.40		
Menlo, Iowa .....	Guthrie Center, Iowa .....	14.51		
Atlantic, Iowa .....	Audubon, Iowa .....	25.24		
Atlantic, Iowa .....	Griswold, Iowa .....	14.24		
Avoca, Iowa .....	Harlan, Iowa .....	11.89		

Avoca, Iowa .....	Carson, Iowa .....	17.73	
Wilton, Iowa .....	Muscatine, Iowa .....	11.97	
Washington, Iowa .....	Knoxville, Iowa, (Incl. Beacon cut-off)....	79.45	
Horton, Kas. ....	State Line E. of Du Bois, Neb. ....	37.11	
State Line E. of Du Bois, Neb. ....	Jansen, Neb., Jet. with Main Line....	69.80	
Fairbury, Neb. ....	Nelson, Neb. ....	51.60	
McFarland, Kas. ....	Belleville, Kan. ....	103.19	
Herington, Kas. ....	Salina, Kan. ....	48.36	
Bucklin, Kas. ....	Dodge City, Kan. ....	26.57	
North Enid, Okla. ....	Billings, Okla. ....	26.75	
Kingfisher, Okla. ....	Cashion, Okla. ....	16.03	
Chickasha, Okla. ....	Mangum, Okla. ....	97.78	
Chickasha, Okla. ....	Lindsay, Okla. ....	24.75	
El Reno Cut-off, Okla. ....	Greenfield Jet., Okla. ....	2.06	
Enid, Okla. ....	Anadarko, Okla. ....	67.58	
Bridgeport, Okla. (incl. wye) .....	Waurika, Okla. ....	37.47	
Anadarko, Okla. ....	Guthrie, Okla. ....	76.95	
Chandler, Okla. ....		38.45	
Main Line Wye at Guthrie, Okla. ....		.90	
Lawton, Okla. ....	Chattanooga, Okla. ....	20.98	
Linn Jet., Iowa .....	Decorah, Iowa .....	114.20	
Postville, Jet., Iowa .....	Postville, Iowa .....	3.20	
Elmira, Iowa .....	Clinton, Iowa .....	69.29	
Bennett, Iowa .....	Davenport, Iowa .....	29.92	
Muscatine, Iowa .....	Montezuma, Iowa .....	87.31	
Thornburg, Iowa .....	What Cheer, Iowa .....	5.13	
Elmira, Iowa, via Iowa City. ....	Iowa Jet. Iowa .....	20.91	
Ellsworth, Minn. ....	State Line W. of Ellsworth, Minn. ....	2.20	
State Line W. of Ellsworth, Minn. ....	State Line W. of Granite, Iowa. ....	30.28	
State Line W. of Granite, Iowa. ....	Sioux Falls, S. D. ....	9.86	
Lake Park, Iowa .....	State Line E. of Round Lake. ....	4.26	
State Line E. of Round Lake. ....	Hardwick, Minn. ....	49.06	
Worthington, Minn. ....	C. St. P. M. & O. Yard. ....	1.27	
Trosky, Minn. ....	Jasper, Minn. ....	8.71	
Dows, Iowa .....	Germania, Iowa .....	70.84	
Garner, Iowa .....	Titonka, Iowa .....	24.70	
Estherville, Iowa .....	State Line S. of Bricelyn, Minn. ....	50.76	
State Line So. of Bricelyn, Minn. ....	Albert Lea, Minn. ....	31.30	
Coalgate, Okla. ....	Lehigh, Okla. ....	6.55	
De Valls Bluff, Ark. ....	Searcy, Ark. ....	37.50	
El Reno Pass. line wye conn. ....		.30	
El Reno Frt. line wye conn. ....		.14	
El Reno Frt. Belt Line .....		1.44	
Olivette conn. at St. Louis .....		1.46	1,788.40
3. Peoria & Bureau Valley Ry. ----- White & Black River Valley Ry. ....	Bureau, Ill. ....	46.99	
	Brinkley, Ark. ....	Peoria, Ill. ....	56.31



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY—CONTINUED

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
D. G. Reid	New York, N. Y.	1911
E. S. Moore	Chicago, Ill.	1911
Roberts Walker	New York, N. Y.	1911
John J. Mitchell	Chicago, Ill.	1911
J. H. Moore	Chicago, Ill.	1912
F. L. Hine	New York, N. Y.	1912
Arthur Curtiss James	New York, N. Y.	1912
Ogden Mills	New York, N. Y.	1912
W. T. Graham	New York, N. Y.	1912
W. H. Moore	New York, N. Y.	1913
H. U. Mudge	Chicago, Ill.	1913
Geo. G. McMurtry	New York, N. Y.	1913
James McLean	New York, N. Y.	1913

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board	D. G. Reid	New York, N. Y.
Chairman of Ex. Com. and Vice President	Roberts Walker	New York, N. Y.
President	H. U. Mudge	Chicago, Ill.
First Vice President	J. E. Gorman	Chicago, Ill.
Second Vice President	F. O. Melcher	Chicago, Ill.
Third Vice President	John Sebastian	Chicago, Ill.
Vice President	Edward S. Moore	Chicago, Ill.
V. P. Secretary and Treasurer	Geo. H. Crosby	Chicago, Ill.
Vice President	S. H. E. Freund	New York, N. Y.
Asst. to President	H. M. Sloan	Chicago, Ill.
General Solicitor	F. B. Peirce	Chicago, Ill.
Comptroller	Frank Nay	Chicago, Ill.
General Auditor	W. H. Burns	Chicago, Ill.
General Manager	W. S. Tinsman	Chicago, Ill.
General Manager	A. E. Sweet	Topeka, Kas.
General Manager	W. M. Whitenton	Fort Worth, Texas
Chief Engineer	J. B. Berry	Chicago, Ill.
Superintendent Telegraph	J. G. Jennings	Chicago, Ill.
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.

COLFAX NORTHERN RAILROAD COMPANY.

ROAD OPERATED—ENTIRE LINE.

- Line owned by respondent:  
a Main line.
- Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Colfax Northern R. R.	Colfax, Iowa	Valeria, Iowa	6.00	6.00
3. Colfax Consolidated Coal Co.	Colfax, Iowa	Seevers, Iowa	5.00	
Colfax Consolidated Coal Co.	No. 8 Jct., Iowa	No. 8 shaft	2.00	7.00
Total			13.00	13.00

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
Oscar Strauss	Des Moines, Iowa	June 20, 1911
J. L. Parrish	Des Moines, Iowa	June 20, 1911
F. H. Griggs	Davenport, Iowa	June 20, 1911
T. W. Griggs	Davenport, Iowa	June 20, 1911
Frank B. Hooper	Colfax, Iowa	June 20, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Oscar Strauss	Des Moines, Iowa
First Vice President	J. L. Parrish	Des Moines, Iowa
Secretary	Frank B. Hooper	Colfax, Iowa
Treasurer	W. Blakeley	Colfax, Iowa
Auditor	W. Blakeley	Colfax, Iowa
General Manager	W. Blakeley	Colfax, Iowa



THIRTY-FOURTH ANNUAL REPORT OF THE  
CROOKED CREEK RAILROAD & COAL COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
a Main line.

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

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
G. E. Burnham .....	Milwaukee, Wis. ....	Sept. 19, 1911
F. Paul Stone .....	Oconowoc, Wis. ....	Sept. 19, 1911
M. M. Wilson .....	Webster City, Iowa .....	Sept. 19, 1911
Chas. L. Burnham .....	Milwaukee, Wis. ....	Sept. 19, 1911
F. M. Johnston .....	Boone, Iowa .....	Sept. 19, 1911
C. H. Crooks .....	Boone, Iowa .....	Sept. 19, 1911
H. W. Wallace .....	Boone, Iowa .....	Sept. 19, 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	G. E. Burnham .....	Milwaukee, Wis.
First Vice President .....	H. U. Wallace .....	Boone, Iowa
Secretary .....	Chas. L. Burnham .....	Milwaukee, Wis.
Treasurer .....	F. M. Johnston .....	Boone, Iowa
Auditor .....	C. M. Kellogg .....	Webster City, Iowa
General Superintendent .....	C. W. Kenworthy .....	Webster City, Iowa
General Freight Agent .....	C. H. Crooks .....	Boone, Iowa
General Passenger Agent .....	C. H. Crooks .....	Boone, Iowa
General Ticket Agent .....	C. H. Crooks .....	Boone, Iowa

DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
a Main line.  
b Branches and spurs.  
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Line owned: a Davenport, Rock Island & Northwestern Railway Co. ..	Clinton, Iowa .....	East Moline, Ill. ....	41.68	41.68
b Davenport, Rock Island & Northwestern Railway Co. ..	East Moline, Ill. ....	Carbon Cliff, Ill. ....	5.08	5.08
5. Trackage: C. B. & Q. R. R. ....	Rock Island, Ill. ....		1.45	
C. M. & St. P. Ry. ....	Davenport, Iowa .....		.79	2.24
Total.....				49.00

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
D. L. Bush .....	Chicago, Ill. ....	Jan. 17, 1912
J. M. Dering .....	Chicago, Ill. ....	Jan. 17, 1912
J. H. Hiland .....	Chicago, Ill. ....	Jan. 17, 1912
J. C. Hutchins .....	Chicago, Ill. ....	Jan. 17, 1912
C. S. Jefferson .....	Chicago, Ill. ....	Jan. 17, 1912
Darius Miller .....	Chicago, Ill. ....	Jan. 17, 1912
F. E. Ward .....	Chicago, Ill. ....	Jan. 17, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	D. L. Bush .....	Chicago, Ill.
Vice-President .....	J. C. Hutchins .....	Chicago, Ill.
Secretary .....	M. J. Young .....	Davenport, Iowa
Treasurer .....	M. J. Young .....	Davenport, Iowa
Auditor and Assistant Treasurer.....	J. H. Ells .....	Davenport, Iowa
General Manager .....	O. B. Grant .....	Davenport, Iowa

THIRTY-FOURTH ANNUAL REPORT OF THE  
DUBUQUE & SIOUX CITY RAILROAD COMPANY.

## ROAD OPERATED—ENTIRE LINE.

- Line owned by respondent:
  - Main line.
  - Branches and spurs.
- Line operated under trackage rights.

Name	Terminals		Miles of line to each road named	Miles of line for each class of roads named
	From—	To—		
1. a Dubuque & Sioux City R. R.	Dubuque, Iowa	Sioux City, Iowa		536.28
1. b Dubuque & Sioux City R. R.	Manchester, Iowa	Cedar Rapids, Iowa	41.85	
	Osawa, Iowa	Sioux Falls, S. D.	155.59	
	Tara, Iowa	Council Bluffs, Iowa	133.38	
	Cedar Falls Jet., Ia.	Glennville Jet., Minn	94.88	
	Stacyville Jet., Iowa	Stacyville, Iowa	7.50	433.62
5. Chicago, Rock Island & Pacific Ry.	Albert Lea, Minn.	Glennville Jet., Minn	6.33	6.70
Minneapolis & St. Louis R. R.			.37	
Total				765.58

## DIRECTORS.

Name.	Post-office Address	Date of Expiration of Term.
J. T. Harahan	Chicago, Ill.	October, 1911
Chas. A. Peabody	New York, N. Y.	October, 1911
Cornelius Vanderhill	New York, N. Y.	October, 1911
J. W. Auchincloss	New York, N. Y.	October, 1911
A. G. Hackstaff	New York, N. Y.	October, 1911
Walter Lutzgen	New York, N. Y.	October, 1911
Robt. W. Gollet	New York, N. Y.	October, 1911
R. S. Lovett	New York, N. Y.	October, 1911
George E. Lietz	Waterloo, Iowa	October, 1911
H. M. Reed	Waterloo, Iowa	October, 1911
A. R. Loomis	Fort Dodge, Iowa	October, 1911
W. G. Dows	Cedar Rapids, Iowa	October, 1911
W. H. Forbert	Dubuque, Iowa	October, 1911
J. V. Rider	Dubuque, Iowa	October, 1911
John T. Adams	Dubuque, Iowa	October, 1911

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	J. T. Harahan	Chicago, Ill.
First Vice President	A. G. Hackstaff	New York, N. Y.
Second Vice President	W. L. Park	Chicago, Ill.
Secretary	J. F. Merry	Dubuque, Iowa
Treasurer	E. T. H. Gibson	New York, N. Y.
Asst. Secretary	D. R. Burbank	New York, N. Y.
Asst. Secretary	B. A. Beck	Chicago, Ill.
Comptroller	M. P. Blauvelt	Chicago, Ill.
General Manager	T. J. Foley	Chicago, Ill.

## THE GREAT NORTHERN RAILWAY COMPANY.

## ROAD OPERATED—ENTIRE LINE.

- Line owned by respondent:
  - Main line.
  - Branches and spurs.
- Line operated by respondent but owned by another corporation, control being secured through stock ownership.
- Line operated under lease for specified sum.
- Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Main Line	St. Paul via Barnesville	International Boundary at Soyas, including line to St. Vincent		
	Coon Creek Jet.	Superior	202.72	
	In Duluth, Minn.		133.84	
	Elk River	Milaca, Minn.	.38	
	East St. Cloud	Brook Park, Minn.	31.81	
	St. Cloud	Willmar, Minn.	58.20	
	Sauk Center	Wilmor, Minn.	55.56	
	Evansville	Cass Lake, Minn.	140.00	
	Fergus Falls	Tintah, Minn.	32.01	
	Barnesville, Minn. via Fargo	Pelican Rapids, Minn	21.65	
	Moorhead	Grand Forks, N. D.	100.32	
	Minneapolis, Minn., via Willmar, Breckenridge and Casselton	Bedland, Minn.	66.65	
	Devils Lake, N. D.		280.16	
	Clearwater Jet.	St. Cloud, Minn.	63.08	
	Spring Park Jet.	Hutchinson, Minn.	43.90	
	Willmar, Minn., via Garretson, S. D.	Sioux City, Iowa	224.45	
	Garretson, S. D.	Yankton, S. D.	80.94	
	Benson, Minn.	Huron, S. D.	161.49	
	Morris	Lake Traverse Minn.	48.00	
	Yarmouth, Minn.	Forbes, N. D.	118.43	
	Rutland, N. D.	Aberdeen, S. D.	63.91	
	Walhpton, N. D.	Moorhead, Minn.	42.82	
	Casselton	Larimore, N. D.	74.67	
	Ripon	Portland Jet., N. D.	41.99	
	Albion, Wis.	Bedland, Minn.	963.28	
	Brookston	Ellis, Minn.	46.51	
	Swan River via Hibbing	Virginia, Minn.	47.96	
	Kelley Lake	Fermoy, Minn.	23.40	
	Kelley Lake	Gunn, Minn.	51.84	
	Kelley Lake	Exmore, Minn.	3.69	
	Emmert	Chisholm, Minn.	2.69	
	Red Lake Falls	Warroad, Minn.	104.28	
	Crookston, Minn.	Seattle, Wash.	1,532.42	
	Grand Forks	International Boundary at Neche, N. D.	81.25	
	Grafton	International Boundary at Walhalla, N. D.	53.44	
	Larimore	Hannah, N. D.	94.95	
	Lakota	Sarles, N. D.	73.13	
	Church's Ferry	International Boundary at St. Johns, N. D.	59.08	

## THE GREAT NORTHERN RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
York	Dunseith, N. D.		42.27	
Rugby	Antler, N. D.		89.84	
Fowler	Maxbass, N. D.		46.10	
Granville	Sherwood, N. D.		61.82	
Berthold	Crosby, N. D.		89.16	
Bainville	Pentywood, Mont.		53.19	
Sheihey	Great Falls, Mont.		97.33	
Virdeu	International Bound- ary at Sweet Grass Mont.		36.54	
Columbia Falls	Marion, Mont.		49.99	
KilsPELL	Somers, Mont.		19.45	
Rexford	International Bound- ary at Gateway, Mont.		8.16	
Dean	International Bound- ary at Waneta, Wash.		135.87	
Northport	International Bound- ary at Paterson, Wash.		7.49	
Marcus	International Bound- ary at Laurier, Wash.		37.06	
International Boundry at Danville	Republic, Wash.		31.70	
Curlew, Wash.	International Bound- ary at Midway		14.92	
International Boundry near Molson	International Bound- ary near Chopaka, Wash.		48.46	
Columbia River	Mansfield, Wash.		60.62	
Everett	International Bound- ary at Blaine		89.61	
Blaine	International Bound- ary		2.09	
Anacortes	Rockport, Wash.		57.72	
Pacific Jet.	Butte, Mont.		260.81	
Great Falls	Great Northern Jet., Mont.		222.57	
Armington	Nelbart, Mont.		38.34	
Gerber	Stockett, Mont.		8.06	
Lewis	Sand Coulee, Mont.		2.38	
<b>Total</b>				<b>6,405.60</b>
Branches and spurs				
To St. Fair Grounds	St. Paul, Minn.		.64	
East St. Cloud	Sauk Rapids, Minn.		2.13	
To Dain	East St. Cloud		3.13	
To quarries	Sandstone, Minn.		2.61	
Hopkins Jet	Hopkins, Minn.		3.57	
Addison	Chaffee, N. D.		11.78	
On Mesabi Range to	Commodore Mine		1.66	
	Kinney-Hawkins Mine		.86	
	Crosby Mine		1.56	
	Forest Mine		2.36	
	Stevenson Mine		3.95	
	Mahoning Mine		2.99	
	Webb-Laura Mine		2.09	
	Albany Mine		1.99	
	Monroe Mine		.78	
	Croxton Mine		1.35	
	Bray Mine		1.44	

## THE GREAT NORTHERN RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
St. Hilaire	Kinney Mine		1.26	
Old Line, Hillyard	Wyle, Minn.		7.40	
Republic	Spokane, Wash.		4.30	
Fidelity Lumber Spur, Idaho	Eureka Gulch, Wash		9.80	
Fair Grounds Spur	Great Falls, Mont.		1.99	
B. & M. Smelter Beh	Great Falls, Mont.		1.96	
Helena, Mont.	Fair Grounds Spur		.68	
Mt. View Mine	Butte, Mont.		3.32	78.25
<b>Total owned</b>				<b>6,483.85</b>
2. Line Operated by Respondent but owned by Another Cor- poration.				
Duluth Terminal Ry.	Duluth, Minn.		1.82	
Manitoba Great Northern Ry.	International Bound- ary at Gretas, Man.			
	Portage la Prairie, Man.		76.52	
	International Bound- ary near Haskett			
	Morden, Man.		15.25	
Brandon, Saskatchewan & Hod- sons Bay Ry.	From International Boundary near Ban- nerman			
	Brandon, Man.		69.45	
Crow's Nest Southern Railway	International Bound- ary at Gateway			
	Michel, B. C.		74.18	
Nelson & Fort Sheppard Ry.	From International Boundary at Wa- neta			
	Troupe Jet., B. C.		55.42	
Reet Mountain Ry.	International Bound- ary at Paterson			
Vancouver, Victoria & Eastern Ry. & Nav. Co.	International Bound- ary at Laurier			
	International Bound- ary at Danville, in- cluding line to Grand Forks, B. C.		16.47	
	Phoenix, B. C.		25.82	
	Gramby Smelter, B. C.		4.74	
Grand Forks	International Bound- ary near Midway			
International Bound- ary near Midway	International Bound- ary near Molson		28.89	
International Bound- ary near Chopaka	Princeton, B. C.		59.11	
International Bound- ary near Blaine	South Westminster, B. C.		21.05	
New Westminster, B. C.	Vancouver, B. C. including connec- tion with bridge over Fraser River		74.79	
Port Guichen B. C.	International Bound- ary near Hunting- don, B. C.		46.60	
Burrard Inlet Line, B. C.			1.98	
New Westminster Southern Ry.	International Bound- ary at Douglas, B. C.		33.73	549.36
3. None				

THE GREAT NORTHERN RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
4. Everett and Cherry Valley Trac-tion Co. ....	Monroe .....	Tolt, Wash. ....		17.84
6. Line Operated Under Trackage Rights: Northern Pacific Ry. ....	So. Superior, Wis. ....	Connection with Du-luth terminal tracks in Duluth, Minn. ....	5.42	
	Fildes Jet. ....	Red Lake Falls, Minn. ....	10.57	
	Fargo .....	Casselton, N. D. ....	19.06	
	Rowell .....	Delta, Wash. ....	2.75	
	At Helena, Mont. ....		2.55	
	Great Northern Ry. Junction .....	Billings .....	12.34	
	Seattle .....	Vancouver, Wash. ....	174.39	
Northern Pacific and Spokane, Portland & Seattle Rys. ....	Vancouver, Wash. ....	Portland, Ore. ....	9.86	
Duluth Missaba & Northern R. R. ....	At Chisholm, Minn. ....		.27	
	At Albany Mine, Minn. ....		.50	
Canadian Pacific Ry. ....	Troupe Junction .....	Nelson, B. C. ....	5.42	
Province of British Columbia. ....	Bridge over Fraser River .....	At New Westminster, B. C. ....	1.48	
Lake Superior Terminal & Transfer Ry. ....	Depot Tracks, Super-ior, Wis. ....		.70	
St. Paul, Union Depot Co. ....	Depot Tracks, St. Paul, Minn. ....		.55	
Duluth Union Depot Co. ....	Depot Tracks, Duluth, Minn. ....		.19	
Grand Trunk Pacific Ry. ....	At Portage la Prairie, Man. ....		.95	247.30
Total mileage operated. ....				7,294.25

DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
James J. Hill .....	St. Paul, Minn. ....	October, 1911
Frederick Weyerhauser .....	St. Paul, Minn. ....	October, 1911
Louis W. Hill .....	St. Paul, Minn. ....	October, 1911
R. I. Farrington .....	St. Paul, Minn. ....	October, 1912
E. Sawyer .....	St. Paul, 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 .....	New York, N. Y. ....	October, 1913

THE GREAT NORTHERN RAILWAY COMPANY—CONTINUED

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board .....	James J. Hill .....	St. Paul, Minn.
President .....	Louis W. Hill .....	St. Paul, Minn.
President .....	R. I. Farrington .....	St. Paul, Minn.
President .....	R. A. Jackson .....	St. Paul, Minn.
President .....	E. T. Nichols .....	New York, N. Y.
Secretary and Asst. Treasurer. ....	E. Sawyer .....	St. Paul, Minn.
Treasurer and Asst. Secretary. ....	E. T. Nichols .....	New York, N. Y.
General Solicitor .....	E. O. 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. Hoagland .....	St. Paul, Minn.
Acting Gen. Traffic Manager .....	W. P. Kenney .....	St. Paul, Minn.
General Passenger Agent .....	S. J. Ellison .....	St. Paul, Minn.
Tax and Land Commissioner .....	James T. Maher .....	St. Paul, Minn.

IOWA CENTRAL RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

- Line owned by respondent:
  - Main line.
  - Branches and spurs.
- Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Main Line .....	Northwood, Iowa. ....	Albia Iowa .....	189.59	
Eastern Division .....	Oskaloosa, Iowa. ....	Ia. Ill. State Line. ....	96.60	
Illinois Division .....	Iowa Ill. State Line. ....	Iowa Jet., Ill. ....	89.10	375.25
1. b Belmont Branch .....	Hampton, Iowa. ....	Belmond, Iowa .....	22.35	
Story City Branch .....	Minerva, Jet., Iowa. ....	Story City, Iowa. ....	34.48	
State Center Branch .....	Newberg, Iowa. ....	State Center, Iowa. ....	26.68	
Montezuma Branch .....	G. & M. Jet., Iowa. ....	Montezuma, Iowa. ....	13.61	
Newton Branch .....	New Sharon, Iowa. ....	Newton, Iowa .....	28.27	
Newton Branch .....	Lynnville Jet., Iowa. ....	Lynnville, Iowa .....	2.45	127.68
Total owned .....				602.98
4. Iowa Central & Western Ry. ....	Belmond Iowa. ....	Algona, Iowa .....		36.60
5. Main Line .....	Northwood Iowa. ....	Albert Lea, Minn. ....	16.44	
Illinois Division .....	Ia. Jet., Ill. ....	Peoria, Ill. ....	2.80	19.24
Total .....				658.82

IOWA CENTRAL RAILWAY COMPANY—CONTINUED

DIRECTORS.

Name.	Post-office Address.	Date of expiration of Term.
W. S. Crandall	25 Broad St., N. Y. City	September, 1915
Frank P. Frazier	25 Broad St., N. Y. City	September, 1911
Frank Trumball	71 Broadway, N. Y. City	September, 1911
Chas. W. Osborne	Englewood, N. J.	September, 1911
Edwin Hawley	25 Broad St., N. Y. City	September, 1912
F. H. Davis	25 Broad St., N. Y. City	September, 1912
A. C. Doan	25 Broad St., N. Y. City	September, 1912
T. P. Shonts	165 Broadway, N. Y. City	September, 1913
E. C. Bradley	San Francisco, Cal.	September, 1913
H. F. Huntington	25 Broad St. N. Y. City	September, 1913
H. A. Gardner, Jr.	Am. Trust Bldg., Chicago, Ill	September, 1914
L. F. Day	Minneapolis, Minn.	September, 1914
Wm. Shillaber	60 Wall St., N. Y. City	September, 1914
Jay Morton	Chicago, Ill.	September, 1915
George H. Ross	Ry. Ex. Bldg., Chicago, Ill	September, 1915

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board	Edwin Hawley	New York, N. Y.
President	T. P. Shonts	New York, N. Y.
Vice President	T. H. Davis	New York, N. Y.
Vice President	W. G. Bierd	Minneapolis, Minn.
Vice President in charge of traffic	W. L. Ross	Chicago, Ill.
Secretary	A. C. Doan	New York, N. Y.
Treasurer	F. H. Davis	New York, N. Y.
General Counsel	George W. SeEVERS	Minneapolis, Minn.
General Attorney	W. H. Bremmer	Minneapolis, Minn.
Assistant Treasurer	W. W. Cole	Minneapolis, Minn.
Auditor	L. G. Scott	Minneapolis, Minn.
General Manager	W. G. Bierd	Minneapolis, Minn.
Chief Engineer	R. G. Kenly	Minneapolis, Minn.
Superintendent	H. G. Kruse	Oskaloosa, Iowa
Traffic Manager	S. G. Lutz	Minneapolis, Minn.
Asst. Traffic Manager	A. B. Cutts	Minneapolis, Minn.
General Passenger Agent	R. J. McKay	Chicago, Ill.

MANCHESTER & ONEIDA RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

- 1. Line owned by respondent:
  - a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Manchester & Oneida Ry. Co.	Manchester, Ia.	Oneida, Iowa	8.00	8.00

MANCHESTER AND ONEIDA RAILWAY COMPANY—CONTINUED.

DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
Chas. J. Seeds	Manchester, Iowa	1912
E. M. Carr	Manchester, Iowa	1912
E. H. Hoyt	Manchester, Iowa	1912
L. L. Hoyt	Manchester, Iowa	1912
Jos. Hutchinson	Manchester, Iowa	1912
A. S. Blair	Manchester, Iowa	1913
L. Matthews	Manchester, Iowa	1913
H. Carr	Manchester, Iowa	1913
Jos. Hutchinson	Manchester, Iowa	1913
Wm. Hockaday	Manchester, Iowa	1913
R. R. Robinson	Manchester, Iowa	1913
M. F. LeRoy	Manchester, Iowa	1914
A. A. Morse	Manchester, Iowa	1914
R. W. Tirrill	Manchester, Iowa	1914
J. S. Jones	Manchester, Iowa	1914

PRINCIPAL OFFICERS.

Title.	Name	Official Address.
Chairman of the Board, G. M. C.	E. M. Carr	Manchester, Iowa
President	Jos. Hutchinson	Manchester, Iowa
First Vice President	R. R. Robinson	Manchester, Iowa
Secretary	L. Matthews	Manchester, Iowa
Treasurer	M. F. LeRoy	Manchester, Iowa
Attorney, or General Counsel	A. S. Blair	Manchester, Iowa
Auditor	Chas. J. Seeds	Manchester, Iowa
Traffic Manager	C. J. Boardway	Manchester, Iowa
General Freight Agent	Wm. Hockaday	Manchester, Iowa
General Passenger Agent	L. L. Hoyt	Manchester, Iowa

THIRTY-FOURTH ANNUAL REPORT OF THE  
MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
  - a Main line.
  - b Branches and spurs.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. aM. & St. L. R. R.-----	20th Av. So. Minneapolls, Minn.-----	Minn.-Iowa State Line So. of A. Lea	122.07	629.47
	Minn.-Ia. State Line Hopkins, Minn.-----	Angus, Iowa-----	137.83	
	Minn.-Dakota State Line-----	Minn.-Dakota State Line-----	175.74	
	Winthrop, Minn.-----	W. Line of G. N. R. of W. Watertown, S. D.-----	40.33	
	Minn.-Ia. State Line-----	Minn.-Ia. State Line Storm Lake, Iowa-----	80.21	
			73.29	
1. bM. & St. L. R. R.-----	Kalo Jct., Iowa-----	Kalo, Iowa-----	1.14	630.61
4. Des Moines & Ft. Dodge R. R. Minn., Dakota & Pac. Ry.-----	Ruthven, Iowa-----	Des Moines, Iowa-----	137.01	367.22
	Watertown, S. D.-----	At Ft. Dodge-----	.61	
	Conde-----	Ieola, S. D.-----	114.13	
		Le Bean, S. D.-----	115.47	
5. Northern Pacific Ry.----- C., M. & St. P. Ry.----- Ill. Cent. R. R.----- Des Moines U. Ry.-----	Minneapolis, Minn.-----	St. Paul Minn.-----	10.11	29.21
	Spencer, Iowa-----	Ruthven, Iowa-----	12.45	
	Tara, Iowa-----	Ft. Dodge, Iowa-----	6.07	
		At Des Moines, Ia.-----	.58	
Total-----				1,027.04

DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
T. P. Shonts-----	165 Broadway, N. Y. City--	October, 1911
H. E. Huntington-----	25 Broad St., N. Y. City--	October, 1911
Frank Trumbell-----	71 Broadway, New York City	October, 1911
F. H. Davis-----	25 Broad St. N. Y. City--	October, 1912
Frank P. Frazier-----	Chicago, Ill.-----	October, 1912
L. F. Day-----	Minneapolis, Minn.-----	October, 1912
Edwin Hawley-----	25 Broad St., N. Y. City--	October, 1913
F. M. Tompkins-----	25 Broad St., N. Y. City--	October, 1913
A. O. Doan-----	25 Broad St., N. Y. City--	October, 1913

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY—CONTINUED

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board-----	Edwin Hawley-----	New York, N. Y.
President-----	T. P. Shonts-----	New York, N. Y.
Vice President-----	F. H. Davis-----	New York, N. Y.
Vice President-----	W. G. Blerd-----	Minneapolis, Minn.
Vice President in charge of traffic-----	W. L. Ross-----	Chicago, Ill.
Secretary-----	A. C. Doan-----	New York, N. Y.
Treasurer-----	F. H. Davis-----	New York, N. Y.
General Counsel-----	George W. Seevers-----	Minneapolis, Minn.
General Attorney-----	W. H. Bremner-----	Minneapolis, Minn.
Assistant Treasurer-----	W. W. Cole-----	Minneapolis, Minn.
Auditor-----	L. G. Scott-----	Minneapolis, Minn.
Assistant Secretary-----	L. G. Scott-----	Minneapolis, Minn.
General Manager-----	W. G. Blerd-----	Minneapolis, Minn.
Chief Engineer-----	R. G. Kenly-----	Minneapolis, Minn.
Superintendent-----	C. P. Stembel-----	Minneapolis, Minn.
Traffic Manager-----	S. G. Lutz-----	Minneapolis, Minn.
Assistant Traffic Manager-----	A. B. Cutts-----	Minneapolis, Minn.
General Passenger Agent-----	R. J. McKay-----	Chicago, Ill.

MUSCATINE NORTH & SOUTH RAILWAY COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
  - a Main line.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Muscatine North & South Ry. Co.-----	Muscatine, Iowa-----	Kingston, Iowa-----	38.60	42.60
5. Iowa Central Ry Co.-----	Erick Jct., Iowa-----	Oakville, Iowa-----	4.00	
Total-----				

DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
Charles Howard-----	Muscatine, Iowa-----	Second Tuesday in January, 1912, or until their successors are elected.
Thomas W. Griggs-----	Davenport, Iowa-----	
John E. Dolman-----	St. Joseph, Mo.-----	

MUSCATINE NORTH & SOUTH RAILWAY COMPANY—CONTINUED.

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	Charles Howard	Muscatine, Iowa
Secretary	James A. Coe	Muscatine, Iowa
Auditor	A. H. Kohlhammer	Muscatine, Iowa
General Manager	Charles Howard	Muscatine, Iowa
General Freight Agent	G. B. Birch	Muscatine, Iowa

ST. PAUL & DES MOINES RAILROAD COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
  - a Main line.
3. Line operated under lease for specified sum.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. aSt. Paul & Des Moines R. R. Co.	Des Moines, Iowa	Mason City, Iowa	114.24	114.24
3. Des Moines Union Ry.	At Des Moines, Iowa	-----	1.50	1.50
5. Des Moines Western Ry.	At Des Moines, Iowa	-----	3.90	
Chicago Great Western Ry.	At Mason City, Iowa	-----	.78	
Chicago, Milwaukee & St. Paul Ry.	At Mason City, Iowa	-----	.58	5.26
Total				121.00

DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
H. U. Mudge	Chicago, Ill.	1911
J. E. Gorman	Chicago, Ill.	1911
F. O. Melcher	Chicago, Ill.	1911
George H. Crosby	Chicago, Ill.	1911
H. M. Sloan	Chicago, Ill.	1911

ST. PAUL & DES MOINES RAILROAD COMPANY—CONTINUED

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board	H. U. Mudge	Chicago, Ill.
President	H. U. Mudge	Chicago, Ill.
Vice President	Roberts Walker	New York, N. Y.
Vice President	J. E. Gorman	Chicago, Ill.
Vice President	F. O. Melcher	Chicago, Ill.
Vice President	E. S. Moore	Chicago, Ill.
Vice President	John Sebastian	Chicago, Ill.
Secretary	Carroll Wright	Des Moines, Iowa
Vice Pres. Treasurer and Asst. Secretary	George H. Crosby	Chicago, Ill.
Comptroller	Frank Nay	Chicago, Ill.
General Auditor	W. H. Burns	Chicago, Ill.
General Manager	F. C. MacMillan	Des Moines, Iowa
Chief Engineer	H. L. Jackson	Des Moines, Iowa
General Superintendent	W. A. Sours	Des Moines, Iowa
General Freight Agent and General Passenger Agent	W. R. Sterret	Des Moines, Iowa

SOUTHERN IOWA TRACTION COMPANY.

ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:
  - a Main line.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From -	To—		
1. aSouthern Iowa Traction Co.	Centerville, Iowa	Albia, Iowa	24.17	24.17

DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
W. A. Boland	55 Liberty St., N. Y. City	December 31, 1911
J. L. Sawyers	Centerville, Iowa	December 31, 1911
Romaine H. Crosby	55 Liberty St., N. Y. City	December 31, 1911
Chas. W. Osborne	55 Liberty St., N. Y. City	December 31, 1911
G. M. Barnett	Centerville, Iowa	December 31, 1911

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	W. A. Boland	55 Liberty St., 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 &amp; NORTHERN RAILWAY COMPANY.

## ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
 a. Main line.  
 5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Tabor & Northern Railway	Tabor, Iowa	Malvern, Iowa	8.70	8.70
5. C. B. & Q. R. R. Co. Spur track.	Connection at Malvern, Iowa		1.06	1.06
Total				10.75

## DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
R. McClelland	Tabor, Iowa	June 10, 1915
Thos. McClelland	Galesburg, Ill.	June 10, 1915
R. S. McClelland	Tabor, Iowa	June 10, 1916
J. M. Barbone	Los Angeles, Cal.	June 10, 1912

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board and President	R. McClelland	Tabor, Iowa
First Vice-President	Thos. McClelland	Galesburg, Ill.
Secretary and Treasurer	R. S. McClelland	Tabor, Iowa
Auditor	D. W. Houston	Tabor, Iowa
Traffic Manager	R. S. McClelland	Tabor, Iowa

## UNION PACIFIC RAILROAD COMPANY.

## ROAD OPERATED—ENTIRE LINE.

1. Line owned by respondent:  
 a. Main line.  
 b. Branches and spurs.  
 4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.  
 5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. a Union Pacific Railroad Co.				
Nebraska Division	Council Bluffs, Iowa	North Platte, Neb.	384.28	
Nebraska Division	Initial Pt. Track at Summit, Neb.	Omaha, Neb.	3.95	
Nebraska Division	North Platte, Neb.	Lane, Neb.	20.50	
Wyoming Division	Rawlins, Neb.	Rawlins, Wyo.	208.53	
Utah Division	Rawlins, Wyo.	Ogden, Utah	310.20	
Kansas Division	Kansas City, Mo.	Ellis, Kas.	302.58	
Colorado Division, Ellis Dist.	Ellis, Kas.	Sharon Spgs., Kas.	136.82	
Colorado Division, Hugo Dist.	Sharon Spgs., Kas.	Hugo, Colo.	105.05	
Colorado Division, Denver Dist.	Hugo, Colo.	Denver, Colo.	104.70	
Colorado Division, Northern Dist.	Corlett Jet., Wyo.	Denver, Colo.	69.83	
Colorado Division, Northern Dist.	Spur, Wyo.	Borie Jet., Wyo.	5.37	
Colorado Division, Jules Dist.	Julesburg, Colo.	La Salle, Colo.	151.58	
Colorado Division, Denver Nor. District	Sand Crk Jet., Colo.	La Salle, Colo.	45.26	1,900.00
1. b Beatrice Branch	Valley, Neb.	Beatrice, Neb.	96.72	
Stromsburg Branch	Valparaiso, Neb.	Central City, Neb.	75.28	
Norfolk Branch	Columbus, Neb.	Norfolk, Neb.	50.19	
Albion Branch	Oconee, Neb.	Albion, Neb.	54.54	
Cedar Rapids Branch	Genoa, Neb.	Spalding, Neb.	44.42	
Ord Branch	Grand Island, Neb.	Ord, Neb.	60.77	
Ord (Scotia Br.) Branch	Scotia Jet., Neb.	Scotia, Neb.	1.37	
Leop City Branch	St. Paul, Neb.	Loup City, Neb.	30.40	
Pleasanton Branch	Pleasanton, Neb.	Pleasanton, Neb.	22.09	
Kearney Branch	Kearney, Neb.	Callaway, Neb.	65.79	
North Platte Branch	O'Fallons, Neb.	Northport, Neb.	114.88	
Superior Branch	Thayer, Wyo.	Superior, Neb.	9.06	
Gunn Branch	At Gunn Jc., Wyo.		.14	
Park City Branch	Echo, Utah	Park City, Utah	27.50	
Leavenworth Western Branch	Leavenworth, Kas.	Miltonvale, Kas.	165.23	
Leavenworth Branch	Leavenworth, Kas.	Lawrence, Kas.	21.60	
Topeka Branch	Menoken, Kas.	S. J. & G. I. Jet. Kas.	60.82	
Manhattan Branch	Manhattan, Kas.	Beatrice, Neb.	92.33	
Manhattan (Blue Spgs) Branch	Blue Spgs. Jet., Neb.	Blue Springs, Neb.	.67	
Junction City Branch	Junction City, Kas.	Concordia, Kas.	70.86	
Junction City Branch	Lawrence, Kas.	Belleville, Kas.	17.15	
Enterprise Branch	Detroit, Kas.	Enterprise, Kas.	1.96	
Solomon Branch	Solomon, Kas.	Beloit, Kas.	56.97	
McPherson Branch	Salina, Kas.	McPherson, Kas.	35.46	
Plainville Branch	Salina, Kas.	Plainville, Kas.	103.55	
Colby Branch	Oakley, Kas.	Plainville, Kas.	122.00	
Baum Spur	Diamond, Colo.	Baum, Colo.	1.16	
Johnson Spur	Johnson, Colo.	McKeesick, Colo.	.97	
Grant Spur	Grant Jet., Colo.	Grant, Colo.	1.42	
Greely Branch	Greely, Jet., Colo.	Briggsdale, Colo.	26.16	
Pleasant Valley Branch	Cloverly, Colo.	Hungerford, Colo.	14.15	
Boulder Branch	Brighton, Colo.	Boulder, Colo.	27.00	
Boulder Branch	Furitan Br., Colo.	At Parkdale, Colo.	60	1,480.98



## UNION PACIFIC RAILWAY COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
4. Gunn-Quealey Coal Co.....	Gunn Jet., Wyo.	Gunn, Wyo.	3.79	
Parkdale Fuel Co.....	Puritan Jet., Colo.	Puritan, Colo.	3.01	6.80
5. Missouri Pacific Ry.....	Kansas City, Kas.	Leavenworth Jet, Kas.	19.94	
Ach., Topoka & Santa Fe Ry.	At .....	Valley Falls, Kas.	.57	
Leavenworth Depot & R. R. Co.	At .....	Leavenworth, Kas.	.15	
St. Joseph & Grand Island Ry.	Corden, Kas.	Marysville, Kas.	5.36	
Chgo. St. Paul, Minn. & Om. Ry	At .....	Norfolk, Neb.	.18	26.20
Total mileage operated.....				3,472.77

## DIRECTORS.

Name.	Post-office Address.	Date of Expiration of Term.
Oliver Ames.....	Boston, Mass.	October 19, 1911
A. J. Eastling.....	Chicago, Ill.	October 19, 1911
Henry W. de Forest.....	New York, N. Y.	October 19, 1911
Robert W. Goslet.....	Newport, R. I.	October 19, 1911
Marvin Houghitt.....	Chicago, Ill.	October 19, 1911
Otto H. Kahn.....	Morristown, N. J.	October 19, 1911
Robert S. Lovett.....	New York, N. Y.	October 19, 1911
Charles A. Peabody.....	New York, N. Y.	October 19, 1911
William Rockefeller.....	New York, N. Y.	October 19, 1911
William G. Rockefeller.....	New York, N. Y.	October 19, 1911
Mortimer L. Schiff.....	Oyster Bay, N. Y.	October 19, 1911
Joseph F. Smith.....	Salt Lake City, Utah.	October 19, 1911
W. V. S. Thorne.....	New York, N. Y.	October 19, 1911
Frank A. Vanderlip.....	New York, N. Y.	October 19, 1911

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Executive Committee.....	Robert S. Lovett.....	New York, N. Y.
President.....	Robert S. Lovett.....	New York, N. Y.
Vice President and Dir. of Traffic.....	J. C. Stubbs.....	Chicago, Ill.
Vice President and Director of M. & O.....	W. C. Kruttschnitt.....	Chicago, Ill.
Vice President and Comptroller.....	Wm. Mahl.....	New York, N. Y.
Secretary.....	Alexander Millar.....	New York, N. Y.
Treasurer.....	F. V. S. Crosby.....	New York, N. Y.
General Solicitor.....	N. H. Loomis.....	Omaha, Neb.
General Counsel.....	Maxwell Everts.....	New York, N. Y.
Comptroller.....	Wm. Mahl.....	New York, N. Y.
Assistant Comptroller.....	H. S. Bradt.....	New York, N. Y.
General Auditor.....	C. B. Seger.....	Chicago, Ill.
Auditor.....	H. J. Stirling.....	Omaha, Neb.
Vice President and General Manager.....	A. L. Mohler.....	Omaha, Neb.
Assistant General Manager.....	Chas. Ware.....	Omaha, Neb.
Assistant General Manager.....	C. E. Fuller.....	Omaha, Neb.
Assistant General Manager.....	B. L. Huntley.....	Omaha, Neb.
Freight Traffic Manager.....	J. A. Munroe.....	Omaha, Neb.
General Freight Agent.....	E. H. Wood.....	Omaha, Neb.
Passenger Traffic Manager.....	Gerrit Port.....	Omaha, Neb.
Land Commissioner.....	J. A. Griffith.....	Omaha, Neb.

## WABASH RAILROAD COMPANY.

## ROAD OPERATED—ENTIRE LINE.

- Line owned by respondent:
  - Main line.
  - Branches and spurs.
- Line operated by respondent but owned by another corporation, control being secured through stock ownership.
- Line operated under lease for specified sum.
- Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
- Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. aThe Wabash Railroad Co.....	Toledo .....	Aladdin .....	499.50	
	Delray .....	Butler .....	109.88	
	Butler .....	New Haven .....	23.70	
	Maumee .....	Montpelier .....	49.49	
	Montpelier .....	Clarke Jet. ....	149.52	
	C. & W. I. Jet. ....	Bement .....	144.52	
	Decatur .....	Bridge Jet. ....	109.59	
	Bridge Jet. ....	E. St. L. Ft. House	0.61	
	Bluffs .....	Camp Point .....	22.80	
	Clayton .....	Elvaston .....	24.51	
	At Quincy .....		0.90	
	St. Louis (Tayon Av)	23d St. ....	0.45	
	St. Louis (3d St.) ..	Harlem .....	274.57	
	St. Louis (Carr St.)	Ferguson .....	10.67	
	Moberly .....	Moulton Jet. ....	95.20	
	Moulton Jet. ....	Albia .....	28.31	
	Albia .....	Chesterfield .....	65.81	
	Pattonsburg .....	Council Bluffs ..	147.74	1,749.67
b Branches and spurs .....	Atlea .....	Covington .....	14.80	
	Sidney .....	Champaign .....	11.72	
	Bennett .....	Effingham .....	60.44	
	Shunway .....	Allamont .....	9.40	
	Fairbury Jet. ....	Streator .....	30.50	
	Edwardsville .....	Edwardsville Jet. .	1.77	
	Centralls .....	Columbia .....	21.59	
	Salisbury .....	Olga .....	15.37	
	Moulton Jet. ....	Ottumwa .....	36.05	302.00
2. Brunswick & Chillicothe R. R. ....	Brunswick .....	Chillicothe .....	28.33	
	Chillicothe .....	Pattonsburg .....	41.38	
	Kas. City, Ex. Spgs. & N. R. R	Excelsior Springs..	9.10	88.83
3. Louisiana & Pike Co. R. R. ....	Mayville .....	Pittsfield .....	6.17	6.17
5. Grand Trunk R. R. ....	Switzell .....	Black Rock .....	238.20	
Grand Trunk R. R. ....	Welland Jet. ....	Suspension Bridge..	18.00	
Erie R. R. ....	Suspension Bridge..	Buffalo .....	25.60	
Erie R. R. ....	Black Rock .....	International Jet. .	4.80	
Detroit U. R. R., Depot & Station Co. ....	Detroit U. D. ....	Delray .....	4.45	
Pere Marquette R. R. ....	Delray .....	Milan .....	0.12	
Ann Arbor R. R. ....	Toledo .....	Chicago .....	80.90	
Bait. & O. Chicago Term. R. R.	Clarke Jet. ....	State Line (Ind.-Ill)	5.75	
Chicago & Western Ind. R. R. ....	State Line (Ind.-Ill)	C. & W. I. Jet. ....	11.85	
Chicago & Western Ind. R. R. ....	C. & W. I. Jet. ....	Chicago .....	7.98	
Toledo, Peoria & Western R. R.	Forrest .....	Fairbury Jet. ....	6.25	
Toledo, Peoria & Western R. R.	Elvaston .....	Hamilton .....	6.51	
Chicago & Eastern Ill. R. R. ....	Allamont .....	Quincy (Wab. Jet.) .	0.86	
Chicago, Burl. & Quincy R. R. ....	Camp Point .....		22.63	

WABASH RAILROAD COMPANY—CONTINUED

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Chicago, Burl. & Quincy R. R.	Quincy	East Hannibal	16.22	
Keokuk Bridge Co.	Hamilton	Keokuk	1.30	
Terml. R. R. Assn. of St. Louis	Bridge Jet.	St. Louis U. S.	3.85	
Terml. R. R. Assn. of St. Louis	St. Louis U. S.	23d St.	0.66	
Missouri Pacific Ry.	St. Louis (Olive St.)	Carr St.	0.55	
Mo., Kas. & Tex. R. R. (North St)	Hannibal Br. Track	Hannibal U. D.	0.41	
Mo., Kas. & Tex. R. R. (North St)	Hannibal	Moberly	69.70	
Hannibal & St. Joseph R. R.	Harlem	Kansas City	1.51	
Iowa Central Ry.	Albia	Albia connection	0.24	
Des Moines Union Ry.	Chesterfield	Des Moines	2.40	
Chicago, Milw. & St. Paul Ry.	Wabash connection	Council Bluffs U.D.	0.34	
Union Pacific R. R.	Council Bluffs	Omaha	2.80	473.88
Total mileage operated				2,514.60

NOTE.—The mileage of the road between Edwardsville Junction and Edwardsville Crossing, 6.83 miles, which is owned by the Wabash R. R., is not included in the above. This mileage is not operated by the Wabash R. R. Co., but is leased to the Illinois Terminal R. R.

NOTE.—The above does not include mileage of Hannibal Bridge, Aladdin to Hannibal, 2.90 miles, the revenues and expenses of the Hannibal Bridge are kept separate and are not included in the operation of the road.

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
Geo. J. Gould	New York City, N. Y.	2d Tues. in Oct., 1911
Edward T. Jeffrey	New York City, N. Y.	2d Tues. in Oct., 1911
Frederic A. Delano	Chicago, Ill.	2d Tues. in Oct., 1911
Edgar T. Welles	New York City, N. Y.	2d Tues. in Oct., 1911
John T. Terry	New York City, N. Y.	2d Tues. in Oct., 1911
Edward B. Pryor	St. Louis, Mo.	2d Tues. in Oct., 1911
S. C. Reynolds	Toledo, Ohio	2d Tues. in Oct., 1911
Robert C. Clowry	New York City, N. Y.	2d Tues. in Oct., 1911
Robert M. Gallaway	New York City, N. Y.	2d Tues. in Oct., 1911
Jay Gould	New York City, N. Y.	2d Tues. in Oct., 1911
Thos. H. Hubbard	New York City, N. Y.	2d Tues. in Oct., 1911
Wells H. Blodgett	St. Louis, Mo.	2d Tues. in Oct., 1911
J. J. Slocum	New York City, N. Y.	2d Tues. in Oct., 1911

PRINCIPAL OFFICERS.

Title	Name	Official Address.
Chairman of the Board	E. T. Jeffrey	New York City, N. Y.
President	F. A. Delano	Chicago, Ill.
Vice President	Edgar T. Welles	New York City, N. Y.
Vice President	Wells H. Blodgett	St. Louis, Mo.
Vice President	E. B. Pryor	St. Louis, Mo.
Secretary	J. C. Oateson	New York City, N. Y.
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.
General Superintendent	S. E. Cotter	St. Louis, Mo.
Traffic Manager	W. C. Maxwell	St. Louis, Mo.
General Freight Agent	O. H. Stinson	St. Louis, Mo.
General Passenger Agent	J. D. McNamara	St. Louis, Mo.

MILEAGE, OFFICERS AND DIRECTORS

OF

Terminal Railway Companies

## DES MOINES TERMINAL COMPANY.

## TRACKS OPERATED.

## 1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
Des Moines Terminal Co.....	Des Moines .....	Trackage facilities.	.91	5.94	6.85

## DIRECTORS.

Name	Post-Office Address.	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	January 4, 1912
H. D. Thompson.....	Des Moines, Iowa.....	January 4, 1912
C. Huttenlocher .....	Des Moines, Iowa.....	January 4, 1912

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	F. M. Hubbell.....	Des Moines, Iowa
First Vice-President .....	H. D. Thompson.....	Des Moines, Iowa
Secretary and Treasurer.....	C. Huttenlocher .....	Des Moines, Iowa
Auditor .....	Walter Manthe .....	Des Moines, Iowa
General Superintendent .....	C. H. Hueston.....	Des Moines, Iowa

## DES MOINES UNION RAILWAY COMPANY.

## TRACKS OPERATED.

## 1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
Des Moines Union Railway Co.....	Des Moines, Iowa....	Terminal Ry. Co....	5.15	20.91	26.06

DES MOINES UNION RAILWAY COMPANY—CONTINUED

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	January 7, 1912
F. C. Hubbell.....	Des Moines, Iowa.....	January 7, 1912
G. C. Hubbell.....	Des Moines, Iowa.....	January 7, 1912
H. D. Thompson.....	Des Moines, Iowa.....	January 7, 1912
N. T. Guernsey.....	Des Moines, Iowa.....	January 7, 1912
E. W. McKenna.....	Chicago, Ill.....	January 7, 1912
C. A. Vroman.....	Chicago, Ill.....	January 7, 1912
E. B. Pryor.....	St. Louis, Mo.....	January 7, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. C. Hubbell.....	Des Moines, Iowa....
First Vice-President.....	H. D. Thompson.....	Des Moines, Iowa....
Secretary.....	F. M. Hubbell.....	Des Moines, Iowa....
Treasurer.....	H. D. Thompson.....	Des Moines, Iowa....
Attorney, or General Counsel.....	N. T. Guernsey.....	Des Moines, Iowa....
Auditor, Acting.....	Geo. W. Barnes.....	Des Moines, Iowa....
Chief Engineer.....	A. L. Morgan.....	Des Moines, Iowa....
General Superintendent.....	J. A. Wagner.....	Des Moines, Iowa....

DES MOINES WESTERN RAILWAY COMPANY.

TRACKS OPERATED.

1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
Des Moines Western Ry. Co.....	East Des Moines.....	Terminal Company.	1.47	1.86	3.27

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
F. M. Hubbell.....	Des Moines, Iowa.....	January 5, 1912
H. D. Thompson.....	Des Moines, Iowa.....	January 5, 1912
C. Huttenlocher.....	Des Moines, Iowa.....	January 5, 1912
N. T. Guernsey.....	Des Moines, Iowa.....	January 5, 1912
Oliver Thompson.....	Des Moines, Iowa.....	January 5, 1912

DES MOINES WESTERN RAILWAY COMPANY—CONTINUED

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. M. Hubbell.....	Des Moines, Iowa
First 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.

TRACKS OPERATED.

1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
Iowa Transfer Railway Co.....	East Des Moines, Ia.	Transfer of cars between tenant companies.....	.21	2.42	2.63

DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
A. T. Abbott.....	Des Moines, Iowa.....	January 10, 1912
F. C. Hubbell.....	Des Moines, Iowa.....	January 10, 1912
F. L. Johnson.....	Burlington, Iowa.....	January 10, 1912
H. J. Slifer.....	Chicago, Ill.....	January 10, 1912
Carroll Wright.....	Des Moines, Iowa.....	January 10, 1912
J. A. Wagner.....	Des Moines, Iowa.....	January 10, 1912

PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	F. C. Hubbell.....	Des Moines, Iowa
First Vice-President.....	F. L. Johnson.....	Burlington, Iowa
Secretary.....	J. A. Wagner.....	Des Moines, Iowa
Auditor.....	W. A. Hahnen.....	Des Moines, Iowa
General Superintendent.....	J. A. Wagner.....	Des Moines, Iowa

THIRTY-FOURTH ANNUAL REPORT OF THE  
SIOUX CITY TERMINAL RAILWAY COMPANY.

## TRACKS OPERATED.

1. Tracks owned by respondent.  
4. Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
1. Sioux City Terminal Ry. Co.....	Sioux City, Iowa.....	.....	1.57	6.52	8.09
4. ....	.....	.....	.38	1.35	1.73
Total .....			1.95	7.87	9.82

## DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
F. L. Eaton.....	Sioux City, Iowa.....	October 11, 1911
Wm. Milchrist.....	Sioux City, Iowa.....	October 11, 1911
Edward Tilden.....	Chicago, Ill. ....	October 11, 1911

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	F. L. Eaton.....	Sioux City, Iowa
First Vice-President .....	Wm. Milchrist.....	Sioux City, Iowa
Secretary .....	Geo. E. Burdick.....	Sioux City, Iowa
Treasurer .....	Geo. E. Burdick.....	Sioux City, Iowa
Attorney, or General Counsel.....	Wm. Milchrist.....	Sioux City, Iowa
General Superintendent .....	C. F. Morrison.....	Sioux City, Iowa

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MILEAGE OFFICERS AND DIRECTORS

OF

Railway Bridge Companies

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## DUNLEITH &amp; DUBUQUE BRIDGE COMPANY.

## TRACKS OPERATED.

## 1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
1. Dunleith & Dubuque Bridge Co	E. Dubuque, Ill., to Dubuque, Iowa		1.30		1.30

## DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
C. H. Markham	Chicago	June, 1912
W. L. Park	Chicago	June, 1912
M. P. Blauvelt	Chicago	June, 1912
Blewett Lee	Chicago	June, 1912
A. G. Hackstaff	New York	June, 1912

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	C. H. Markham	Chicago
Vice-President	W. L. Park	Chicago
Assistant Secretary	D. R. Burbank	New York
Secretary	F. E. Couch	Dubuque, Iowa
Treasurer	E. T. H. Gibson	New York
Local Treasurer	Otto F. Nau	Chicago
Comptroller	M. P. Blauvelt	Chicago
General Auditor	J. W. Newlean	Chicago
General Manager	T. J. Foley	Chicago
Superintendent	T. H. Sullivan	Dubuque, Iowa

## KEOKUK &amp; HAMILTON BRIDGE COMPANY.

## TRACKS OPERATED.

## 1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
Keokuk & Hamilton Bridge Co.	Keokuk, Iowa Hamilton, Ill.	Railway and Highway bridge	.66		.66

## KEOKUK &amp; HAMILTON BRIDGE COMPANY—CONTINUED

## DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
Andrew Carnegie	New York, N. Y.	Second Tuesday in June, 1912
Theodore F. Hicks	New York, N. Y.	Second Tuesday in June, 1912
David Paton	New York, N. Y.	Second Tuesday in June, 1912
Matthias Nicoll	New York, N. Y.	Second Tuesday in June, 1912
Joseph J. Aesch	New York, N. Y.	Second Tuesday in June, 1912
W. S. Gihreau	New York, N. Y.	Second Tuesday in June, 1912
James F. Lecor, Jr.	New York, N. Y.	Second Tuesday in June, 1912
Theodore Gilman	New York, N. Y.	Second Tuesday in June, 1912
Henry E. Smith	Philadelphia	Second Tuesday in June, 1912

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President	Andrew Carnegie	New York, N. Y.
First Vice-President	Matthias Nicoll	New York, N. Y.
Secretary	Theodore Gilman	New York, N. Y.
Treasurer	Theodore Gilman	New York, N. Y.
Auditor	Matthias Nicoll	New York, N. Y.
General Superintendent	J. H. Cole	Keokuk, Iowa

## MISSOURI VALLEY AND BLAIR RAILWAY AND BRIDGE COMPANY.

## TRACKS OPERATED.

## 1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
1. Missouri Valley and Blair Railway and Bridge Co.	Connection with C. & N.-W. Ry., near east bank of Missouri river opposite Blair, Neb., to connection with C. & N.-W. Ry. near west bank of Missouri river.	Maintaining and operating a rail- way bridge and tracks across the Missouri river.	3.36	3.70	7.06

## MISSOURI VALLEY &amp; BLAIR RAILWAY &amp; BRIDGE COMPANY—CONTINUED

## DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
Marvin Hughitt	Chicago, Ill.	May 1, 1912
David P. Kimball	Boston, Mass.	May 1, 1912
William A. Gardner	Chicago, Ill.	May 1, 1912
Hiram B. McCullough	Chicago, Ill.	May 1, 1912
John D. Caldwell	Chicago, Ill.	May 1, 1912

## 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 &amp; TERMINAL RAILWAY COMPANY.

## TRACKS OPERATED.

1. Tracks owned by respondent.  
2. Tracks operated under trackage rights.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
1. Omaha Bridge & Terminal Railway Co.—					
A—Main line	U. P. Jct. in Omaha, Neb., to east end Missouri river bridge	Switching	1.948		1.948
B—Side tracks	Various connections Omaha to various industries and rail roads	Switching		15.27	15.27
5. Omaha Belt Ry. Co.	Sprague St. Jct., Omaha to South Omaha	Switching	7.89		7.89
5. Based on number of cars handled.		Total	9.888	15.27	25.166

## OMAHA BRIDGE &amp; TERMINAL RAILWAY COMPANY—CONTINUED

## DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
C. H. Markham.....	Chicago, Ill. ....	October, 1911
W. L. Park.....	Chicago, Ill. ....	October, 1911
Blewett Lee.....	Chicago, Ill. ....	October, 1911
M. P. Blauvelt.....	Chicago, Ill. ....	October, 1911
J. W. Newlean.....	Chicago, Ill. ....	October, 1911
William Baird.....	Omaha, Neb. ....	October, 1911
John R. Webster.....	Omaha, Neb. ....	October, 1911

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	C. H. Markham.....	Chicago, Ill.
First Vice-President .....	W. L. Park.....	Chicago, Ill.
Secretary .....	John R. Webster.....	Omaha, Neb.
Attorney .....	William Baird.....	Omaha, Neb.
General Manager .....	John R. Webster.....	Omaha, Neb.
Superintendent .....	L. A. Downs.....	Ft. Dodge, Iowa

## SIOUX CITY BRIDGE COMPANY.

## TRACKS OPERATED.

## 1. Tracks owned by respondent.

Name of Owner	Location	Character of Business	Miles of Track		
			Main track	Yard track and sidings	Total
1. Sioux City Bridge Company.....	Connection with C. & N.-W. Ry. in Sioux City, Ia., to connection with C., St. P., M. & O. Ry. in South Sioux City, Neb. ....	Maintaining and operating a railway bridge and tracks across the Missouri river .....	3.88	1.46	5.34

## DIRECTORS.

Name	Post-Office Address	Date of Expiration of Term
Marvin Hughitt.....	Chicago, Ill. ....	May, 1912
Hiram R. McCullough.....	Chicago, Ill. ....	May, 1912
William A. Gardner.....	Chicago, Ill. ....	May, 1912
David P. Kimball.....	Boston, Mass. ....	May, 1912
Lewis A. Robinson.....	Chicago, Ill. ....	May, 1912
James T. Clark.....	St. Paul, Minn. ....	May, 1912
John D. Caldwell.....	Chicago, Ill. ....	May, 1912

## SIOUX CITY BRIDGE COMPANY—CONTINUED

## 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 Secretary .....	James C. Davis.....	Des Moines, Iowa



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MILEAGE, OFFICERS AND DIRECTORS

OF

Electric Interurban Railway Companies

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## ALBIA INTERURBAN RAILWAY COMPANY.

## ROAD OPERATED

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Albia Interurban Railway Co.....	Albia, Iowa .....	Hocking, Iowa .....	3.	
	Albia, Iowa .....	Hiteman, Iowa .....	5.5	
	Albia, Iowa .....	City Line .....	1.5	
	Total mileage operated		10	

## DIRECTORS.

NAME.	Post-Office Address	Date of Expiration of Term
Calvin Manning .....	Ottumwa, Iowa .....	1st Monday, Apr. 1912
C. B. Judd .....	Ottumwa, Iowa .....	1st Monday, Apr. 1912
C. A. Ross .....	Des Moines, Iowa .....	1st Monday, Apr. 1912
L. T. Richmond .....	Albia, Iowa .....	1st Monday, Apr. 1912
J. C. Mabry .....	Albia, Iowa .....	1st Monday, Apr. 1912

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	L. T. Richmond .....	Albia, Iowa
First Vice President .....	C. A. Ross .....	Des Moines, Iowa
Secretary .....	Calvin Manning .....	Ottumwa, Iowa
Treasurer .....	E. C. Manning .....	Albia, Iowa
Attorney or General Counsel .....	J. C. Mabry .....	Albia, Iowa
Chief Engineer .....	C. B. Judd .....	Ottumwa, Iowa

## BOONE ELECTRIC COMPANY.

## ROAD OPERATED

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Boone Street Railway .....	5th and Delaware Sts.	W. 3d & State Sts.....	2½	
1. Boone Suburban Railway.....	W. 3d & State Sts..	Whitcomb's Park.....	4½	
		Total mileage operated	7	

## BOONE ELECTRIC COMPANY—CONTINUED

## DIRECTORS.

NAME.	Postoffice Address	Date of Expiration of Term.
Wm. G. Davis.....	Cedar Rapids, Iowa.....	No definite organization.
Isaac B. Smith.....	Cedar Rapids, Iowa.....	
John A. Reed.....	Cedar Rapids, Iowa.....	

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Auditor.....	W. A. Woodward.....	
General Manager.....	Frank K. Smith.....	
Chief Engineer.....	John May.....	
Superintendent.....	M. E. Kemmerer.....	
Supt. of Transmission.....	Geo. Smith.....	

## CEDAR RAPIDS AND IOWA CITY RAILWAY.

## ROAD OPERATED

- Line owned by respondent.
- Line operated under lease for specified sum.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Cedar Rapids & Iowa City Railway.....	Cedar Rapids, Iowa..	Iowa City, Iowa.....	28.35	28.35
3. Linwood Line owned by Iowa Traction Co. ....	Cedar Rapids, Iowa..	Cedar Rapids, Iowa..	.86	.86
	Total mileage operated		29.21	29.21

## DIRECTORS.

NAME.	Postoffice Address.	Date of Expiration of Term.
Dr. J. H. Smith.....	Cedar Rapids, Iowa.....	May 28, 1912
William G. Dows.....	Cedar Rapids, Iowa.....	May 28, 1912
Isaac B. Smith.....	Cedar Rapids, Iowa.....	May 28, 1912
Benjamin Thaw.....	516 4th Ave., Pittsburg, Pa.	May 28, 1912
Ed. H. Smith.....	Cedar Rapids, Iowa.....	May 28, 1912
E. E. Pinney.....	Cedar Rapids, Iowa.....	May 28, 1912
E. P. Smith.....	Chicago, Ill.....	May 28, 1912
W. F. Severa.....	Cedar Rapids, Iowa.....	May 28, 1912
John A. Reed.....	Cedar Rapids, Iowa.....	May 28, 1912
Robt. I. Safely.....	Cedar Rapids, Iowa.....	May 28, 1912
M. W. Houser.....	Cedar Rapids, Iowa.....	May 28, 1912

## CEDAR RAPIDS &amp; IOWA CITY RAILWAY—CONTINUED

## PRINCIPAL OFFICERS.

Title	Name	Official Address
President.....	William G. Dows.....	Cedar Rapids, Iowa
First Vice President.....	Dr. J. H. Smith.....	Cedar Rapids, Iowa
Secretary.....	Isaac B. Smith.....	Cedar Rapids, Iowa
Treasurer.....	John A. Reed.....	Cedar Rapids, Iowa
Attorney or General Counsel.....	C. S. Woodward.....	Cedar Rapids, Iowa
Auditor.....	William G. Dows.....	Cedar Rapids, Iowa
General Manager.....	Isaac B. Smith.....	Cedar Rapids, Iowa

## CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY

Note.—Of the 17.45 miles of track owned and operated by this company, 16.50 miles are within incorporated cities and towns, operated under municipal franchises, governed by laws relating to street railways, leaving only .86 miles governed by railway statutes under which this report is made.

## CEDAR RAPIDS AND MARION CITY RAILWAY COMPANY.

## DIRECTORS.

NAME.	Postoffice Address	Date of Expiration of Term
P. E. Hall.....	Cedar Rapids, Iowa.....	February, 1912
Geo. B. Douglas.....	Cedar Rapids, Iowa.....	February, 1912
John S. Ely.....	Cedar Rapids, Iowa.....	February, 1912
Edward C. Clark.....	Cedar Rapids, Iowa.....	February, 1912
Henry V. Ferguson.....	Cedar Rapids, Iowa.....	February, 1912
David P. Kimball.....	Boston, Mass.....	February, 1912
Walter D. Douglas.....	Minneapolis, Minn.....	February, 1912

## 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. Wragge.....	Cedar Rapids, Iowa
Superintendent.....	F. L. Diserens.....	Cedar Rapids, Iowa
Asst. Superintendent.....	Martin Evans.....	Cedar Rapids, Iowa

## CENTERVILLE LIGHT AND TRACTION COMPANY.

## ROAD OPERATED

- Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Centerville Light & Traction Co.	Centerville, Iowa.....	Mystic, Iowa.....	6.48	

CENTERVILLE LIGHT AND TRACTION COMPANY—CONTINUED

DIRECTORS.

NAME.	Post-office Address	Date of Expiration of Term
D. C. Bradley .....	Centerville, Iowa .....	Third Monday in May, 1912
Frank S. Payne .....	Centerville, Iowa .....	
C. M. Bradley .....	Centerville, Iowa .....	
G. D. Payne .....	Centerville, Iowa .....	

PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board .....	Frank S. Payne .....	Centerville, Iowa
President .....	Frank S. Payne .....	Centerville, Iowa
First Vice President .....	C. M. Bradley .....	Centerville, Iowa
Secretary .....	G. D. Payne .....	Centerville, Iowa
Treasurer .....	D. C. Bradley .....	Centerville, Iowa
Attorney or General Counsel .....	Frank S. Payne .....	Centerville, Iowa
General Manager .....	Frank S. Payne .....	Centerville, Iowa
Chief Engineer .....	F. E. Holbrook .....	Des Moines, Iowa
General Superintendent .....	H. R. Longanecker .....	Centerville, Iowa

COLFAX SPRINGS RAILWAY COMPANY.

ROAD OPERATED

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Colfax Springs Railway Company	Hotel Colfax ..	City of Colfax .....	1	1

DIRECTORS.

NAME.	Post-office Address	Date of Expiration of Term
James P. Donahue .....	Colfax, Iowa .....	March 4, 1912
E. S. H. Donahue .....	Colfax, Iowa .....	March 4, 1912
Dick R. Lane .....	Davenport, Iowa .....	March 4, 1912

COLFAX SPRINGS RAILWAY COMPANY—CONTINUED

PRINCIPAL OFFICERS.

Title	Name	Official Address
President .....	James P. Danahue .....	Colfax, Iowa
First Vice President .....	E. S. H. Donahue .....	Colfax, Iowa
Secretary .....	E. S. H. Donahue .....	Colfax, Iowa
Treasurer .....	James P. Donahue .....	Colfax, Iowa

FT. DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY

ROAD OPERATED

1. Line owned by respondent.
2. Line operated by respondent but owned by another carrier, control being secured through stock ownership.
5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Ft. D. Des M. & S. R. R. Co.	Polk Jet., Iowa .....	Ft. Dodge, Iowa .....	83.37	118.57
	Kelley, Iowa .....	Campus, Iowa .....	5.71	
	Main Line .....	Gypsum Mills .....	2.42	
	Hope (Ft. D. Jet.) .....	Rockwell City .....	27.07	
2. Ames & College .....	Ames, Iowa .....	Campus, Iowa .....	2.59	2.59
	Polk Jet., Iowa .....			
5. Des Moines City Ry. Co. ....		Des Moines, Iowa .....	4.80	4.80
	Inter-Urban R. R. Co. ....	Newton, Iowa .....		
Not electrified and not operated:	Midvale (Des M. Jet.) .....			
	1. Ft. D. Des M. & So. R. R. Co.	Goddard, Iowa .....		
Total mileage operated:				125.96

DIRECTORS.

Name	Post-office Address	Date of Expiration of Term
Homer Loring .....	Boston, Mass. ....	January 10, 1912
Frederick A. Farrier .....	Boston Mass. ....	January 10, 1912
George G. Beals .....	Boston Mass. ....	January 10, 1912
Lawrence H. Parkhurst .....	Boston Mass. ....	January 10, 1912
L. E. Armstrong .....	Fort Dodge, Iowa .....	January 10, 1912
C. F. Duncombe .....	Fort Dodge, Iowa .....	January 10, 1912
Parley Sheldon .....	Ames, Iowa .....	January 10, 1912

FT. DODGE, DES MOINES AND SOUTHERN RAILROAD CO.—CONTINUED

PRINCIPAL OFFICERS.

Title	Name	Official Address
Receivers	(Homer Loring /Parley Sheldon)	Boston, Mass. Ames, Iowa
President	Homer Loring	Boston, Mass.
First Vice President	H. U. Wallace	Boone, Iowa
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
Superintendent	W. H. DeWitt	Boone, Iowa
Traffic Manager	C. H. Crooks	Boone, Iowa

INTER-URBAN RAILWAY COMPANY.

ROAD OPERATED

- 1. Line owned by respondent.
- 5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Inter-Urban Railway	Des Moines	Valley Junction	2.81	
	Des Moines	Fort Des Moines	4.33	
	Des Moines	Colfax	20.17	
	Des Moines	Perry	34.69	
	Moran	Woodward	3.83	
5. Des Moines City Railway	Flint Junction	Klondike Jet.	6.71	72.54
	City Limits	Center of Des Moines		20.75
	Total mileage operated			93.29

DIRECTORS.

Name.	Post-office Address	Date of Expiration of Term
N. W. Harris	Chicago, Ill.	Third Tuesday in January, 1912.
A. W. Harris	Chicago, Ill.	
Edward P. Smith	Chicago, Ill.	
G. P. Hoover	Chicago, Ill.	
Andrew Cooke	Chicago, Ill.	
N. T. Guersey	Des Moines, Iowa	
J. R. Harrigan	Des Moines, Iowa	

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	A. W. Harris	Chicago, Ill.
First Vice President	J. R. Harrigan	Des Moines, Iowa
Secretary	N. T. Guernsey	Des Moines, Iowa
Treasurer	J. R. Harrigan	Des Moines, Iowa
Attorney or General Counsel	N. F. Guernsey	Des Moines, Iowa
Auditor	F. E. Wilkin	Des Moines, Iowa
General Manager	J. R. Harrigan	Des Moines, Iowa
Chief Engineer	J. R. Sterling	Des Moines, Iowa
General Superintendent	W. E. Ralston	Des Moines, Iowa
Traffic Manager	C. T. Chapman	Des Moines, Iowa

IOWA & ILLINOIS RAILWAY COMPANY.

ROAD OPERATED

- 1. Line owned by respondent.
- 5. Line operated under trackage rights.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Iowa & Illinois Railway Co.	7th Ave. & 9th St. Clinton, Iowa	Mound and East River Sts., Davenport, Ia		
5. Clinton Street Railway Co.	7th Ave. & 9th St. Clinton, Iowa	Office of Company, Clinton, Iowa	32.542	32.542
5. Tri-City Railway Co.	Mound & East River Sts., Davenport, Ia	Office of Company, Davenport, Iowa	1.601	
		Total mileage operated	2.030	36.173

DIRECTORS.

Name.	Post-office Address	Date of Expiration of Term
G. E. Lamb	Clinton Iowa	January 3, 1912
F. W. Ellis	Clinton Iowa	January 3, 1912
R. B. McCoy	Clinton Iowa	January 3, 1912
Lafayette Lamb	Clinton Iowa	January 3, 1912
E. L. Miller	Clinton Iowa	January 3, 1912
O. b. Mills	Clinton, Iowa	January 3, 1912
E. L. Gates	Clinton, Iowa	January 3, 1912
Henry Thuenen, Jr.	Davenport Iowa	January 3, 1912
A. L. Register	112 No. Broad St., Philadelphia, Pa.	January 3, 1912

IOWA AND ILLINOIS RAILWAY COMPANY—CONTINUED

PRINCIPAL OFFICERS.

Title	Name	Official Address
President	G. E. Lamb	Clinton, Iowa
First Vice President	F. W. Ellis	Clinton, Iowa
Second Vice President	Henry Thuenen, Jr.	Davenport, Iowa
Secretary	R. B. McCoy	Clinton, Iowa
Treasurer	C. B. Mills	Clinton, Iowa
General Solicitor	O. T. Roberts	Clinton, Iowa
Attorney or General Counsel	F. W. Ellis	Clinton, Iowa
Auditor	F. A. Perkins	Davenport, Iowa
Assistant Auditor	E. C. Bower	Davenport, Iowa
General Manager	P. P. Crafts	Davenport, Iowa
Chief Engineer	J. B. Skiff	Clinton, Iowa
Traffic Manager	P. P. Crafts	Davenport, Iowa

MASON CITY AND CLEAR LAKE RAILWAY COMPANY.

ROAD OPERATED

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Mason City & Clear L. Ry. Co.	Mason City	Clear Lake	18.39	

DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
W. E. Brice	Mason City, Iowa	
C. H. McNider	Mason City, Iowa	
F. J. Hanlon	Mason City, Iowa	

PRINCIPAL OFFICERS.

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

MASON CITY AND CLEAR LAKE RAILROAD COMPANY.

ROAD OPERATED

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Mason City & Clear Lake Railroad Co.	Mason City	Clear Lake	18.39	

DIRECTORS.

Name.	Post-Office 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. Clutier	Mason City, Iowa	
Wm. M. Pyle	Delaware, Md.	

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	W. E. Brice	Mason City, Iowa
First Vice-President	C. H. McNider	Mason City, Iowa
Secretary	F. J. Hanlon	Mason City, Iowa
Treasurer	C. H. McNider	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 AND BUXTON ELECTRIC RAILWAY COMPANY.

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
Oskaloosa & Buxton El. Ry. Co.	Oskaloosa	Beacon	2.3	

OSKALOOSA AND BUXTON ELECTRIC RAILWAY CO.—CONTINUED

DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
W. R. Lacey	Oskaloosa, Iowa	
W. W. Williams	Oskaloosa, Iowa	
O. Sawyer	Oskaloosa, Iowa	
H. W. Garner	Oskaloosa, Iowa	
C. Lafland	Oskaloosa, Iowa	
Geo. Kalbach	Oskaloosa, Iowa	
M. J. Cruzen	Oskaloosa, Iowa	
John Anderson	Oskaloosa, Iowa	

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	W. R. Lacey	Oskaloosa, Iowa
First Vice-President	W. W. Williams	Oskaloosa, Iowa
Secretary	C. E. Lafland	Oskaloosa, Iowa
Treasurer	Geo. Kalbach	Oskaloosa, Iowa
General Manager	H. W. Garner	Oskaloosa, Iowa

OSKALOOSA TRACTION AND LIGHT COMPANY.

ROAD OPERATED

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Oskaloosa & Buxton El. Ry. Co	Oskaloosa	Beacon	2.3	

DIRECTORS.

Name.	Post-Office 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. Lafland	Oskaloosa, Iowa	
M. Cruzen	Oskaloosa, Iowa	
John Anderson	Oskaloosa, Iowa	
C. Sawyer	Oskaloosa, Iowa	

OSKALOOSA TRACTION AND LIGHT COMPANY—CONTINUED

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	W. W. Williams	Oskaloosa, Iowa
First Vice-President	W. R. Lacey	Oskaloosa, Iowa
Secretary	H. W. Garner	Oskaloosa, Iowa
Treasurer	H. W. Garner	Oskaloosa, Iowa
General Manager	H. W. Garner	Oskaloosa, Iowa

TAMA AND TOLEDO ELECTRIC RAILWAY AND LIGHT COMPANY.

ROAD OPERATED

1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Tama & Toledo Electric Railway and Light Company	Tama	Toledo	2.75	2.75

DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
W. C. Walters	Toledo, Iowa	First Tues. Feb. 1912
W. E. Brice	Mason City, Iowa	First Tues. Feb. 1912
C. E. Walters	Toledo, Iowa	First Tues. Feb. 1912
J. P. Walters	Toledo, Iowa	First Tues. Feb. 1912
Harriett Brooks	Tama, Iowa	First Tues. Feb. 1912

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the Board	W. C. Walters	Toledo, Iowa
President	W. C. Walters	Toledo, Iowa
First Vice-President	W. E. Brice	Mason City, Iowa
Secretary	J. P. Walters	Toledo, Iowa
Treasurer	C. E. Walters	Toledo, Iowa
General Manager	W. C. Walters	Toledo, Iowa

## WATERLOO, CEDAR FALLS &amp; NORTHERN RAILWAY COMPANY.

## ROAD OPERATED

## 1. Line owned by respondent.

Name	Terminals		Miles of line for each road named	Miles of line for each class of roads named
	From—	To—		
1. Waterloo, Cedar Falls & Nor. Ry. Co. ....	Cedar Falls, Iowa....	Waverly, Iowa .....	50.07	50.07

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
L. S. Cass .....	Waterloo, Iowa .....	.....
J. F. Cass .....	Waterloo, Iowa .....	.....
C. D. Cass .....	Waterloo, Iowa .....	.....
E. K. Bolsot.....	Chicago, Ill. ....	.....
F. E. Farwell.....	Waverly, Iowa .....	.....

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President .....	L. S. Cass .....	Waterloo, Iowa
First 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
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

## MILEAGE, OFFICERS AND DIRECTORS

OF

## Express Companies



## THE ADAMS EXPRESS COMPANY.

## MILEAGE COVERED.

Mileage June 30, 1911.

Name of Road.	Miles
<b>STEAM ROADS—</b>	
Ashland & Western Railway.....	21.78
Baltimore, Chesapeake & Atlantic Railroad.....	87.06
Bellefonte Central Railroad.....	23.00
Big Stone Gap & Powell's Valley.....	1.50
Boyne City, Gaylord & Alpena Railroad.....	27.00
Brooksville Railroad.....	10.00
Central New England Railway.....	183.00
Chesapeake & Ohio Railway.....	1,917.39
Chesapeake & Western Railway.....	40.96
Chesapeake Beach Railway.....	34.20
Chicago, Burlington & Quincy Railroad.....	9,056.91
Coal & Coke Railway.....	188.80
Coal River Railway.....	63.00
Cincinnati, Flemingsburg & Southeastern Railroad.....	7.20
Colorado & Southern Lines—	
Colorado & Southern Railway.....	969.01
Fort Worth and Denver City Railway.....	453.30
Colorado Springs & Cripple Creek District Railway.....	51.00
Wichita Valley Railway.....	253.50
Columbus & Southern Railway.....	22.82
Cornwall & Lebanon Railroad.....	22.00
Cumberland Valley Railroad.....	152.10
Denver, Laramie & Northwestern Railway.....	55.32
Denver, Northwestern & Pacific Railway.....	214.13
Dry Fork Railroad.....	36.30
Dayton, Lebanon & Cincinnati Railroad.....	25.00
East Berlin Railway.....	7.30
East Broad Top Railroad & Coal Company.....	41.40
Eastern Kentucky Railway.....	36.30
Emmetsburg Railroad.....	6.70
Frederick R. R. (Formerly Washn., Frederick & Gettysburg).....	17.30
Georges Creek & Cumberland.....	19.00
Grafton & Upton Railroad.....	19.12
Great Western Railway.....	51.54
Huntington & Broad Top Mountain Railroad.....	49.30
Interstate Railroad.....	9.10
Iowa Central Railway.....	557.70
Island Creek Railroad.....	4.41
Kanawha & West Virginia Railroad Company.....	34.00
Kishacoquillian Valley Railroad.....	9.60
Lancaster, Oxford & Southern Railroad.....	28.00
Lexington & Eastern Railway.....	92.60
Ligonier Valley Railroad.....	10.50
Little Kanawha Railroad.....	30.44
Louisville, Henderson & St. L. Ry. ....	235.00
Louisville & Nashville Railroad.....	1,874.02
Louisville & Atlantic.....	95.60
Frankfort & Cincinnati.....	40.80
Glasgow Railroad.....	10.90
Manistee & Grand Rapids Railroad.....	61.00
Maryland & Pennsylvania Railroad.....	77.10
Maryland, Delaware & Virginia Railroad.....	78.01
Minneapolis & St. Louis Railroad.....	1,024.49
Monongahela Railroad.....	50.60
Muscatine, North & South Railway.....	42.60
Missouri & Illinois Bridge & Belt Railroad.....	3.00
Manahawkin & Long Beach Railroad.....	9.00
Nelson & Albemarle Railway.....	6.10
Newport & Sherman's Valley Railroad.....	29.00
Newpark & Fawn Grove.....	9.70
Narragansett Pier Railroad.....	8.00
New York, Ontario & Western Railway.....	544.80

THIRTY-FOURTH ANNUAL REPORT OF THE  
THE ADAMS EXPRESS COMPANY—CONTINUED

Name of Road	Miles
New York, New Haven & Hartford Railroad	2,003.17
New York, Philadelphia & Norfolk Railroad	119.30
Northern Central Railway	453.90
Ohio & Kentucky Railway	36.02
Ohio River & Western Railway	111.75
Pennsylvania Lines—East—	
Pennsylvania Railroad	3,499.90
Pennsylvania Company (Erie & Pittsburgh)	161.30
Pennsylvania Lines—West—	
Pennsylvania Company	1,102.31
P. C. C. & St. Louis	1,356.06
Grand Rapids & Indiana	565.96
Vandalia Railroad	800.50
Cincinnati & Muskingum Valley	148.75
Cincinnati, Lebanon & Northern	43.60
Cleveland, Akron & Columbus	177.80
Waynesburg & Washington	28.15
Peoria & Pekin Union Railway	9.20
Philadelphia, Baltimore & Washington Railroad	700.31
Piney River & Paint Creek	6.72
Pittsburgh, Lisbon & Western Railroad	25.00
Pittsburgh, Shawmut & Northern Railroad	12.00
Pittsburgh, Summerville & Clarion Railroad (Now Pa. So. R. R.)	15.40
Pittsburgh, Westmoreland & Somerset Railroad	25.06
Quincy, Omaha & Kansas City Railroad	250.00
Iowa & St. Louis	52.04
Richmond, Fredericksburg & Potomac Railroad	116.00
Rockport Langdon & Northern Railway	6.25
Sharpsville Railroad	17.00
South Manchester Railroad	2.00
Stewartstown Railroad	7.00
Susquehanna & New York Railroad	58.30
Susquehanna River & Western Railroad	13.40
Susquehanna, Blommsburg & Berwick Railroad	39.20
Sewell Valley Railroad	21.00
Tabor & Northern Railway	11.00
Tionesta Valley	34.00
Toledo, Peoria & Western Railway	239.00
Tuckerton Railroad	29.00
Union Transportation Company	25.40
Virginia Anthracite Coal & Coke Company	9.89
Virginian Railway	461.43
West Jersey & Seashore Railroad	235.00
White Oak Railroad	8.40
Western Maryland Railway	524.50
Washington, Potomac & Chesapeake Railroad	20.70
Winfield Railroad	9.16
Worthville Railroad	10.30
<b>Total Steam Roads</b>	<b>32,784.94</b>

Name of Carrier	Miles
<b>ELECTRIC LINES.</b>	
Conway Street Electric Railway (Mass.)	5.00
Chicago, Aurora & DeKalb Railway (Illinois)	27.85
Laekawanna & Wyoming Valley Railroad (Penn.)	19.00
Northwestern Pennsylvania Railway Company (Penn.)	14.50
Milford & Uxbridge Street Railway (Mass.)	5.00
Newpaltz, Highlands and Poughkeepsie (New York)	4.00
Oregon Interurban (Missouri)	4.60
Parkersburg, Mariette & Interurban (Ohio & W. Va.)	23.46
Rhode Island Suburban Railroad (Rhode Island)	16.00
Shelby County Railway (Missouri)	8.50
Southern Iowa Traction Company (Iowa)	24.40
Washington, Baltimore & Annapolis Electric Railway	56.77
West Jersey & Seashore Railroad	94.50
Wheeling Traction Company (West Virginia)	11.00
<b>Total Electric Lines</b>	<b>314.58</b>

THE ADAMS EXPRESS COMPANY—CONTINUED

Name of Road.	Miles
<b>STEAMBOAT LINES.</b>	
Baltimore, Chesapeake & Atlantic Railway Boat	44
Baltimore, Chesapeake & Atlantic Steamer Lines	900
Baltimore Steam Packet Company	180
Chesapeake & Ohio Railroad Boat	10
Goodrick Transit Company	85
Island Transportation Company	8
Maryland, Delaware & Virginia Railway Boat	27
Maryland, Delaware & Virginia Steamer Lines	948
New York, Philadelphia & Norfolk Railroad Boat	36
N. Y., N. H. & H. R. R. Boat—Harlem River to Jersey City	13
New England Navigation Company	666
New London—Block Island	29
Newport—Block Island	27
New Bedford, Martha's Vineyard & Nantucket Steamboat Co.	53
Old Dominion Steamship Company	164
Philadelphia, Baltimore & Washington Railroad Boat	7
Stonington, Ct., and Watch Hill, R. I.	5
Tolechester Beach Improvement Company	116
Virginia Navigation Company	120
<b>Total Steamboat Lines</b>	<b>3,438</b>

<b>STAGE AND WAGON LINES</b>		
E. T. Curtis	Eminence to Newcastle, Ky.	4
E. T. Curtis	Lyons to Clinton, Iowa	3
Griffith Bros.	Preston to Owingsville, Ky.	5
Griffith Bros.	Sanders, Ghent & Vevay	11
<b>Total Stage and Wagon Lines</b>		<b>23</b>

RECAPITULATION.

Electric Lines	314.58
Steamboat Lines	3,438.00
Stage and Wagon Lines	23.00
<b>Total</b>	<b>3,775.58</b>

DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
William M. Barrett	New York	No date fixed.
William H. Damsel	Chicago, Ill.	No date fixed.
Charles Steele	New York	No date fixed.
Basil W. Rowe	New York	No date fixed.
George F. Baker	New York	No date fixed.
William D. Guthrie	New York	No date fixed.
Joseph Zimmerman	New York	No date fixed.

Their title under the Articles of Association is "Managers."

THIRTY-FOURTH ANNUAL REPORT OF THE  
THE ADAMS EXPRESS COMPANY—CONTINUED  
PRINCIPAL OFFICERS.

Title.	Name	Official Address.
President	William M. Barrett	New York
Vice-President, in charge of Western Dept.	William H. Damsel	Chicago, Ill.
2d Vice-Pres., in charge of Treasury and Investment Dept.	Basil W. Rowe	New York
Secretary	Horatio H. Gates	New York
Treasurer	Walter H. Albert	New York
Attorney, or General Counsel	Guthrie Bangs & VanSinderen	New York
General Auditor	Henry G. Waters	New York
General Manager, of New York Dept., in charge of traffic	Joseph Zimmerman	New York
General Manager of Eastern Dept.	Henry E. Huff	Philadelphia, Pa.
General Manager of Western Dept.	Grant D. Curtis	Chicago, Ill.
Superintendent of New England Dept.	Charles H. Hiner	Boston, Mass.

AMERICAN EXPRESS COMPANY.

MILEAGE COVERED.

Name of Road.	Miles
Chicago, Anamosa & Northern	19.20
Chicago & North-Western	7,410.11
Chicago, St. Paul, Minneapolis & Omaha	1,685.60
Crooked Creek R. R. & Coal Co.	18.00
Fort Dodge, Des Moines & Southern—Main Line	56.10
Fort Dodge, Des Moines & Southern—Newton & Northwestern Division	66.50
Illinois Central—Main Line	4,468.29
St. Paul & Des Moines	120.70
Union Pacific	6,911.85
Steam roads other than those in Iowa	33,582.97
<b>Total</b>	<b>54,339.32</b>

Name of Carrier	Miles
<b>ELECTRIC LINES—</b>	
Cedar Rapids & Iowa City Ry. & Light Co.	27.49
Iowa & Illinois R. R.	36.22
Electric Lines other than those in Iowa	526.99
	<b>590.70</b>
<b>STEAMBOAT LINES—</b>	
In Iowa	
Outside of Iowa	1,912.25
	<b>1,912.25</b>
<b>STAGE LINES</b>	
In Iowa—Clinton, Iowa, to Lyons, Iowa	2.50
Outside of Iowa	21.00
	<b>23.50</b>
<b>MISCELLANEOUS LINES.</b>	
<b>BRIDGES—</b>	
In Iowa	
Outside of Iowa	4.68
	<b>4.68</b>
<b>FERRIES—</b>	
In Iowa	
Outside of Iowa	7.50
	<b>7.50</b>
<b>Total Electric, Steamboat and Stage Lines, Bridges and Ferries</b>	<b>2,538.63</b>

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
James C. Fargo.....	65 Broadway, New York.....	When their successors are elected.
Lewis Cass Ledyard.....	54 Wall St., New York.....	" " "
Francis F. Flagg.....	65 Broadway, New York.....	" " "
Cornelius Vanderbilt.....	30 Pine St., New York.....	" " "
William H. Seward.....	Auburn, N. Y.....	" " "
Charles M. Pratt.....	26 Broadway, New York.....	" " "
John H. Bradley.....	65 Broadway, New York.....	" " "
J. Horace Harding.....	25 Broad St., New York.....	" " "

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President.....	James C. Fargo.....	New York, N. Y.
1st Vice-President, incharge of General Dept.....	Lewis Cass Ledyard.....	New York, N. Y.
Vice-President incharge of General Dept.....	Francis F. Flagg.....	New York, N. Y.
Secretary, Vice-President and Treasurer.....	William H. Seward.....	New York, N. Y.
General Counsel.....	James F. Fargo.....	New York, N. Y.
Comptroller.....	Carter, Ledyard & Milburn.....	New York, N. Y.
Vice-President and General Manager Eastern Dept.....	William E. Powelson.....	New York, N. Y.
Vice-President and General Manager Western Dept.....	Henry S. Julier.....	New York, N. Y.
Manager of Foreign Dept., U. S. and Canada.....	George C. Taylor.....	Chicago, Ill.
Manager of Foreign Dept., Europe.....	Marcellus F. Berry.....	New York, N. Y.
Manager Dept. of Equipment and Supplies.....	William S. Dalliba.....	Paris, France
Vice-President and General Traffic Manager.....	Elisha Flagg.....	New York, N. Y.
Assistant General Traffic Manager.....	John H. Bradley.....	New York, N. Y.
	Edwin E. Bush.....	New York, N. Y.

## GREAT NORTHERN EXPRESS COMPANY.

## MILEAGE COVERED.

Name of Road.	Miles
Great Northern Railway.....	7,294.25
Kootenai Valley Railway.....	25.79
Bedington & Nelson Railway.....	23.97
Butte, Anaconda & Pacific Railway.....	25.67
Spokane, Portland & Seattle Railway.....	534.70
Waterville Railway.....	4.50
Oregon Trunk Railway.....	126.40
Chicago, Burlington & Quincy R. R., through service between Chicago & St. Paul only.....	430.87
Total.....	8,466.15

Name of Carrier.	Miles
ELECTRIC LINES—	
Cour d'Alene and Spokane Ry. Co. Limited.....	42.53
Spokane and Inland Ry. Co.....	127.06
United Railways.....	27.80
STEAMBOAT LINES—	
Olympia and Tacoma Navigation Co.....	50.00
Puget Sound Navigation Co.....	90.00
Total.....	337.39

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
D. S. Elliott.....	St. Paul, Minn.....	October 12, 1911
Louis W. Hill.....	St. Paul, Minn.....	October 12, 1911
J. M. Gruber.....	St. Paul, Minn.....	October 12, 1911
R. A. Jackson.....	St. Paul, Minn.....	October 12, 1911
W. W. Broughton.....	St. Paul, Minn.....	October 12, 1911

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President.....	D. S. Elliott.....	St. Paul, Minn.
Vice-President.....	Louis W. Hill.....	St. Paul, Minn.
Secretary.....	E. Sawyer.....	St. Paul, Minn.
Treasurer.....	E. Sawyer.....	St. Paul, Minn.
Auditor.....	G. H. Yates.....	St. Paul, Minn.
General Manager.....	D. S. Elliott.....	St. Paul, Minn.

THE PACIFIC EXPRESS COMPANY.

MILEAGE COVERED.

Name of Road.	Miles
Ann Arbor R. R. Co.	300.56
Arkansas Central R. R. Co.	46.10
Asherton & Gulf Ry. Co.	32.10
Atchison & Eastern Bridge Co.	33.10
Beaumont & Great Northern R. R.	284.67
Chicago, Cincinnati & Louisville R. R. (C. & O. of Ind.)	30.30
Eastern Texas R. R. Co.	14.00
Ft. Smith, Subisco & Eastern Ry. Co.	49.50
Galveston, Houston & Henderson R. R.	38.00
Garden City, Gulf & Northern R. R.	17.00
Gould Southwestern Ry.	20.50
Houston & Brazos Valley Ry.	15.10
Illinois Terminal R. R. Co.	1,144.30
International & Great Northern R. R. Co.	15.85
Keokuk & Hamilton Bridge Co.	52.54
Maunsfield Railway & Transportation Co.	213.50
Mississippi & Bonne Terre Ry.	5,822.53
Missouri, Oklahoma & Gulf Ry.	2.29
Missouri Pacific Railway Co.	57.10
Natchez & Southern Ry. Co.	37.90
Opelousas, Gulf & northern Ry.	36.50
Paragonid Southeastern Ry.	49.20
Pecos Valley Southern Ry.	103.40
Roseco, Snyder & Pacific Ry. Co.	3,063.90
St. Louis & Hannibal Ry. Co.	768.30
St. Louis, Iron Mountain & Southern Ry. Co.	636.70
St. Louis, Merchants Bridge Terminal Ry. Co.	10.75
St. Louis, Southwestern Ry. Co.	768.30
St. Louis, Southwestern Ry. Co. of Texas	636.70
Shreveport, Houston & Gulf R. R.	10.75
Terminal Railroad Association of St. Louis	1,870.08
Texas & Pacific Ry. Co.	17.50
Texas Southeastern Railroad	5.80
Trinity Valley Southern Railroad	2,485.50
Wabash Railroad Company	59.90
Wabash Pittsburg Terminal Railway	41.30
Weatherford, Mineral Wells & Northeastern Ry. Co.	20.70
West Side Belt Railroad	461.49
Wheeling & Lake Erie Railroad	15,938.11
Total Steam Rail Lines	15,938.11

PACIFIC EXPRESS COMPANY—CONTINUED

ROUTES AND MILEAGE—JUNE 30, 1911—ELECTRIC LINES

Name of Line	Terminals		Miles
	From—	To —	
Dayton & Troy Electric Ry. Co.	Dayton, Ohio	Piqua, Ohio	30.20
Fremont & Fostoria Ry.	Fremont, Ohio	Fostoria, Ohio	21.00
Interurban Railway & Terminal Co.	Cincinnati, Ohio	Norwood, Ohio	5.80
Lake Shore Electric Railway	Cleveland, Ohio	Toledo, Ohio	120.00
Minster & Loramie Railway Co.	Minster, Ohio	Ft. Loramie, Ohio	3.00
Northern Ohio Traction & Light Co.	Canton, Ohio	Cleveland, Ohio	57.30
St. Francois County Ry. Co.	Delassus, Mo.	Farmington, Mo.	2.50
Springfield, Troy & Piqua Ry. Co.	Springfield, Ohio	Troy, Ohio	30.10
Toledo, Bowling Green & Southern Traction Co.	Findlay, Ohio	Toledo, Ohio	52.50
Toledo, Fostoria & Findlay Ry.	Trombley, Ohio	Jerry City, Ohio	52.00
Toledo, Port Clinton & Lakeside Ry.	Toledo, Ohio	Findlay, Ohio	53.70
Western Ohio Railway	Toledo, Ohio	Marblehead, Ohio	111.10
	Findlay, Ohio	Piqua, Ohio	
	Wapakoneta, Ohio	Cellna, Ohio	
	St. Marys, Ohio	Minster, Ohio	
Total Electric Mileage			539.20

ROUTES AND MILEAGE—JUNE 30, 1911—WATER LINES

Baton Rouge Ferry Company	Fort Allen, La.	Baton Rouge, La.	.34
Chicago, Racine, Milwaukee Line	Chicago, Ill.	Milwaukee, Wis.	85.00
Cleveland & Buffalo Transit Co.	Cleveland, Ohio	Buffalo, N. Y.	176.00
Detroit & Cleveland Navigation Co.	Cleveland, Ohio	Detroit, Mich.	110.00
Louisville & Cincinnati Pkt. Co.	Louisville, Ky.	Cincinnati, Ohio	132.00
Total Water Mileage			503.34

DIRECTORS.

Name	Post-Office Address.	Date of Expiration of Term.
E. T. Jeffery	New York, N. Y.	December 31, 1911
F. A. Delano	Chicago, Ill.	December 31, 1911
James Eggleston	St. Louis, Mo.	December 31, 1911
F. C. Gentsch	St. Louis, Mo.	December 31, 1911
A. H. Calef	New York, N. Y.	December 31, 1911
H. L. Utter	New York, N. Y.	December 31, 1911
E. B. Pryor	St. Louis, Mo.	December 31, 1911

PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President	James Eggleston	St. Louis and New York
Vice President	E. B. Pryor	St. Louis, Mo.
Secretary	W. R. Carter	St. Louis, Mo.
Treasurer	W. R. Carter	St. Louis, Mo.
General Counsel	J. L. Minnis	St. Louis, Mo.
Auditor	J. H. Brewster	St. Louis, Mo.
General Superintendent	F. C. Gentsch	St. Louis, Mo.
Assistant General Superintendent	I. T. Daniel	St. Louis, Mo.
Superintendent of Tariffs	M. C. Thorton	St. Louis, Mo.

UNITED STATES EXPRESS COMPANY.

MILEAGE COVERED

NAME OF ROAD.	Miles
Arkansas, Louisiana & Gulf Ry.	61.00
Atchison & Eastern Bridge Co.	.36
Atlantic Northern & Southern Ry.	54.89
Baltimore & Ohio R. R. System	4,224.58
Bloomsburg & Sullivan R. R.	30.00
Cassville & Western Ry.	4.51
Central Indiana Ry.	126.83
Central R. R. Co. of New Jersey	528.60
Central Railway Co. of Arkansas	6.71
Chicago & Illinois Midland Ry.	25.60
Chicago, Rock Island & Pacific Ry. System—	
Chicago, Rock Island & Gulf Ry.	457.47
Chicago, Rock Island & Pacific Ry.	5,048.63
Choctaw, Oklahoma & Gulf R. R.	1,091.12
Rock Island, Arkansas & Louisiana R. R.	346.19
Cincinnati, Bluffton & Chicago R. R.	7,843.41
Cincinnati, Hamilton & Dayton Ry.	48.24
Clinton & Oklahoma Western Ry.	980.72
Cornwall R. R.	21.50
Cumberland & Pennsylvania R. R.	11.20
Dardanella, Ola & Southern Ry.	31.90
Dayton & Union R. R.	15.00
Delaware, Lackawanna & Western R. R.	41.00
Duluth & Iron Range R. R.	939.63
Elgin, Joliet & Eastern Ry.	151.50
Genesee & Wyoming R. R.	73.04
Green Bay & Western R. R. System	73.40
Hampshire & Southern Ry.	325.00
Kanawha & Michigan Ry.	37.70
Lake Shore & Michigan Southern Ry.	171.74
Lakeside & Marblehead R. R.	806.75
Lehigh & New England R. R.	7.00
Lehigh Valley	72.70
Marietta, Columbus & Cleveland R. R.	1,168.60
Morgantown & Kingwood R. R.	48.00
New Iberia & Northern R. R.	47.90
New Jersey & Pennsylvania R. R.	48.20
Paris & Mt. Pleasant R. R.	26.00
Peoria & Pekin Union Ry.	23.60
Pere Marquette R. R.	12.00
Philadelphia & Reading Ry. System—	2,027.79
Atlantic City R. R.	161.70
Philadelphia & Reading Ry.	
Wilmington & northern	1,139.12
Pittsburg, Shawmut & Northern R. R.	1,300.82
Quanah, Acme & Pacific Ry.	221.30
Rahway Valley Co., Lessee	43.20
Raritan River R. R.	8.40
St. Louis & San Francisco R. R. System—	13.40
Beaumont, Sour Lake & Western Ry.	118.34
Chicago & Eastern Illinois R. R.	
St. Louis Merchants Bridge Terminal	904.50
Evansville & Terre Haute R. R.	286.05
Ft. Worth & Rio Grande Ry.	230.46
Kansas City, Ft. Scott & Memphis	832.35
Kansas City, Memphis & Birmingham R. R.	264.68
New Orleans, Texas & Mexico R. R.	264.48
Orange & Northwestern R. R.	61.55
Paris & Great Northern R. R.	16.26
St. Louis & San Francisco R. R.	3,421.43
St. Louis, San Francisco & Texas Ry.	235.17
Staten Island Rapid Transit Ry.	6,635.67
Toledo & Ohio Central Ry.	17.00
Unadella Valley Ry.	405.97
	19.13

## UNITED STATES EXPRESS COMPANY—CONTINUED

Name of Road.	Miles
Warren & Onacheta Valley Ry. ....	16.00
Washington Run R. R. ....	4.00
Waupaca & Green Bay R. R. ....	9.60
West Virginia Northern R. R. ....	11.00
White Deer & Loganton Ry. ....	24.40
Williamsport & North Branch R. R. ....	44.40
Total .....	28,836.99

Name of Carrier.	Miles
1. Aurora, Elgin & Chicago .....	54.94
Bluffton Geneva & Celina Traction .....	17.89
Chambersburg, Green Castle & Waynesboro Street Ry. ....	24.00
Chicago & Milwaukee Electric R. R. ....	84.39
Chicago, South Bend & Northern Indiana Ry. ....	77.02
Chicago & Southern Traction Co. ....	32.24
Detroit United Ry. ....	395.01
Elgin & Belvidere Electric .....	36.40
Ft. Wayne & Northern Indiana Traction, formerly Ft. Wayne & Wabash Valley Traction .....	138.89
Frederick Railroad Co. ....	18.03
Galesburg & Kewanee Electric Ry. ....	9.00
Grand Rapids, Holland & Chicago Ry. ....	15.90
Hagerstown Ry. Co. of Washington County, Maryland .....	38.29
Illinois Traction System .....	417.15
Indianapolis, Crawfordsville and Western Traction .....	45.10
Indianapolis, New Castle & Toledo Electric Ry. ....	44.56
Indiana Union Traction .....	314.44
Kokomo, Marion & Western Traction .....	28.28
Lake Erie, Bowling Green & Napoleon Ry. ....	25.60
Marion, Bluffton & Eastern Traction .....	31.55
Maryland Electric Ry's .....	25.30
Michigan United Railways .....	133.91
Midland Power & Traction, no compensation for express privileges .....	6.13
Milwaukee Northern .....	56.51
Muncie & Portland Traction .....	31.70
Ohio Electric Co. ....	571.69
Otsego & Herkimer R. R. ....	57.99
Rockford & Interurban Ry. ....	77.40
Southern Michigan Ry. ....	35.00
Tere Haute, Indianapolis & Eastern Traction .....	358.85
Toledo & Chicago Interurban Ry. ....	41.00
Toledo & Indiana Traction .....	55.80
Toledo & Western R. R. ....	20.00
West Chester, Kennett & Wilmington Electric Ry. ....	26.40
Winona Interurban Ry. ....	67.93
2. New Jersey & Wilmington Ferry Co. ....	7.00
Norfolk & Washington, D. C., Steamboat Co. ....	195.70
Pere Marquette Line of Steamers .....	160.00
Potomac & Chesapeake Steamboat Co. ....	104.00
Total .....	3,911.29

## DIRECTORS.

Name	Post-office Address	Date of Expiration of Term
Albert B. Boardman .....	New York City, N. Y. ....	When Suc. is elected
Chauncey H. Crosby .....	New York City, N. Y. ....	When Suc. is elected
Edward T. Platt .....	New York City, N. Y. ....	When Suc. is elected
Frank H. Platt .....	New York City, N. Y. ....	When Suc. is elected
Francis Lynde Stetson .....	New York City, N. Y. ....	When Suc. is elected

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Vice President .....	Chauncey H. Crosby .....	New York City, N. Y.
Secretary .....	Albert B. Boardman .....	New York City, N. Y.
Treasurer .....	Edward T. Platt .....	New York City, N. Y.
General Counsel .....	Frank H. Platt .....	New York City, N. Y.
Accountant .....	John M. Tollman .....	New York City, N. Y.
General Auditor .....	J. L. Tate .....	Jersey City, N. J.
General Manager .....	Chauncey H. Crosby .....	New York City, N. Y.
Traffic Supt. of .....	M. T. Jones .....	New York City, N. Y.

WELLS FARGO & COMPANY, EXPRESS.

MILEAGE COVERED.

Name	Terminals		Miles	Total miles
	From—	To -		
<b>STEAM ROADS—</b>				
Abilene & Southern Railway	Ballinger, Texas	Hamlin, Texas		96.90
Amador Central Railroad	Ione, Cal.	Martel Station, Cal.		12.00
Anderson & Bella Vista Railway	Anderson, Cal.	Bella Vista, Cal.		17.00
Arcata & Mad River Railroad	Arcata, Cal.	Korbel, Cal.		10.00
Arizona Eastern Railroad Company—				
Cochise Division	Cochise, Ariz.	Gleeson, Ariz.	34.50	
Globe Division	Bowie, Ariz.	Globe, Arizona	124.14	
	Globe, Ariz.	Miami, Arizona	10.19	
Phoenix Division	Phoenix, Ariz.	Maricopa, Arizona	34.92	
	Phoenix, Ariz.	Buckeye, Arizona	30.50	
	Tempe, Ariz.	Winkelman, Ariz.	88.07	322.32
Kelvin Division	Red Rock, Ariz.	Silver Bell, Arizona		20.30
Arizona Southern Railroad	Hachita, N. M.	Clifton, Arizona	108.91	
Arizona & New Mexico Railway	L. & H. Jet., N. M.	Lordsburg, N. M.	1.17	110.98
Arkansas Western Railway	Heavener, Okla.	Waldron, Arkansas		31.80
Artesian Belt Railroad	Macdonna, Texas	Christine, Texas		43.00
Athlison, Topeka & Santa Fe Railway	Chicago, Ill.	San Francisco, Cal.	2,571.20	
	Florence, Kas.	Purcell, Okla.	240.70	
	Isleto, N. M.	El Paso, Texas	240.00	
	La Junta, Colo.	Denver, Colorado	182.40	
	Barstow, Cal.	Los Angeles, Cal. (via San Bernardino and Lordsburg)	140.10	
	Ancona, Ill.	Pekin, Ill.	58.00	
	Union Depot Jet., Mo.	Kas. Cy. U. D., Mo.	1.60	
	North Lexington, Mo.	St. Joseph, Mo.	76.30	
	Kansas City U. D., Mo.	A. T. & S. F. Jet., Kansas	1.80	
	Hutchinson Jet., Kas.	Kinsley, Kas.	85.70	
	Englewood Jet., Kas.	Wellington, Kas.	18.50	
	Mulvane, Kas.	Augusta Jet., Kas.	20.90	
	Sand Creek, Kas.	Winfield Jet., Kas.	64.40	
	Wellington, Kas.	Pecos, Texas	688.60	

Attica, Kas.	Medicine Lodge, Kas.	20.90
Wichita Jet., Kas.	East Kingman Jet., Kas.	44.30
West Kingman Jet., Kas.	Pratt, Kas.	34.30
Englewood Jet., Kas.	Englewood, Kas.	165.90
Wellington, Kas.	Caldwell, Kas.	20.70
Wellington, Kas.	Tonkawa, Okla.	43.30
Hutchinson, Kas.	Ponca City, Okla.	144.80
Belvidere, Kas.	Guthrie, Oklahoma	167.20
Terminal Jet., Mo.	Topeka, Kas.	70.50
Little River, Kas.	Holyrood, Kas.	26.10
Abilene, Kas.	Salina, Kas.	22.20
Florence, Kas.	Ellinwood, Kas. (via Little River)	98.70
North Ottawa, Kas.	Eastern Jet., Kas.	70.40
Eastern Jet., Kas.	Longton, Kas. (via Benedict Jet.)	43.40
Benedict Jet., Kas.	Madison, Jet., Kas.	40.00
Eastern Jet., Kas.	Pittsburg, Kas.	53.20
Emporia, Kas.	Moline, Kas. (via Madison Jet.)	84.40
Havana, Kas.	Cedarville, Kas.	38.40
Larned, Kas.	Jetmore, Kas.	46.20
Great Bend, Kas.	Scott City, Kas.	120.00
Wilder, Kas.	Hawthorne, Kas.	45.60
North Ottawa, Kas.	Lawrence, Kas.	26.10
Burlingame, Kas.	Alma, Kas.	33.80
Holiday, Kas.	Emporia Jet., Kas.	98.40
Quenemo, Kas.	Osage City, Kas.	20.00
Strong City, Kas.	Bazar, Kas.	11.70
Manchester, Kas.	Bernard, Kas.	43.10
Strong City, Kas.	Superior, Neb.	157.80
Colony Jet., Kas.	Yates Center, Kas.	24.30
Burlington Jet., Kas.	Gridley, Kas.	52.00
Cherryvale, Kas.	Coffeyville, Kas.	16.50
Eastern Jet., Kas.	Wellington, Kas.	142.10
Independence, Kas.	Tulsa, Okla.	96.70
Cashion, Okla.	Seward, Okla.	10.70
Newkirk, Okla.	Gulf Jet., Okla. (via Esau Jet. and Cushing Jet.)	182.40
Eastern Jet., Okla.	Esau Jet., Okla.	78.10
Ripley, Okla.	Cushing Jet., Okla.	10.10
Pauls Valley, Okla.	Lindsay, Okla.	23.80
Davis, Okla.	Sulphur, Okla.	9.40
Canyon Jet., Texas	La Mesa, Texas	173.90
Slaton Jet., Texas	Post, Texas	22.76
Plainview Jet., Texas	Floydada, Texas	96.10
Coleman, Texas	Sweetwater, Texas	84.50
Canon Jet., Colo.	Canon City, Colo.	39.00
Clelland, Colo.	Rockvale, Colo.	3.60
Holly, Colo.	Swink, Colo. (via Korman Jet.) (Wave-land Jet.—Shelton Jet.)	93.50
Lamar, Colo.	Kornman Jet., Colo.	4.90



WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Las Animas, Co.	Waveland Jct., Colo.	2.80	
	Clovis Jct., N. M.	Belen, N. M.	239.30	
	Socorro, N. M.	Magdalena, N. M.	26.30	
	Lamy, N. M.	Santa Fe, N. M.	18.10	
	Rincon, N. M.	Deming, N. M.	53.50	
	Deming, N. M.	Silver City, N. M.	47.50	
	Nutt, N. M.	Lake Valley, N. M.	12.70	
	Whitewater, N. M.	Fierro, N. M.	20.80	
	Hanover Jct., N. M.	Santa Rita, N. M.	3.30	
	Belen, N. M.	Pavo, N. M.	17.90	
	Sandia, N. M.	Dalles, N. M.	3.50	
	Williams, Ariz.	Grand Canyon, Ariz.	63.80	
	McConico, Ariz.	Chloride, Ariz.	22.00	
	Ash Fork, Ariz.	Phoenix, Ariz.	194.00	
	Phoenix & Eastern Jct.	Crown King, Ariz.	54.00	
	Poland Jct., Ariz.	Poland, Ariz.	7.90	
	A. O. Jct., Ariz.	Cadiz, Cal.	190.50	
	Goffs, Cal.	Ivanpah, Cal.	45.20	
	Barnwell, Cal.	Searchlight, Nev.	22.60	
	Kramer, Cal.	Johannisburg, Cal.	28.50	
	Riverbank, Cal.	Oakdale, Cal.	6.50	
	Richmond, Cal.	Oakland, Cal.	10.90	
	Corcoran, Cal.	Junction, Cal. (via Waukena and Del Rey)	67.60	
	San Bernardino, Cal.	Los Angeles, Cal. (via Richfield and Fullerton)	70.70	
	Fullerton, Cal.	National City, Cal.	108.10	
	Richfield, Cal.	Orange, Cal.	5.80	
	Highgrove, Cal.	Temecula, Cal.	44.80	
	Perris, Cal.	San Jacinto, Cal.	19.40	
	Elsimore Jct.	Elsimore, Cal.	2.00	
	Los Angeles, Cal.	Fallbrook, Cal.	17.80	
	Escondido Jct.	Escondido, Cal.	21.00	
	Redondo Jct., Cal.	Redondo, Cal.	20.40	
	San Bernardino, Cal.	Highland Jct., Cal.	25.40	8,763.66
Bath & Hammondsport Railroad	Bath, N. Y.	Hammondsport, N. Y.		9.33

Bessemer & Lake Erie Railroad	Erie, Pa.	East Pittsburgh, Pa.	158.00	
	Meadville Jct., Pa.	Meadville, Pa.	15.60	
	Meadville Jct., Pa.	Shermansville, Pa.	1.50	
	Shermansville, Pa.	Linesville, Pa.	1.50	
	Lynces Jct. Pa.	Exposition Park, Pa.	.90	
	Branchton, Pa.	Hillard, Pa.	10.30	
	Mercer, Pa.	Mercer Jct., Pa.	.80	
	Conneaut Jct., Pa.	Conneaut, Ohio	12.40	205.00
Big Level & Kinzua Railroad	Mount Jewett, Pa.	Kane, Pa.		12.50
Bullfrog & Goldfield Railroad	Goldfield, Nev.	Beatty, Nev.		74.20
Burrs Ferry, Brownell & Chester Railway	Rockland, Texas	Aldridge, Texas		7.10
Butte, Anaconda & Pacific Railway	Butte, Mont.	Anaconda, Montana		25.70
Butte County Railroad	Chico, Cal.	Stirling, Cal.		31.50
California Western Railroad & Navigation Co.	Fort Bragg, Cal.	Roads End, Cal.		21.00
Caro Northern Railway	Caro, Texas	Mount Enterprise, Texas		16.50
Cement, Tolenas & Tidewater Railroad	Tolenas, Cal.	Cement, Cal.		2.12
Chicago Great Western Railroad	Chicago, Ill.	Oelwein, Iowa	245.91	
	Oelwein, Iowa	Minneapolis, Minn.	189.46	
	Oelwein, Iowa	Kansas City, Mo.	352.58	
	Oelwein, Iowa	Omaha, Neb.	262.80	
	Sycamore, Ill.	DeKalb, Ill.	5.80	
	Wilson Jct., Iowa	Cedar Falls, Iowa	7.70	
	Osage, Iowa	Randolph, Minn.	141.12	
	Randolph, Minn.	Mankato, Minn.	67.06	
	Simpson, Minn.	Winona, Minn.	55.70	
	Eden, Minn.	Mentorville, Minn.	7.00	
	Round House, Iowa	Fort Dodge, Iowa	.80	
	Round House, Iowa	Lehigh, Iowa	13.80	
	Clarion, Iowa	Hayfield, Minn.	100.90	
	Faribault Jct., Min.	Faribault, Minn.	1.43	
	West Red Wing, Minn.	Red Wing, Minn.	1.50	
	Sumner, Iowa	Waverly, Iowa	22.10	
	Sixth St., St. Joseph Mo.	U. D., St. Joseph, Mo.	.10	
	U. D. St. Joseph, Mo.	Monterey St.	.20	1,475.96
Chicago, Milwaukee & Puget Sound Railway	Mobridge, S. D.	Tacoma, Wash.	1,391.50	
	Black River Jct., Wash.	Seattle, Wash.	9.60	
	Colorado Jct., Mont.	Butte, Mont.	1.10	
Montana Railroad	Harlowton, Mont.	Lewiston, Mont.	62.40	
	Moreau Jct., S. D.	Isabel, S. D.	54.70	
	St. Maries, Idaho	Elk River, Idaho	71.70	
	McLaughlin, S. D.	New England, N. D.	133.70	
	Bagley Jct., Wash.	Enumclaw, Wash.	17.80	1,742.50
Chicago, Milwaukee & St. Paul	Chamberlain, S. D.	Rapid City, S. D.	219.10	
	Chicago, Ill.	Milwaukee, Wis.	85.00	
	Rondout, Ill.	Janesville, Wis.	63.70	
	Pacific Jct., Ill.	Savanna, Ill.	132.80	
	Galewood, Ill.	Dunning, Ill.	2.45	
	Ashdale, Ill.	Davenport, Iowa	60.50	
	Savanna, Ill.	Ebner, Ill.	11.60	

Name	Terminals		Miles	Total miles
	From—	To—		
Savanna, Ill.		South Omaha, Neb.	359.00	
Sabula, Iowa		Browns, Iowa	25.60	
Elk River Jct., Iowa		Davenport, Iowa	45.30	
Davenport, Iowa		Jackson Jct., Iowa	153.10	
Eldridge Jct., Iowa		Maquoketa, Iowa	32.30	
Paralta, Iowa		Farley, Iowa	40.80	
Wabasha, Minn.		Chippewa Falls, Wis.	62.70	
Red Cedar Jct., Wis.		Menominee, Wis.	15.90	
Des Moines, Iowa		Spencer, Iowa	157.70	
Rockwell City, Iowa		Storm Lake, Iowa	38.30	
Clive, Iowa		Boone, Iowa	34.80	
Green Island, Iowa		River Jct., Minn.	150.00	
Bellevue, Iowa		Cascade, Iowa	35.60	
Turkey River Jct., Iowa		West Union, Iowa	57.60	
Waukon Jct., Iowa		Waukon, Iowa	22.80	
Reno, Minn.		Isinours, Minn.	63.50	
So. Minneapolis, Minn.		Ortonville, Minn.	177.30	
Hastings, Minn.		Benton Jct., Minn.	53.70	
Glencoe, Minn.		Hutchinson, Minn.	13.80	
Junction Switch, Minn.		Fargo, N. D.	117.00	
Junction Switch, Minn.		Aberdeen, S. D.	109.70	
Millbank, S. D.		Sisseton, S. D.	37.10	
Andover, S. D.		Cogswell, N. D.	50.70	
No. McGregor, Iowa		Chamberlain, S. D.	440.70	
Beulah, Iowa		Elkader, Iowa	19.20	
Spencer, Iowa		Spirit Lake, Iowa	21.40	
Rock Valley, Iowa		Hudson, S. D.	9.60	
Marion Jct., S. D.		Running Water, S. D.	62.40	
Calmar, Iowa		South Minneapolis, Minn.	170.70	
Mendota, Minn.		St. Paul, Minn.	4.77	
Conover, Iowa		Decorah, Iowa	9.00	
Austin, Minn.		Mason City, Iowa	39.80	
Fairbault, Minn.		Zumbrota, Minn.	34.90	
Northfield, Minn.		Cannon Jct., Minn.	32.00	
Farmington, Minn.		Mankato, Minn.	59.80	
Mitchell, S. D.		Aberdeen, S. D.	128.60	

Aberdeen, S. D.	Edgerley, N. D.	63.90
Aberdeen, S. D.	Mobridge, S. D.	98.10
Roscoe, S. D.	Orient, S. D.	41.30
Roscoe, S. D.	Linton, N. D.	75.30
Marion, Iowa	Rutledge, Iowa	92.40
Davenport, Iowa	Ottumwa, Iowa	108.90
Ottumwa Jct., Iowa	Kansas City, Mo.	210.00
Milwaukee, Wis.	La Crosse, Wis.	195.50
Watertown Jct., Wis.	Madison, Wis.	36.60
Portage Jct., Wis.	East Madison, Wis.	34.30
Viroqua Jct., Wis.	Viroqua, Wis.	32.40
Milton Jct., Wis.	Mineral Point, Wis.	89.10
Brodhead, Wis.	New Glarus, Wis.	22.60
Warren, Ill.	Gratiot, Wis.	7.00
Gratiot, Wis.	Schullsburg, Wis.	11.50
Calamine, Wis.	Platteville, Wis.	16.90
Milwaukee, Wis.	Portage, Wis.	98.00
Beaver Dam Jct., Wis.	Beaver Dam, Wis.	2.10
Fox Lake Jct., Wis.	Fox Lake, Wis.	2.10
Granville, Wis.	North Lake, Wis.	19.60
Iron Ridge Jct., Wis.	Fon du Lac, Wis.	28.20
Horicon Jct., Wis.	Berlin, Wis.	42.70
Brandon Jct., Wis.	Markeson, Wis.	11.60
Ripon Jct., Wis.	Oshkosh, Wis.	19.00
Rush Lake Jct., Wis.	Winneconne, Wis.	14.70
Brookfield, Wis.	No. McGregor, Iowa	181.80
Mazomanie, Wis.	Prairie du Sac, Wis.	10.10
Lone Rock, Wis.	Richland Center, Wis.	15.50
Wauzeka, Wis.	La Farge, Wis.	51.40
Racine, Wis.	Kittredge, Ill.	119.60
Elkhorn, Wis.	Eagle Jct., Wis.	16.40
Janesville, Wis.	Beloit Jct., Wis.	14.10
Rockton, Ill.	Davis Jct., Ill.	26.90
No. La Crosse, Wis.	St. Paul, Minn.	127.70
St. Paul, Minn.	Minneapolis, Minn.	10.00
St. Croix Jct., Minn.	Stillwater, Minn.	24.90
Davis Jct., Ill.	Granville, Ill.	68.50
Granville, Ill.	Ogelsby, Ill.	10.40
Ladd, Ill.	Cherry, Ill.	3.00
La Crescent, Minn.	Wessington Springs, S. D.	410.30
Albert Lea, Minn.	St. Clair, Minn.	40.00
Wells, Minn.	Mankato, Minn.	38.10
Madison, S. D.	Bristol, S. D.	103.20
Manilla, Iowa	Sioux City, Iowa	90.30
Sioux City, Iowa	Scotland Jct., S. D.	87.80
Scotland, S. D.	Mitchell, S. D.	47.80
Tripp, S. D.	Stickney, S. D.	41.00
Napa, S. D.	Tyndall, S. D.	21.40
Tyndall, S. D.	Platte, S. S. D.	61.00

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	Elk Point, S. D.	Sioux Falls, S. D.	70.60	
	Sioux Falls, S. D.	Sioux Falls Jet., S. D.	32.30	
	Renner, S. D.	Madison, S. D.	33.70	
	No. Milwaukee, Wis.	Channing, Mich.	223.40	
	Hilbert Jet., Wis.	Appleton, Wis.	20.10	
	Oconto Jet., Wis.	Oconto, Wis.	11.20	
	Ellis Jet., Wis.	Menominee, Mich.	22.20	
	Channing, Mich.	Champion, Mich.	31.00	
	Channing, Mich.	Ontonagon, Mich.	92.50	
	Kelso, Mich.	Crystal Falls, Mich.	6.90	
	Wabasha, Minn.	Zumbrota, Minn.	53.90	
	New Lisbon, Wis.	Babcock, Wis.	32.50	
	Tomah, Wis.	Babcock, Wis.	29.70	
	Babcock, Wis.	Pittsville, Wis.	9.90	
	Babcock, Wis.	Starlake, Wis.	150.80	
	Pittsville Jet., Wis.	Vesper, Wis.	8.20	
	Dexterville Jet., Wis.	Romadka, Wis.	27.40	
	Nekoosa Jet., Wis.	Nekoosa, Wis.	2.92	
	Otis, Wis.	Gleason, Wis.	31.64	
	La Crescent, Minn.	Bridge Switch, Minn.	1.00	
Chicago, Peoria & St. Louis Railway	Mason City, Iowa	Mason City Jet., Iowa	.30	7,352.48
	Peoria, Ill.	St. Louis, Mo.	201.17	
	Havana, Ill.	Jacksonville, Ill.	41.75	
Chicago & Erie Railroad	Lock Haven, Ill.	Grafton, Ill.	8.16	251.08
Cincinnati, Hamilton & Dayton Railway	Marion, Ohio	Chicago, Ill.		269.00
Colorado Midland Railway	Dayton, Ohio	Cincinnati, Ohio		60.00
	Colorado Springs, Colo.	Grand Jet., Colorado	258.40	
	Basalt, Colo.	Aspen, Colorado	18.40	
Colorado & Wyoming Railway— Southern Division	Arkansas Jet., Colo.	Leadville, Colorado	3.80	320.60
	Trinidad, Colo.	Terico, Colorado	31.39	
Wyoming Division	Primero Jet., Colo.	Primero, Colo.	2.57	
	Hartville, Jet., Wyo.	Sunrise, Wyoming	14.15	
	Guernsey Jet., Wyo.	Guernsey, Wyoming	.72	48.83
Colusa & Lake Railroad	Colusa, Cal.	Sites, Cal.		22.00
Concho, San Saba & Llano Valley Railway	Miles, Texas	Point Rock, Texas	17.00	

Copper Range Railroad	San Angelo, Texas	Sterling City, Texas	42.30	59.30
	Mass, Mich.	Calumet, Mich.	18.60	
	Mill Mine Jet., Mich.	Painesdale, Mich.	4.00	
	Greenland Jet., Mich.	Greenland, Mich.	2.30	
	Calumet Jet., Mich.	Larium, Mich.	1.60	
	Mill Mine Jet., Mich.	Beacon Hill, Mich.	10.00	
	Red Ridge Jet., Mich.	Red Ridge, Mich.	.50	77.40
Copper River & Northwestern Railway	Cordova, Alaska	Chitina, Alaska		131.00
Cirvallis & Eastern Railroad	Yaquina, Ore.	Hoover, Oregon, N. O.		140.20
Crosbyton-Southplains Railroad	Lubbock, Texas	Crosbyton, Texas		38.30
Crystal City & Uvalde Railroad	Uvalde Jet., Texas	Carrizo, Springs, Texas	53.00	
	Crystal City, Texas	Gardondale, Texas	40.80	93.80
Dansville & Mt. Morris Railroad	Mt. Morris, N. Y.	Dansville, N. Y.		14.60
Denver, Boulder & Western Railroad	Boulder, Colo.	Ward, Colorado	26.10	
	Sunset, Colo.	Eldora, Colorado	20.10	46.20
El Paso & Northeastern Railroad	El Paso, Texas	Carrizo, N. M.	144.71	
El Paso & Northeastern Railway	Carrizo, N. M.	Capitan, N. M.	21.01	
El Paso & Rock Island Railway	Carrizo, N. M.	Santa Rosa, N. M.	128.21	
Alamagorada & Sacramento Mt. Railway	Alamagorda, N. M.	Clouderoft, N. M.	26.10	
Dawson Railway	Tucumcari, N. M.	Dawson, N. M.	131.91	451.94
El Paso & Southwestern Railroad	El Paso, Texas	Benson, Arizona	295.50	
	Osborn, Ariz.	Bisbee, Arizona	8.80	
	Fairbank, Ariz.	Tombstone, Arizona	4.00	
	Douglas, Ariz.	Courtland, Arizona	35.70	349.00
Erie Railroad	New York, N. Y.	Salamanca, N. Y.	414.50	
	West End, N. J.	Newark Jet., N. Y.	16.50	
	Ridgewood Jet., N. J.	Rutherford Jet., N. J.	9.80	
	Suffern, N. Y.	Sparkill, N. Y.	15.90	
	Greycourt, N. Y.	Vails Gate Jet., N. Y.	13.80	
	Newburg Jet., N. Y.	Newburg, N. Y.	17.00	
	Goshen, N. Y.	Montgomery, N. Y.	10.20	
	Goshen, N. Y.	Pine Island, N. Y.	11.90	
	Middletown, N. Y.	Pine Bush, N. Y.	13.50	
	Lackawaxen, Pa.	Scranton, Pa.	51.90	
	West Hawley, Pa.	Honesdale, Pa.	9.00	
	West Lake Jet., Pa.	Lake Ariel, Pa.	1.40	
	Lanesboro, Pa.	Carbondale, Pa.	37.40	
	Elmira, Henry St., N. Y.	Hoytville, Pa.	60.10	
	Tioga Jet., Pa.	Lawrenceville, Pa.	3.40	
	Blossburg, Pa.	Morris Run, Pa.	3.60	
	Carrollton, N. Y.	Johnsonburg, Pa.	53.70	
	Crawford Jet., Pa.	Alton, Pa.	1.70	
	Painted Post, N. Y.	Rochester, N. Y.	22.90	
	Avon, N. Y.	Attica, N. Y.	34.90	
	Avon, N. Y.	Mt. Morris, N. Y.	15.30	
	Conesus Lake Jet., N. Y.	Lakeville, N. Y.	2.00	
	Hornell, N. Y.	Buhalo, N. Y.	92.30	
	East Buffalo, N. Y.	Suspension Bridge, N. Y.	23.50	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From	To		
New York & Greenwood Lake Railway	Buffalo, N. Y.	Jamestown, N. Y.	69.10	
	Salamanca, N. Y.	Dunkirk, N. Y.	45.80	
	Jersey City, N. J.	Coopers, N. J.	47.70	
	Ridgewood Jct., N. J.	Ridgewood, N. J.	2.60	
	Great Notch, N. J.	Essex Falls, N. J.	5.10	
New York, Pennsylvania & Ohio Railroad	Forest Hill, N. J.	Orange, N. J.	2.20	
	Salamanca, N. Y.	Marion, Ohio (via Youngstown)	206.10	
	Bohannon, Pa.	Oil City, Pa.	325.50	
	Sharon, Pa.	Newcastle, Pa.	25.70	
	Pymatuning, Pa.	Warren, Pa.	25.10	
	Niles, Ohio	Lisbon, Ohio	35.30	
Escanaba & Lake Superior Railroad	Leavittsburg, Ohio	Cleveland, Ohio	49.20	
	Marion, Ohio	Dayton, Ohio	82.70	1,739.10
	Channing, Mich.	Flushing, Mich.	60.30	
Franklin & Abbeville Railroad	Northland, Mich.	Kates, Mich.	17.95	83.30
	Franklin, Ia.	New Iberia, La.	31.85	
Gallatin Valley Railway	David, La.	Milton, La.	17.40	49.57
	Three Forks, Mont.	Lawson, Mont.	38.57	
Galveston, Harrisburg & San Antonio Railway	Belgrade Jct., Mont.	Belgrade, Mont.	5.25	
	Roseman Hot Springs	Salisbury, Mont.	4.75	48.33
	Houston, Texas	Del Rio, Texas	279.00	
	Del Rio, Texas	Del Strande (S. L.)	454.33	
	Cloftard Jct., Texas	Eagle Pass, Texas	35.50	
	Harwood, Texas	Galveston, Texas	27.63	
	Smyth Jct., Texas	La Grange, Texas	28.50	
	Houston, Texas	Galveston, Texas	25.60	
	Stella, Texas	Harrison, Texas	7.80	
	Rosenberg, Texas	Beville, Texas	116.30	
	Wharton Jct., Texas	Palacios, Texas	68.09	
	Bay City Jct., Texas	Hawkinsville, Texas	17.10	
	San Antonio, Texas	Fort Lavaca, Texas	140.59	1,847.14
	Bay City, Kas.	Scott City, Mo.	42.00	
	Lufkin, Texas	Groveton, Texas	42.00	36.99
Garden City, Gulf & Northern Railroad	Purcell, Okla.	Galveston, Texas	517.50	
Groveton, Lufkin & Northern Railroad				
Gulf, Colorado & Santa Fe Railway				
	Cleburne, Texas	Paris, Texas	151.80	
	Ladonia, Texas	Honey Grove, Texas	11.00	
	Dallas Jct., Texas	Dallas, Texas	1.00	
	East Dallas, Texas	Dallas, Texas	2.00	
	Weatherford Jct., Texas	Weatherford, Texas	40.10	
	Pempe, Texas	San Angelo, Texas	27.40	
	Coleman Jct., Texas	Coleman, Texas	4.80	
	Belton, Jct., Texas	Belton, Texas	1.40	
	Lampasas Jct., Texas	Lampasas, Texas	1.00	
	Alvin, Texas	Houston, Texas	25.50	
	Bonns, Texas	Garwood, Texas	9.80	
	Sesly, Texas	Matagorda, Texas	90.00	
	Eagle Lake Jct., Texas	Eagle Lake, Texas	70	
	Somerville, Texas	Silsbee, Texas	151.70	
	Silsbee, Texas	Beaumont, Texas	21.00	
	Silsbee, Texas	Center, Texas	119.20	
	Bragg, Texas	Saratoga, Texas	9.10	
	Kirbyville, Texas	Oakdale, La.	80.70	
	Montgomery Jct., Texas	Montgomery, Texas	90	
	Longview, Texas	Emmons, Texas	73.00	
Texas & Gulf Railway	Beaumont, Texas	Zuber, Texas	22.30	1,565.66
Gulf & Interstate Railway		Galveston, Texas		76.70
Gulf & Sabine River Railway		Fullerton, La.		4.00
Holton Interurban Railway	Nitrau, Ia.	Holville, Cal.		10.47
Houston, East & West Texas Railway	El Centro, Cal.	Logansport, La.	191.50	
(Houston & Shreveport Railroad)		Shreveport, La.	29.40	230.90
Houston & Texas Central Railroad	Logansport, La.	Denison, Texas	257.80	
	Houston, Texas	Fort Worth, Texas	22.20	
	Hutchins, Texas	Lancaster, Texas	4.30	
	Bremont, Texas	Waco, Texas	45.40	
	Nellevea Jct., Texas	Mexia Jct., Texas	91.00	
	Hempstead, Texas	Marble Falls, Texas	188.78	
	Austin Jct., Texas	Austin, Texas	1.24	
	Wilkie, Texas	Lampasas, Texas	23.64	
	Fairland, Texas	Llano, Texas	28.55	774.94
Independence & Monmouth Railway	Independence, Ore.	Monmouth, Oregon	2.00	
	Dallas, Ore.	Airle, Oregon	16.20	18.20
Kanona & Prattburg Railway	Kanona, N. Y.	Prattburg, N. Y.		12.00
Kansas City, Clinton & Springfield Railway	Kansas City, Mo.	Springfield, Mo.		14.00
Kansas City & Memphis Railway	Rogers, Ark.	Siloam Springs, Ark.		21.10
Kansas City Southern Railway	Kansas City, Mo.	Port Arthur, Texas	786.50	
(Texarkana & Ft. Smith Railway)				
	Spiro, Okla.	Fort Smith, Arkansas	16.10	
	DeQuincy, La.	Lake Charles, La.	22.30	
	Depot Jct., Texas	Texasarkana, Texas	30	
	North "Y" Switch	Shreveport, La.	1.30	
	South "Y" Switch	Shreveport, La.	20	87.40
Kansas City Suburban Railway	Kansas City, Mo.	Independence, Mo.		11.00
Kansas Southwestern Railway	Arkansas City, Kas.	Anthony, Kansas	39.50	



WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
Rio Grande Western Railway (including San Pete Valley Railway)	Grand Junction, Colo.	Ogden, Utah	328.00	
	Thistle Jet., Utah	Marysvale, Utah	132.00	
	Roper, Utah	Park City, Utah	31.00	
	Springville, Utah	Mamouth, Utah	42.00	
	Provo, Utah	Heber, Utah	26.00	
	Mounds, Utah	Sunnyside, Utah	17.00	
	Bingham Jet., Utah	Bingham, Utah	14.00	
	Colton, Utah	Clear Creek, Utah	21.00	
San Pete Valley Railway	Nephi, Utah	Manti, Utah	42.00	634.30
Rogue River Valley Railway	Medford, Ore.	Jacksonville, Oregon	6.00	
Sacramento Valley & Eastern Railway	Pitt, Cal.	Bully Hill, Cal.	15.00	
St. Joseph & Grand Island Railway	Kansas City, Mo.	Grand Island, Neb.	312.00	
	Stout, Kas.	Highland, Kas.	7.10	319.70
St. Louis, Brownsville & Mexico Railway	Houston, Texas	Brownsville, Texas	372.40	
	Harlingen, Texas	San Fordyce, Texas	53.40	
	Robstown, Texas	Corpus Christi, Texas	15.80	
	Bloomington, Texas	Port O'Connor, Texas	38.50	
	Buckeye, Texas	College Port, Texas	16.10	466.60
St. Louis Merchants Bridge Terminal		(No mileage)		
St. Louis, Rocky Mountain & Pacific Railway	Des Moines, N. M.	Ute Park, S. M.	94.23	
	Koehler Jet., N. M.	Koehler, N. M.	2.30	
	Clifton House, N. M.	Raton, N. M.	6.44	102.87
Salem, Falls City & Western Railway	Black Rock, Ore.	West Salem, Oregon		27.00
San Antonio & Arkansas Pass Railway	Houston, Texas	San Antonio, Texas	237.80	
	Waco, Texas	Yoakum, Texas	170.40	
	Kennedy, Texas	Corpus Christi, Texas	87.50	
	Gregory, Texas	Rockport, Texas	21.00	
	Skidmore, Texas	Alice, Texas	43.20	
	Alice, Texas	Palfurius, Texas	34.30	
	Shiner, Texas	Lockhart, Texas	54.10	
	San Antonio, Texas	Kerrville, Texas	70.50	721.70
San Antonio & Rio Grande Railway	San Juan, Texas	Chapin, Texas		9.80
San Diego Southern Railway	San Diego, Cal.	Tai Juana, Cal.	18.70	
	Sweetwater Jet., Cal.	Bonita, Cal.	3.00	
	San Diego, Cal.	Ocean Beach, Cal.	7.50	29.20

San Diego & Cuyamaca Railway	San Diego, Cal.	Foster, Cal.		25.20
Sheridan & Willamina Railway	Sheridan, Ore.	Williamina, Oregon		5.50
Sierra Railway of California	Oakdale, Cal.	Tuolumne, Cal.	56.78	
	Jamestown, Cal.	Angeles, Cal.	19.30	76.08
Silver Fork Railroad	Blair Jet., Nev.	Blair, Nev.		17.50
Southern Pacific Company (Pacific System)	San Francisco, Cal.	Ogden, Utah (via Port Costa-Benicia and Lucia Cut-off)	781.40	
	Roseville, Cal.	Portland, Oregon (via Marysville and Albany Jet.)	604.46	
	San Francisco, Cal.	Burbank, Cal. (via So. S. F.-San Bruno-Mayfield Sta. Clara-College Park-San Jose-Carnadero-Montalva-Oxnard)	459.50	
	Sacramento, Cal.	Rio Grande S. L. (via Lathrop-Fresno-Goshen-Naud Jet.)	1,259.80	
	Weed, Cal.	Klemath Falls, Oregon	85.80	
	Wyo, Cal.	Hamilton, Cal.	10.40	
	Davis, Cal.	Tehama, Cal.	119.70	
	Woodland, Cal.	Marysville, Cal.	37.50	
	Binney Jet., Cal.	Oroville, Cal.	24.50	
	Willows, Cal.	Fruto, Cal.	17.00	
	Brighton, Cal.	Placerville, Cal.	54.00	
	Jura, Cal.	Fair Oaks Bridge, Cal.	1.50	
	Port Costa, Cal.	Tracy, Cal.	51.10	
	Niles, Cal.	Tracy, Cal.	41.60	
	Sacramento, Cal.	Freeport, Cal.	8.70	
	Elmhurst, Cal.	Siles, Cal.	15.80	
	Lathrop, Cal.	Tracy, Cal.	10.70	
	Tracy, Cal.	Fresno, Cal.	126.20	
	Avon, Cal.	Radum, Cal.	29.70	
	Peters, Cal.	Milton, Cal.	11.50	
	Niles, Cal.	San Jose, Cal.	17.50	
	Shellmound, Cal.	Berkeley, Cal.	3.00	
	Stockton, Cal.	Merced, Cal.	72.00	
	Woodridge, Cal.	Valley Springs, Cal.	29.40	
	Galt, Cal.	Ione, Cal.	27.10	
	Berenda, Cal.	Raymond, Cal.	20.90	
	Napa Jet., Cal.	Suisun, Cal.	12.80	
	Elmira, Cal.	Rumsey, Cal.	51.00	
	Vallejo, Jet., Cal.	Calistoga, Cal.	43.70	
	Napa Jet., Cal.	Santa Rosa, Cal.	56.70	
	Wingo, Cal.	Ramal, Cal.	2.00	
	Buchli, Cal.	Union, Cal.	8.60	
	San Francisco, Cal.	Mingo, Cal.	36.20	
	Castroville, Cal.	Pacific Grove, Cal.	17.90	
	Pajaro, Cal.	Santa Cruz, Cal.	20.20	
	Carnadero, Cal.	Tres Pinos, Cal.	18.00	
	Baden, Cal.	San Francisco, Cal.	1.60	
	Surf, Cal.	Lompoo, Cal.	9.70	
	Hillsdale, Cal.	New Almaden, Cal.	7.50	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
	San Francisco, Cal. ....	San Bruno, Cal. (via Ocean View).....	13.00	
	West Oakland, Cal.,.....	Santa Clara, Cal. (via Elmhurst and Newark).....	31.00	
	San Francisco, Cal. ....	Alameda, Cal. (via Alameda Mole).....	10.00	
	First and Webster Sts., Oakland, Cal. ....	Alameda Jet. and Alameda, Cal. ....	5.00	
	College Park, Cal. ....	Santa Cruz, Cal. ....	35.00	
	Boulder Creek, Cal. ....	Felton, Cal. ....	7.00	
	Campbell, Cal. ....	New Almaden, Cal. ....	9.00	
	Mayfield, Cal. ....	Vasona Jet., Cal. ....	16.30	
	Redwood, Cal. ....	Niles, Cal. (via Newark cut off).....	17.50	
	Fresno, Cal. ....	Famosa, Cal. (via Exeter).....	104.50	
	Fresno, Cal. ....	Friant, Cal. ....	24.40	
	Kerman, Cal. ....	Armona, Cal. ....	36.20	
	Coalinga, Cal. ....	Exeter, Cal. ....	73.20	
	Shorb, Cal. ....	Pasadena, Cal. ....	4.80	
	Shorb, Cal. ....	Duarte, Cal. ....	12.40	
	Los Alamos, Cal. ....	West Anaheim, Cal. ....	9.40	
	Newport Beach, Cal. ....	Benedict Jet. Cal. ....	15.80	
	Tustin Jet., Cal. ....	Tustin, Cal. ....	10.50	
	Los Angeles, Cal. ....	Florence, Cal. ....	5.40	
	Studebaker, Cal. ....	Whittier, Cal. ....	5.90	
	West Anaheim, Cal. ....	Anaheim Jet., Cal. ....	3.10	
	Florence, Cal. ....	Newport Beach, Cal. (via West Anaheim and Tustin Jet.).....	39.10	
	Florence, Cal. ....	San Pedro, Cal. ....	16.40	
	Thenard, Cal. ....	Long Beach, Cal. ....	3.30	
	Redlands Jet., Cal. ....	Motor Jet., Cal. ....	.50	
	Riverside, Cal. ....	San Bernardino, Cal. ....	10.40	
	San Bernardino, Cal. ....	Crafton, Cal. ....	13.50	
	Imperial Jet., Cal. ....	Calexico, Cal. ....	40.50	
	Hanlon Jet., Cal. ....	Andrade, Cal. ....	2.20	
	Bassett, Cal. ....	Pomona, Cal. ....	17.80	
	Pomona, Cal. ....	Ontario, Cal. (via Chino).....	10.80	
	Montalvo, Cal. ....	Saugus, Cal. ....	45.50	
	Nordhoff, Cal. ....	Ventura, Cal. ....	15.00	

	Kern Jet., Cal. ....	McKittrick, Cal. ....	47.00	
	Corinne, Utah ....	Kelton, Utah ....	67.10	
	Derby, Nev. ....	Wadsworth, Nevada ....	5.00	
	T. & N. R. R. Jet. ....	Calabasas, Arizona ....	55.00	
	Mohawk Jet., Oregon.....	Natron, Oregon ....	3.80	
	Mohawk Jet., Oregon.....	Wendling, Oregon ....	16.00	
	Springfield Jet., Oregon.....	Springfield, Oregon ....	1.30	
	Albany Jet., Oregon.....	Tallman, Oregon ....	7.30	
	Woodburn, Oregon ....	Mohawk, Oregon (via Tallman).....	94.79	
	Portland, Oregon ....	Corvallis, Oregon (via Forest Grove).....	96.50	
	Portland, Oregon ....	St. Joseph, Oregon (via Oswego) .....	36.63	
	Brod Mead, Oregon.....	Sheridan, Oregon ....	7.00	
	Whiteson, Oregon.....	Arlie, Oregon ....	35.10	
	Beaverton, Oregon.....	Cook, Oregon ....	7.40	
	Willsburg Jet., Oregon.....	Oswego, Oregon ....	3.40	
	Marshfield, Oregon.....	Myrtle Point, Oregon.....	28.00	
	Hazen, Nev. ....	Keeler, Cal. ....	288.40	
	Owenyo, Cal. ....	Mojavo, Cal. ....	143.50	
	Hazen, Nev. ....	Fellon, Nevada ....	15.80	
	Churchill, Nev. ....	Mound House, Nevada.....	26.50	
	Benson, Ariz. ....	Nogales, Arizona ....	88.40	5,989.18
	Naco, Ariz. ....	Arizona, Mex., S. L. ....		1.00
	Stephenville, Texas.....	Gatesville, Texas ....		75.44
	East Bakersfield, Cal. ....	Maricopa, Cal. ....	41.20	
	Portland, Cal. ....	Fellow, Cal. ....	15.94	57.14
	Tacoma, Wash. ....	Morton, Wash. ....	67.30	
	Park Jet., Wash. ....	Ashford, Wash. ....	5.50	
	Salsich Jet., Wash. ....	Cosmopolis, Wash. ....	88.00	
	East Creek Jet., Wash. ....	Ladd, Wash. ....	3.00	163.80
	Bloomburg, Texas.....	Atlanta, Texas ....		8.00
	Waco, Texas ....	Rotan, Texas ....	267.25	
	De Leon, Texas ....	Cross Plains, Texas.....	40.20	307.43
	Corpus Christi, Texas.....	Laredo, Texas ....		159.70
	Ennis, Texas ....	Paris, Texas ....		124.31
	Rusk, Texas ....	Palestine, Texas.....		32.56
	Dallas, Texas ....	Sabine, Texas ....	319.00	
	Houston, Texas ....	Sabine River, Texas.....	112.50	
	Nome, Texas ....	Sour Lake, Texas.....	7.20	
	Gallatin, Texas ....	Rusk, Texas ....	8.00	
	West Port Arthur, Texas.....	Port Arthur, Texas.....	3.20	450.00
	Timson, Texas ....	Henderson, Texas.....		34.00
	Mina, Nev. ....	Tonopah, Nevada.....	68.90	
	Columbia, Jet., Nev. ....	Goldfield, Nevada.....	28.90	97.80
	Ludlow, Cal. ....	Beatty, Nevada.....	168.49	
	Gold Center ....	Rhyolite, Nevada.....	5.50	173.99
	Winnfield, La. ....	Tremont, La. ....		50.00
	Mack, Colorado.....	Dragon, Utah ....	55.00	
	Reno, Nevada.....	Virginia, Nevada.....	52.20	

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
Washington, Idaho & Montana Railway.....	Carson, Nevada .....	Minden, Nevada .....	15.40	67.60
Western Allegheny Railroad.....	Bovill, Idaho .....	Palouse, Wash. ....		47.00
White Pass & Youkon Route.....	Dewey, Pa. ....	East New Castle, Pa. ....		13.45
White Sulphur Springs & Yellowstone Park Railway .....	Skagway, Alaska .....	Alaska-Dominion of Canada, S. I. ....		20.00
Yosemite Valley Railroad.....	Ringling, Montana .....	White Sulphur Springs, Montana.....		22.85
Yreka Railroad .....	Merced, Cal. ....	El Portal, Cal. ....		77.10
	Montague, Cal. ....	Yreka, Cal. ....		8.00
<b>ELECTRIC LINES—</b>		<b>Total.....</b>		<b>41,350.57</b>
Centerville Light & Traction Company.....	Mystic, Iowa .....	Centerville, Iowa .....		6.64
Central California Traction Company.....	Stockton, Cal. ....	Sacramento, Cal. (via Oak Park).....	52.59	
	Lodi Jet., Cal. ....	Lodi, Cal. ....	2.00	54.59
Chicago, Lake Shore & South Bend Railway.....	South Bend, Ind. ....	Pullman, Ill. ....		56.70
Columbus, Delaware & Marion Railway.....	Marion, Ohio .....	Columbus, Ohio .....		48.70
Columbus, Marion & Bucyrus Railway.....	Marion, Ohio .....	Bucyrus, Ohio .....		18.00
Dayton, Springfield & Xenia Southern Railway.....	Dayton, Ohio .....	Xenia, Ohio .....	18.00	
	Belmont, Ohio .....	Spring Valley, Ohio.....	14.00	32.00
Detroit, Monroe & Toledo Short Line Railway.....	Detroit, Mich. ....	Toledo, Ohio .....		57.26
Eastern Wisconsin Railway & Light Company.....	Fond du Lac, Wis. ....	Neenah, Wis. (approx.).....		33.75
Electric Package Agency.....				
Cleveland, Southwestern & Columbus Rail- way .....	Norwalk, Ohio .....	Wooster, Ohio (via Cleveland).....	114.30	
Lake Shore Electric Railway.....	Cleveland, Ohio .....	Toledo, Ohio .....	119.92	
	Ceylon Jet., Ohio.....	Sandusky, Ohio .....	14.67	
	Norwalk, Ohio .....	Sandusky, Ohio .....	18.72	
	Sandusky Jet., Ohio.....	Sandusky, Ohio .....	22.30	
	Shelby, Ohio .....	Mansfield, Ohio .....	11.50	
	Cleveland, Ohio .....	Canal Dover, Ohio.....	91.89	34.10
Mansfield Railway, Light & Power Co.....	Elmira, N. Y. ....	Watkins, N. Y. ....		22.00
Northern Ohio Traction & Light Company.....	North Tonawanda, N. Y. ....	Lockport, N. Y. ....		13.75
Elmira & Seneca Lake Traction Company.....	Decatur, Ind. ....	Fort Wayne, Ind. ....		11.70
Eric Railroad—International Railway Company.....	Hanover, Ill. ....	No. Hanover, Ill. ....		3.00
Fort Wayne & Springfield Railway.....				
Hanover Railway .....				

Inter-Urban Railway .....	Colfax, Iowa .....	Perry, Ia. ....	59.00	
	Moran, Iowa .....	Woodward, Ia. ....	3.50	
Joliet & Southern Traction Company.....	Freight House, Iowa.....	Klondike Jet., Ia. (via Norwoodville).....	9.70	71.20
Los Angeles Pacific Railway.....	Joliet, Ill. ....	Aurora, Ill., and Chicago Heights, Ill. ....		48.00
Los Angeles & Redondo Electric Railway.....	Los Angeles, Cal. ....	Redondo and Branches.....		33.00
	Los Angeles, Cal. ....	Redondo, Cal. ....	20.51	
Mahoning & Shenango Valley Railway.....	Double Track Jet. ....	Double Track Jet. ....	11.31	31.82
	Newcastle, Pa. ....	Sharon, Pa. ....	23.36	
Northern Electric Railway .....	Newcastle, Pa. ....	Youngstown, Ohio .....	19.00	42.36
	Chico, Cal. ....	Sacramento, Cal. ....	90.53	
Oakland & Antioch Railway .....	Tres Vias, Cal. ....	Oroville, Cal. ....	5.74	96.27
Ohio Electric Railway .....	Bay Point, Cal. ....	Walnut Creek, Cal. ....		8.00
Oregon Electric Railway .....	Durbin, Ohio .....	Springfield, Ohio .....		4.75
	Portland, Ore. ....	Salem, Ore. ....	49.70	
Pacific Electric Railway .....	Garden Home, Ore. ....	Forest Grove, Ore. ....	19.17	68.87
	Glendora, Cal. ....	Balboa, Cal. (via Los Angeles).....	65.50	
	Watts, Cal. ....	Santa Ana, Cal. ....	26.55	
	Dominguez Jet., Cal. ....	San Pedro, Cal. ....	9.37	
	Los Angeles, Cal. ....	Whittier, Cal. ....	17.35	
	Oneonta, Cal. ....	So. Pasadena, Cal. ....	.42	
	San Morena, Cal. ....	Sierra Madre, Cal. ....	7.45	
	Pasadena, Cal. ....	El Comino, Cal. ....	2.00	
	So. Pasadena, Cal. ....	Altadena, Cal. ....	6.58	
	Sierre Vista, Cal. ....	San Gabriel, Cal. ....	3.56	
	Covina Jet., Cal. ....	Covina, Cal. ....	18.26	
	Willows Jet., Cal. ....	Alamitos Heights, Cal. ....	6.78	
	Los Nietos, Cal. ....	La Habra, Cal. ....	7.60	
	Los Angeles, Cal. ....	So. Pasadena (via Highland Park).....	8.94	
	Santa Ana, Cal. ....	Huntington Beach, Cal. ....	13.54	
Los Angeles Interurban Railway.....	San Pedro, Cal. ....	Glendale (via Los Angeles).....	33.49	227.46
Peninsular Railway .....	San Jose, Cal. ....	San Jose, Cal. (via Bird Ave. and Mer- idan .....	56.30	
	Meridan, Cal. ....	Palo Alto, Cal. ....	15.29	41.59
Peoples Traction Company .....	Galesburg, Ill. ....	Abingdon, Ill. ....		13.50
Pittsburg, Harmony, Butler & Newcastle Rail- way .....	Pittsburg, Pa. ....	Newcastle, Pa. ....	52.50	
Portland Railway, Light & Power Company.....	Evans City, Pa. ....	Butler, Pa. ....	12.00	64.50
Riverside & Arlington Electric Railroad.....	Portland, Ore. ....	St. John, Ore. ....		4.00
	Riverside, Cal. ....	West Arlington, Cal. ....	7.50	
	Riverside, Cal. ....	Crestmore, Cal. ....	3.60	11.10
Rock Island Southern Electric Railway.....	Galesburg, Ill. ....	Monmouth, Ill. ....		16.00
San Bernardino Valley Traction Company.....	Arrowhead Springs, Cal. ....	Redlands, Cal. ....	16.10	
	Colton, Cal. ....	Highlands, Cal. ....	10.47	26.57
Sandusky, Norwalk & Mansfield Electric Rail- way .....	Norwalk, Ohio .....	Shelby, O. ....	31.00	
	New Haven, Ohio.....	Chicago, Ohio .....	2.50	33.50
San Francisco, Vallejo & Napa Valley Railroad.....	Vallejo, Cal. ....	St. Helena, Cal. ....		32.20
Sheboygan Light, Power & Railway Company.....	Plymouth, Wis. ....	Sheboygan, Wis. ....		15.00
Springfield & Xenia Railway.....	Springfield, Ohio .....	Xenia, Ohio .....		19.40



WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
Stark Electric Railroad	Salem, Ohio	Canton, Ohio		33.42
Stockton Terminal & Eastern Railroad	Stockton, Cal.	Linden, Cal.		13.00
Tama & Toledo Electric Railway & Light Co.	Tama, Iowa	Toledo, Iowa		2.50
The Warren Company	Bisbee, Ariz.	Warren, Ariz.		3.20
Warren & Jamestown Street Railway	Jamestown, N. Y.	Warren, Pa.		21.50
Waterloo, Cedar Falls & Northern Railway	Cedar Falls, Iowa	Waverly, Ia.		20.82
Youngstown & Ohio River Railroad	Salem, Ohio	East Liverpool, Ohio		35.35
Youngstown & Southern Railway	Youngstown, Ohio	Lectonia, Ohio		19.00
<b>Total</b>				<b>1,909.08</b>
<b>INLAND STEAMBOAT—</b>				
Coquille River Transportation Company	Coquille, Ore.	Bandon, Ore.		25.00
Lake Keuka Navigation Company	Hammondsport, N. Y.	Penn Yan, N. Y.		22.00
Lake Tahoe Railway Transportation Company	Tahoe, Cal.	Tahoe, Cal. (via Tallac & Glenbrook)		69.87
Monticello Steamship Company	San Francisco, Cal.	Vallejo, Cal.		30.00
Newport Navigation Company	Yaquina, Ore.	Newport, Ore.		4.00
Levi Smith	Marshfield, Ore.	North Bend, Ore.		4.00
Southern Pacific Company	San Francisco, Cal.	Sacramento, Cal.		125.00
<b>Total</b>				<b>279.87</b>
<b>GREAT LAKES STEAMER MILEAGE—</b>				
Cleveland & Buffalo Transit Company	Service between Buffalo, N. Y. and	Cleveland, Ohio		183.00
Detroit & Cleveland Navigation Company	Cleveland, Ohio	Detroit, Mich.	110.00	
	Buffalo, N. Y.	Detroit, Mich.	265.50	375.50
<b>Total</b>				<b>558.50</b>

STAGE LINES—

Amador Central Railroad	Martel Sta., Cal.	Jackson, Cal.	2.50	
	Martel Sta., Cal.	Plymouth, Cal. (via Sutter Creek and Amador, Cal.)	11.50	14.00
Bagin, F. E.	Hot Springs, Cal.	Susanville, Cal.		25.00
Ball, J.	Rohnerville Sta., Cal.	Rohnerville, Cal.		1.50
Barnard, L.	Westport, Cal.	Casper and Mendocino, Cal. (via Fort Bragg, Cal.)	26.50	
	Willits, Cal.	Roads End, Cal.	12.00	38.50
Box, W. G.	Thorne, Nev.	Hawthorne, Nev.		6.00
Brice, G. M.	Singlesy, Cal.	Ferndale, Cal.		4.00
Burkham & Son	Hawthorne, Nev.	Bodie, Cal.		37.00
Coates, J. P.	Laws, Cal.	Bishop, Cal.		5.00
Consolidated Stage Company	Alturas, Cal.	Lakeview, Ore.		60.00
Davis & Rose	Tunitas Glen, Cal.	Pescadero, Cal. (via San Gregorio)		13.00
Delaware Valley Transportation Company	Port Jervis, N. Y.	Milford, Pa.		7.00
Dolley, Edw.	Truckee, Cal.	Hobart Mills, Cal.		6.00
Dugan, T. C.	Carbondale, Cal.	Plymouth, Cal.		12.00
Gardner, G. C.	Napa, Cal.	Monticello, Cal.		27.00
Houser, Wm. M.	Johannisburg, Cal.	Randsburg, Cal.		1.50
Johnson & Burket	Redding, Cal.	Weaverville, Cal., and intermediates		50.50
Lake County Auto Transportation Company	Pieta, Cal.	Upper Lake, Cal. (via Lakeport)	34.0	
	Pieta, Cal.	Kelseyville, Cal. (via Highland Springs)	21.00	55.00
Levy, M.	Citrus, Cal.	Independence, Cal.		5.00
Lexington Transfer Company	Lexington Jet., Mo.	Lexington, Mo.		4.00
Logan, F.	Alvord, Cal.	Big Pine, Cal.		2.12
McCarty, P. F.	Valley Springs, Cal.	Mokelumne Hill, Cal.		9.00
McCaughy, H. C.	Bodega Roads, Cal.	Bodega, Cal.		3.00
Nelson, E. B.	Point Reys, Cal.	Olema, Cal.		2.00
North Coast Stage Company	Cazadero, Cal.	Mendocino, Cal. (via Gualala and Elk)		87.00
Regan, M. J.	Sargent, Cal.	San Juan, Cal.		6.00
Richford, Wm.	Minden, Nev.	Gardnerville, Nev.		1.25
Rose, Wm.	Irvington, Cal.	Mission San Jose, Cal.		3.00
San Diego & Coronado Transfer Company	San Diego, Cal.	Coronado, Cal.		4.50
San Quentin Stage Company	Green Brae, Cal.	San Quentin, Cal.		1.00
Scott Valley Stage Company	Yreka, Cal.	Etna, Cal., and intermediates		30.00
Shelton, H. L.	West Scio, Ore.	Scio, Ore.		2.00
Slevin, L. S.	Monterey, Cal.	Carmel, Cal.		4.00
Spiers, Wm.	Calistoga, Cal.	Lower Lake via Middletown, Cal.		33.00
Taft, H. F.	San Geronimo, Cal.	Nicasio, Cal.		5.00
Thistle, L. G.	Bagby, Cal.	Mount Bullion and Mariposa, Cal.		19.00
Trask, G. B.	Turner, Ore.	Stayton, Ore.		10.00
Trask, G. M.	Sonora, Cal.	Columbia, Cal.		5.00
Webb, B.	Pleasant Valley, Cal.	Coulterville, Cal.		10.00
Winkler, F. W.	Valley Spring, Cal.	San Andreas, Cal.		10.00
Winkler, F. W.	Mokelumne Hill, Cal.	Jackson, Cal.		6.00
Yosemite Transportation Company	El Portal, Cal.	Yosemite, Cal.		15.00
<b>Total</b>				<b>639.87</b>

WELLS FARGO & COMPANY, EXPRESS—CONTINUED

Name	Terminals		Miles	Total miles
	From—	To—		
<b>COASTWISE STEAMER—</b>				
Alaska Coast Company.....	Seattle, Wash. ....	Kodiak, Alaska (via Ketchikan, Alaska; Wrangel, Alaska; Petersburg, Alaska; Douglas, Alaska; Juneau, Alaska; Cordova, Alaska; Valdez, Alaska; LaTouche, Alaska; Seward, Alaska) (approx.) .....		
Alaska Steamship Company.....	Seattle, Wash. ....	Skagway, Alaska (via Prince Rupert, B. C.; Ketchikan, Alaska; Wrangel, Alaska; Petersburg, Alaska; Sitka, Alaska; Douglas, Alaska; Juneau, Alaska; Haines, Alaska) (approx.) .....	2,031.00	
Alaska Steamship Company.....	Seattle, Wash. ....	Kodiak, Alaska (via Cordova; Alaska; Valdez, Alaska; LaTouche, Alaska; Seward, Alaska; mileage Seattle to Cordova only as Cordova to Kodiak shown in Alaska Coast Company mileage) (approx.) .....	1,314.00	
Canadian Pacific Railway (Steamship).....	Seattle, Wash. ....	Skagway, Alaska (via Victoria, B. C.; Vancouver, B. C.; Prince Rupert, B. C.; Ketchikan, Alaska; Wrangel, Alaska; Douglas, Alaska; Juneau, Alaska; Haines, Alaska) (approx.) .....	1,631.00	
Hobbs, Wall & Company.....	San Francisco, Cal. ....	Crecent City, Cal. ....		1,111.00
Inter-Island Steam Navigation Company.....	Honolulu, T. H. ....	Hilo, T. H. ....		274.00
Inter-Ocean Transportation Company.....	San Francisco, Cal. ....	Marshfield, Ore. ....		132.00
Juneau Steamship Company.....	Juneau .....	Skagway & Sitka (mileage covered by Alaska S. S. Co. and Pacific Coast S. S. Co.) .....		400.00
Kruse, E. & E. T. ....	San Francisco, Cal. ....	Bandon, Ore. ....		375.00
North Pacific Steamship Company.....	San Francisco, Cal. ....	Portland, Ore. (via Eureka).....		653.00
Pacific Coast Steamship Company.....	San Francisco, Cal. ....	Eureka, Cal. ....	232.00	
	San Francisco, Cal. ....	Tacoma, Wash. (via Victoria & Seattle) .....	836.00	1,658.00

	Seattle, Wash. ....	Skagway, Alaska (via Prince Rupert, B. C.; Ketchikan, Alaska; Wrangel, Alaska; Petersburg, Alaska; Sitka, Alaska; Douglas, Alaska; Juneau, Alaska; Haines, Alaska. Same mileage covered by Alaska Steamship Company).		
Portland & Coos Bay Steamship Company.....	Portland, Ore. ....	Marshfield, Ore. (via North Bend).....		253.00
San Francisco & Portland Steamship Company.....	San Francisco, Cal. ....	Portland, Ore. (mileage covered same as North Pacific S. S. Co.).....		
<b>Total</b> .....				9,292.00
<b>COASTWISE STEAMERS—MEXICO—</b>				
Compania Naviera del Pacifico S. A. ....	Mazatlan, Sin. ....	Manzanillo, Colima .....		345.49
<b>STEAM ROADS—MEXICO—</b>				
Mexican Union Railway Ltd. (formerly Torres & Prietas Ry.) .....	Torres, Son. ....	Minas Prietas, Son. ....		19.00
Sonora Railway .....	Nogales, Ariz. ....	Guaymas, Son. ....		268.00
Southern Pacific Railroad Company of Mexico:	Ariz.-Mex., S. L. ....	Guaymas, Son. ....		268.00
Southern Division .....	Lomas Jct., Son. ....	Del Rio, Son. ....	75.00	
Cananea Division .....	Guaymas, Son. ....	Acaponeta, Tepic. ....	571.52	
Yaqui Division .....	Corral, Son. ....	Tonochi, Son. ....	93.96	
	Navajoa, Son. ....	Alamos, Son. ....	39.00	818.48
<b>Total</b> .....				1,105.48
<b>STEAM ROADS—DOMINION OF CANADA</b>				
White Pass & Yukon Route.....				96.70

## DIRECTORS.

Name	Post Office Address	Date of Expiration of Term
Charles A. Peabody.....	New York City, N. Y.....	October 13, 1911
John J. McCook.....	New York City, N. Y.....	October 13, 1911
F. D. Underwood.....	New York City, N. Y.....	October 13, 1911
H. E. Huntington.....	San Francisco, Cal.....	October 13, 1911
H. W. de Forest.....	New York City, N. Y.....	October 13, 1911
W. V. S. Thorne.....	New York City, N. Y.....	October 13, 1911
Wm. Sproule.....	New York City, N. Y.....	October 13, 1911
Wm. F. Herrin.....	San Francisco, Cal.....	October 13, 1911
Wm. Mahl.....	New York City, N. Y.....	October 13, 1911
Paul M. Warburg.....	New York City, N. Y.....	October 13, 1911
Richard Delafeld.....	New York City, N. Y.....	October 13, 1911
E. A. Stedman.....	Chicago, Ill.....	October 13, 1911
L. F. Loree.....	New York City, N. Y.....	October 13, 1911

## PRINCIPAL OFFICERS.

Title	Name	Official Address
Chairman of the Board.....	Wm. Sproule.....	New York, N. Y.
Vice-President and General Manager, in charge of Atlantic Dept.....	E. A. Stedman.....	Chicago, Ill.
Vice-President and General Manager, in charge of Central Dept.....	R. A. Wells.....	Kansas City, Mo.
Vice-President and General Manager, in charge of Pacific Dept.....	A. Christeson.....	San Francisco, Cal.
Secretary.....	A. W. Zimmermann.....	New York, N. Y.
Attorney, or General Counsel.....	C. W. Stockton.....	New York, N. Y.
General Auditor.....	Richard Burr.....	New York, N. Y.
Traffic Manager.....	J. D. Ludlow.....	New York, N. Y.
Assistant Traffic Manager.....	Geo. S. Lee.....	New York, N. Y.

## COMPILED RETURNS

OF

## Steam Railway Companies

TABLE NO. 1—CAPITAL STOCK—STEAM ROADS.

Railroads	Total Par Value Authorized		Total Par Value Outstanding		Total Par Value Held by Respondent	
	Common	Preferred	Common	Preferred	In Treasury	
					Common	Preferred
Atchison, Topeka & Santa Fe	\$ 250,000,000.00	\$ 131,486,000.00	\$ 168,475,000.00	\$ 114,199,530.00	\$ 44,500.00	\$ 25,800.00
Atlantic Northern & Southern	300,000.00	500,000.00	j 289,476.75			
Charles City Western	150,000.00				112,000.00	
Chicago, Anamosa & Northern	110,839,100.00		110,839,100.00			
Chicago, Burlington & Quincy	46,000,000.00	50,000,000.00	45,248,713.00	41,021,402.00		55,000.00
Chicago Great Western R. R.	20,000,000.00	14,000,000.00	19,205,400.00	13,635,752.00		
Mason City & Fort Dodge	10,000,000.00		5,893,400.00			
Wisconsin, Minnesota & Pacific	166,855,400.00	116,304,900.00	116,348,200.00	116,274,900.00	402,500.00	343,000.00
Chicago, Milwaukee & St. Paul	a 200,000,000.00		b 132,455,530.97	c 22,328,054.76	d 2,338,317.15	e 3,834.56
Chicago & North-Western	30,000,000.00	20,000,000.00	21,400,473.33	12,643,721.66	2,844,206.64	1,386,021.63
Chicago, St. Paul, Minneapolis & Omaha	75,000,000.00		h 75,000,000.00		3,177.50	
Chicago, Rock Island & Pacific	120,000.00		60,000.00			
Colfax Northern	112,500.00		112,500.00			
Crooked Creek	3,000,000.00		3,000,000.00			
Davenport, Rock Island & Northwestern	15,000,000.00		11,759,500.00			
Dubuque & Sioux City (Ill. Cent.)	210,000,000.00		k 209,981,875.00		375.00	
Great Northern	11,000,000.00	7,400,000.00	8,525,623.48	5,674,809.84		
Iowa Central	75,000.00		62,710.00			
Manchester & Oneida	6,000,000.00	4,000,000.00	6,000,000.00	4,000,000.00	164,100.00	34,100.00
Minneapolis & St. Louis	450,000.00		450,000.00			
Muscatine North & South	2,300,000.00		2,300,000.00		280,000.00	
St. Paul & Des Moines	200,000.00		200,000.00			
Southern Iowa Traction Co.	120,000.00		25,300.00			
Tabor & Northern	296,178,700.00	200,000,000.00	216,629,800.00	99,569,300.00	2,000.00	25,700.00
Union Pacific	159,500,000.00	40,500,000.00	53,200,213.00	31,200,213.00	275,300.00	21,000.00
Wabash						
Total	\$ 1,413,200,700.00	\$ 784,190,900.00	\$ 1,207,460,815.53	\$ 468,618,583.06	\$ 6,466,176.29	\$ 1,865,356.22

a Includes common stock and scrip.  
 b Includes \$2,930.97 scrip.  
 c Includes \$254.56 scrip.  
 d Includes \$217.15 scrip.  
 e Includes \$134.56 scrip.  
 f Includes \$2,713.82 scrip.  
 g Includes \$120.00 scrip.  
 h Includes \$122,800.00 B., C. R. & N. and R. I. & P. Ry. Co.'s stock for which there is reserved a like amount of C., R. I. & P. Ry. Co. Stock.  
 i Represents dividends on \$122,800.00 B., C. R. & N. and R. I. & P. Ry. Co.'s stock.  
 j Includes \$876.75 receipts outstanding for installments paid.  
 k Includes \$28,420.00 receipts outstanding for installments paid.

TABLE NO. 2—CAPITAL STOCK—STEAM ROADS—CONTINUED.

Railroads	Total Par Value Held by Respondent		Total Par Value not Held by Respondent		Dividends Declared During Year			
	In Sinking or Other Funds				Common		Preferred	
	Common	Preferred	Common	Preferred	Rate	Amount	Rate	Amount
Atchison, Topeka & Santa Fe			\$ 168,430,500.00	\$ 114,173,730.00	6	\$ 9,932,460.00	5	\$ 5,708,600.00
Atlantic Northern & Southern								
Charles City Western			j 289,476.75					
Chicago, Anamosa & Northern			110,839,100.00		8	8,867,128.00		
Chicago, Burlington & Quincy			45,248,713.00	40,968,402.00				
Chicago Great Western R. R.			19,205,400.00	13,635,752.00				
Mason City & Fort Dodge			5,893,400.00					
Wisconsin, Minnesota & Pacific			115,940,700.00	115,845,800.00	7	8,116,220.00	7	8,115,233.00
Chicago, Milwaukee & St. Paul	\$ 5,300.00	\$ 86,100.00	f 130,117,213.82	g 22,355,120.00	7	9,108,915.00	8	1,791,600.00
Chicago & North-Western			18,556,266.69	11,256,800.00	7	1,298,134.00	7	787,976.00
Chicago, St. Paul, Minn. & Omaha			h 74,956,822.50		5 1/2	3,930,760.50	6	17,362.00
Chicago, Rock Island & Pacific			60,000.00					
Colfax Northern			112,500.00					
Crooked Creek			3,000,000.00					
Davenport, Rock Island & Northwestern			11,759,500.00		2	235,190.00		
Dubuque & Sioux City (Ill. Cent.)			209,981,500.00		7	14,698,416.25		
Great Northern			8,525,623.48	5,674,809.84				
Iowa Central			62,710.00					
Manchester & Oneida			5,835,900.00	3,965,900.00				
Minneapolis & St. Louis			450,000.00					
Muscatine, North & South			2,020,000.00					
St. Paul & Des Moines			200,000.00					
Southern Iowa Traction Co.			25,300.00					
Tabor & Northern			216,629,800.00	99,543,600.00	10	21,659,571.51	4	3,981,744.00
Union Pacific			52,924,913.00	39,179,213.00				
Wabash								
Total	\$ 5,300.00	\$ 86,100.00	\$ 1,201,101,339.24	\$ 466,637,126.84		\$ 77,846,695.26		\$ 20,392,605.00

a Includes common stock and scrip.  
 b Includes \$2,930.97 scrip.  
 c Includes \$254.56 scrip.  
 d Includes \$217.15 scrip.  
 e Includes \$134.56 scrip.  
 f Includes \$2,713.82 scrip.  
 g Includes \$120.00 scrip.  
 h Includes \$122,800.00 B., C. R. & N. and R. I. & P. Ry. Co.'s stock for which there is reserved a like amount of C., R. I. & P. Ry. Co. Stock.  
 i Represents dividends on \$122,800.00 B., C. R. & N. and R. I. & P. Ry. Co.'s stock.  
 j Includes \$876.75 receipts outstanding for installments paid.  
 k Includes \$28,420.00 receipts outstanding for installments paid.

TABLE NO. 3—CAPITAL STOCK—STEAM ROADS—CONTINUED.

Railroads	Total Number of Shares Outstanding—Purpose of the Issue							
	For Cash		For Construction of New Properties		For Additions and Betterments		For Purchase of Railway or Other Property	
	Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
Atchison, Topeka & Santa Fe.....	20							92,000
Atlantic Northern & Southern.....	2,88							
Charles City Western.....								
Chicago, Anamosa & Northern.....								
Chicago, Burlington & Quincy.....							862,681	
Chicago Great Western.....			192,054	136,357				
Mason City & Fort Dodge.....			18,334					
Wisconsin, Minnesota & Pacific.....			111,255		213,480	300	200,987	166,137
Chicago, Milwaukee & St. Paul.....	175,044	51,989					395,276	110,899
Chicago & North-Western.....	910,071	36,400					62,783	62,795
Chicago, St. Paul, Minneapolis & Omaha.....	53,458	20,466					c 47,645	
Chicago, Rock Island & Pacific.....	282,755						600	
Colfax Northern.....							1,125	
Crooked Creek.....								
Davenport, Rock Island & Northwestern.....	30,000							37,599
Dubuque & Sioux City (Ill. Cent.).....							1,792,501	
Great Northern.....								6,253
Iowa Central.....								
Manchester & Oneida.....								
Minneapolis & St. Louis.....								
Muscatine North & South.....			4,500					
St. Paul & Des Moines.....			9,000				11,200	
Southern Iowa Traction Co.....							2,000	
Tabor and Northern.....	237		119					
Union Pacific.....	20							
Wabash.....								
<b>Total</b> .....	<b>1,454,491</b>	<b>108,855</b>	<b>335,262</b>	<b>136,357</b>	<b>213,480</b>	<b>300</b>	<b>3,420,650</b>	<b>371,841</b>

a Of this amount \$66,050,053.37 was realized on convertible bonds exchanged for 664,750 shares of common stock.  
 b The records of the C., B. & Q. R. R. Co., showing the early issues of stock were destroyed in the Chicago fire of 1871.  
 c Of this number 1,228 shares were reserved for purchase of railway or other property.  
 d All stock is held by Midland Railway Construction Company.  
 e All stock held Chicago Great Western Railroad.

TABLE NO. 4—CAPITAL STOCK—STEAM ROADS—CONTINUED.

Railroads	Total Number of Shares Outstanding—Purpose of the Issue						Total	Total cash realized	Number of stock-holders
	For Acquisition of Securities		For Reorganization		For Other Purposes				
	Common	Preferred	Common	Preferred	Common	Preferred			
Atchison, Topeka & Santa Fe.....					1,684,730	1,049,095	2,826,745	a 66,052,053.37	29,246
Atlantic, Northern & Southern.....							2,886	288,600.00	320
Charles City Western.....									d
Chicago, Anamosa & Northern.....									379
Chicago, Burlington & Quincy.....									14
Chicago Great Western.....							862,681		
Mason City & Ft. Dodge.....							328,411		e 1
Wisconsin, Minnesota & Pacific.....			20,000		20,600		58,934	4,060,000.00	e 1
Chicago, Milwaukee & St. Paul.....	35,106	341,338			427,610	662,985	2,326,231	157,993,581.00	10,962
Chicago & North-Western.....	5,975	52,605			13,232	24,086	1,548,544	94,060,344.49	8,167
Chicago, St. Paul, Minneapolis & Omaha.....			69,322	29,307	28,442	13,869	340,442	4,315,067.00	1,129
Chicago, Rock Island & Pacific.....			419,600				750,000	75,000,000.00	482
Colfax Northern.....							600	60,000.00	9
Crooked Creek.....							1,125		8
Davenport, Rock Island & North-Western.....							30,000	3,000,000.00	9
Dubuque & Sioux City (Ill. Central).....			79,996				117,595	11,759,500.00	32
Great Northern.....	307,317						2,099,818		16,973
Iowa Central.....			85,238	56,734			141,972		872
Manchester & Oneida.....					18		6,271		298
Minneapolis & St. Louis.....			60,000	40,000			100,000		558
Muscatine, North & South.....							4,500		4
St. Paul & Des Moines.....							20,200	2,020,000.00	23
Southern Iowa Traction.....							2,000		5
Tabor & Northern.....			150				506	25,300.00	43
Union Pacific.....			609,980	750,000	1,556,298	245,693	3,161,591	2,000.00	19,420
Wabash.....	252,002	152,002	280,000	240,000			924,004		3,698
<b>Totals</b> .....	<b>600,400</b>	<b>545,945</b>	<b>1,624,286</b>	<b>1,116,041</b>	<b>3,730,930</b>	<b>1,996,628</b>	<b>15,655,456</b>	<b>418,636,445.86</b>	<b>92,656</b>

a Of this amount \$66,050,053.37 was realized on convertible bonds exchanged for 664,750 shares of common stock.  
 b The records of the C., B. & Q. R. R. Co., showing the early issues of stock were destroyed in the Chicago fire of 1871.  
 c Of this number 1,228 shares were reserved for purchase of railway or other property.  
 d All stock is held by Midland Railway Construction Company.  
 e All stock held Chicago Great Western Railroad.



TABLE NO. 6—RECAPITULATION OF

Railroads	Capital Stock				Bonded Debt	
	Total par value outstanding	Assignment		Amount Per Mile of Line		Total par value outstanding
		To railways	To other properties	Miles	Amount	
Atchison, Topeka & Santa Fe	\$ 282,674,530.00	\$ 282,674,530.00		\$10,678.88	\$26,471.00	\$ 333,857,850.00
Atlantic, Northern & Southern						
Charles City Western	288,600.00	288,600.00		13.10	22,030.00	
Chicago, Anamosa & Northern	112,000.00	112,000.00		19.00	5,714.00	350,000.00
Chicago, Burlington & Quincy	110,839,100.00	110,839,100.00		8,807.74	12,584.00	209,809,000.00
Chicago Great Western	86,268,115.00	86,268,115.00		1,411.57	61,115.00	23,000,000.00
Mason City & Ft. Dodge	32,841,152.00	32,841,152.00		378.13	83,851.00	12,000,000.00
Wisconsin, Minn. & Pac.	5,893,400.00	5,893,400.00		277.43	21,243.00	6,232,000.00
Chicago, Mil. & St. Paul	232,623,100.00	232,623,100.00		7,281.05	31,949.11	232,608,654.66
Chicago & North-Western	154,854,485.53	154,854,485.53		7,544.77	20,525.00	205,962,000.00
Chicago, St. Paul Minn. & O.	34,044,195.00	34,044,195.00		1,671.44	20,368.18	30,068,046.00
Chicago, Rock Island & Pacific	75,000,000.00	75,000,000.00		5,368.12	13,971.00	204,531,000.00
Colfax Northn	60,000.00	60,000.00		6.00	10,000.00	47,500.00
Crooked Creek	112,500.00	112,500.00		17.61	6,388.00	112,500.00
D., R. I. & N. W.	3,000,000.00	3,000,000.00		46.76	64,157.00	
Dubuque & S. C. (Ill Cent.)	11,759,500.00	11,759,500.00		759.88	15,475.00	17,155,000.00
Great Northern	209,981,875.00	203,481,875.00	\$6,500,000	7,049.94	28,863.00	275,556,409.09
Iowa Central	14,200,433.32	14,200,433.32		502.98	28,232.60	15,125,340.44
Manchester & Oneida	62,710.00	62,710.00		8.00	7,840.00	65,000.00
Minneapolis & St. Louis	10,000,000.00	10,000,000.00		632.06	15,821.00	22,034,000.00
Muscatine, North & South	450,000.00	450,000.00		38.67	11,636.93	600,000.00
St. Paul & Des Moines	2,300,000.00	2,300,000.00		114.24	20,133.00	2,480,000.00
Southern Iowa Traction	200,000.00	200,000.00		24.17	8,274.00	
Tabor & Northern	25,300.00	25,300.00		8.79	2,878.00	50,000.00
Union Pacific	316,199,100.00	316,199,100.00		3,445.79	91,763.00	203,090,380.00
Wabash	92,400,426.00	92,400,426.00		2,041.38	45,264.00	126,771,087.00
<b>Totals</b>	<b>\$ 1,676,190,521.85</b>	<b>\$ 1,669,690,521.85</b>	<b>\$6,500,000</b>	<b>\$58,148.10</b>	<b>\$28,714.45</b>	<b>\$ 1,921,535,767.19</b>

CAPITALIZATION—STEAM ROADS.

Funded Debt				Total				
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
\$ 333,857,850.00		\$10,678.88	\$31,263.00	\$ 616,532,380.00	\$ 616,532,380.00		10,678.88	\$57,734.09
				288,600.00	288,600.00		13.10	22,030.00
350,000.00		19.60	17,857.00	462,000.00	462,000.00		19.60	23,571.00
209,809,000.00		8,807.74	23,821.00	320,648,100.00	320,648,100.00		8,807.74	36,405.00
22,000,000.00		1,411.57	16,294.00	109,268,115.00	109,268,115.00		1,411.57	77,400.00
12,000,000.00		378.13	31,735.00	44,841,152.00	44,841,152.00		378.13	118,586.00
6,232,000.00		277.43	22,403.00	12,125,400.00	12,125,400.00		277.43	43,706.00
232,608,654.66		7,281.05	31,947.13	465,231,754.66	465,231,754.66		7,281.05	63,806.24
205,962,000.00		7,544.77	27,299.00	360,816,485.53	360,816,485.53		7,544.77	47,824.00
30,098,046.00		1,671.44	18,007.25	64,142,241.00	64,142,241.00		1,671.44	38,375.43
204,531,000.00		5,368.12	38,101.00	279,531,000.00	279,531,000.00		5,368.12	52,072.00
47,500.00		6.00	7,917.00	107,500.00	107,500.00		6.00	17,917.00
112,500.00		17.61	6,388.00	225,000.00	225,000.00		17.61	12,776.00
				3,000,000.00	3,000,000.00		46.76	64,157.00
17,155,000.00		759.88	22,575.00	28,914,500.00	28,914,500.00		759.88	38,051.00
167,942,309.09	\$107,613,500	7,049.94	23,822.00	485,538,284.09	371,424,784.09	\$114,113,500	7,049.94	52,685.00
15,125,340.44		502.98	30,071.46	29,325,773.76	29,325,773.76		502.98	58,304.06
65,000.00		8.00	8,125.00	127,710.00	127,710.00		8.00	15,965.00
22,034,000.00		632.06	34,861.00	32,034,000.00	32,034,000.00		632.06	50,682.00
600,000.00		38.67	15,515.90	1,050,000.00	1,050,000.00		38.67	27,152.83
2,480,000.00		114.24	21,709.00	4,780,000.00	4,780,000.00		114.24	41,842.00
				200,000.00	200,000.00		24.17	8,274.00
50,000.00		8.79	5,688.00	75,300.00	75,300.00		8.79	8,566.00
203,090,380.00		3,445.79	58,939.00	519,289,480.00	519,289,480.00		3,445.79	150,702.00
126,771,087.00		2,041.38	62,101.00	219,171,513.00	219,171,513.00		2,041.38	107,305.00
\$1,813,922,267.19	\$107,613,500	\$58,064.07	\$31,240.01	\$ 3,597,726,289.04	\$ 3,483,612,789.04	\$114,113,500	58,148.10	\$59,009.21

TABLE NO. 7—EXPENDITURES FOR

Railroads	For Year Ended June 30, 1911			
	Right of way and station grounds	Real estate	Widening cuts and fills	Protection of banks
Atchison, Topeka & Santa Fe	\$ 126,316.56	\$ 39,595.13	\$ 123,857.78	\$ 212,220.35
Atlantic, Northern & Southern				
Charles City Western				
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	1,862,713.71	a 5,929.86	35,839.03	49,141.42
Chicago Great Western	36,963.19	a 2,631.12		
Mason City & Ft. Dodge	.75	a 482.40		
Wisconsin, Minnesota & Pacific	a 589.50	36.50		
Chicago, Milwaukee & St. Paul	224,698.23	a 9,796.79	63,133.84	78,833.40
Chicago & North-Western	111,767.81	115,247.28	32,476.27	31,688.85
Chicago, St. Paul, Minneapolis & Omaha	46,902.02	19,114.35	14,291.36	2,938.31
Chicago, Rock Island & Pacific	239,763.84	a 990.54	191,613.59	25,217.99
Colfax Northern				
Crooked Creek				
Davenport, Rock Island & Northwestern			136.81	
Dubuque & Sioux City (Ill. Cent.)	a 2,102.25			14,361.42
Great Northern	267,816.06	a 22,998.02	64,178.00	117,118.41
Iowa Central	3,627.55			
Manchester & Onelda	463.00			
Minneapolis & St. Louis	26,255.00		277.18	902.19
Muscatine, North & South				
St. Paul & Des Moines				
Southern Iowa Traction Co.				
Tabor & Northern				
Union Pacific	15,146.45	a 850.00		30,187.59
Wabash	65,795.18		1,829.20	48,904.82
<b>Totals</b>	<b>\$ 3,025,737.00</b>	<b>\$ 130,314.53</b>	<b>\$ 527,633.66</b>	<b>\$ 611,514.75</b>

a Credit

ADDITIONS AND BETTERMENTS—STEAM ROADS.

Year Ended June 30, 1911							
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 track*
\$ 686,132.49	\$ 259,032.26	\$ 533,970.18	\$ 371,607.49	\$ 13,795.36	\$ 515,916.29	\$ 658,238.11	\$ 3,762,132.38
181,591.22		503,463.71	366,928.55	13,924.24	216,902.20	155,349.19	1,361,232.83
		30,634.06			410.55	4,385.39	373,941.24
	a 688.85	a 3,879.94		a 285.40			
		a 374.64	422.55		a 260.01	a 805.26	
215,006.90	2,994.88	985,173.66	270,319.40	47,643.71	372,816.81	632,594.25	1,440,263.92
170,888.33		893,825.59	214,016.26	2,714.47	230,902.41	48,814.17	86,402.68
365.15		125,098.13	36,438.14	74.21	34,225.68		108,012.84
26,873.86		209,590.31	131,154.21	14,748.86	290,917.81	599,171.97	1,218.38
		112.63					
		11,288.02	a 489.00			3,979.73	
		86,906.15	3,877.32				
1,746,830.45	41,526.37	550,724.46	116,797.27	3,561.15	214,529.07	88,466.66	549,763.35
		33,134.63	28,473.30	668.46	752.18		
10,368.86		3,580.13	26,669.05	354.87	1,536.42		
179,576.09	39,262.83	188,661.65	40,120.29	1,577.61	45,951.55	3,461.23	2,882,244.97
48.28		39,088.19	23,703.51	2,441.58	3,788.69		10,521.13
<b>\$ 3,217,681.63</b>	<b>\$ 342,127.49</b>	<b>\$ 4,190,996.92</b>	<b>\$ 1,630,038.42</b>	<b>\$ 101,219.12</b>	<b>\$ 1,918,389.65</b>	<b>\$ 2,193,655.44</b>	<b>\$10,575,733.72</b>



TABLE NO. 8—EXPENDITURES FOR ADDITIONS

Railroads	For Year Ended June 30, 1911				
	Sidings and spur tracks	Terminal yards	Fencing right of way	Improvement over and under grade crossings	Track elevation, elimination of grade crossings
Athlison, Topeka & Santa Fe	540,183.17	321,206.65	24,804.65	7,858.35	167,255.38
Atlantic Northern & Southern					
Charles City Western					
Chicago, Anamosa & Northern					
Chicago, Burlington & Quincy	383,191.24	271,719.40	9,529.24	13,273.33	453,806.79
Chicago Great Western	133,419.57	274,279.35	2,697.53		
Mason City & Fort Dodge	780.54			a 2,303.12	
Wisconsin, Minnesota & Pacific	a 444.34				
Chicago, Milwaukee & St. Paul	431,787.36	420,641.21	57,443.70	9,032.41	62,599.24
Chicago & North-Western	1,954,586.58	582,898.63	34,041.84	2,112.38	539,117.19
Chicago, St. Paul Minn. & Omaha	31,371.00	98,288.48	5,051.51	4,375.88	6,467.68
Chicago, Rock Island & Pacific	211,131.61	343,627.82	a 573.72	36,168.78	126,403.14
Colfax Northern	376.14				
Crooked Creek					
Davenport, Rock Island & NW					
Dubuque & Sioux City (Ill. Cent.)	21,770.57		61.22		3,453.28
Great Northern	391,818.93	78,215.78	20,019.06	151,600.29	8,132.66
Iowa Central	34,383.74	25,519.04	1,089.36		
Manchester & Oneida					
Minneapolis & St. Louis	57,552.20	109,122.80	1,432.10	14,878.10	3,196.73
Muscatine North & South					
St. Paul & Des Moines					
Southern Iowa Traction					
Tabor & Northern					
Union Pacific	222,373.98	41,403.19	9,716.37	a 296.07	109,216.54
Wabash	35,567.64	978.29	7,449.53		24,076.95
<b>Total</b>	<b>\$ 4,450,853.61</b>	<b>\$ 2,567,900.64</b>	<b>\$ 172,762.39</b>	<b>\$ 236,700.33</b>	<b>\$ 1,503,725.58</b>

a Credit.

AND BETTERMENTS—CONTINUED—STEAM ROADS.

For Year Ended June 30, 1911							
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
\$ 130,217.35	\$ 188,613.19	\$ 165,272.89	\$ 510,464.48		\$ 317,356.91	\$ 127,824.42	\$ 290,031.65
51,513.38	34,971.75	37,090.56	228,878.17		506,759.37	227,878.03	106,553.65
a .47	189,202.85	29,867.24		\$ 6,413.07	15,935.02	67,466.94	28,724.38
	a 954.54		a 11,218.71				3.82
			a 1,846.41				
97,771.54		19,005.60	225,407.77	1,106.48	193,120.44	26,964.24	176,976.47
134,736.78	29,430.64	45,287.50	2,852,934.89		966,548.07	138,050.33	216,019.65
	3,074.70	329.42	113,902.74	9,461.18	52,863.98	26,928.21	8,043.00
2,433.06	211,718.41	6,616.83	203,568.11	3,500.00	146,510.41	26,917.20	114,343.00
			28.60		157.83	224.65	
	10,471.25		407.08				
671.11			23,248.70		2,441.65	2,130.16	6,948.88
16,987.31	58,465.99	189,608.55	181,302.65		151,950.51	293,843.50	145,858.12
			3,912.52	30.00	10,574.22	15.26	7,800.99
165.23	449.71		4,214.67	671.30	12,627.70	2,162.53	10,715.45
2,100.32	60,958.10	18,236.93	70,891.52	6,078.96	309,241.22	64,852.36	380,858.70
a 128.50	1,572.54		3,383.61		2,378.72	3,961.61	17,936.68
\$ 436,467.11	\$ 787,974.59	\$ 511,405.48	\$ 4,425,993.35	\$ 27,260.99	\$ 2,688,466.05	\$ 1,009,219.44	\$ 1,510,808.26

TABLE NO. 9—EXPENDITURES FOR ADDITIONS AND

Railroads	For Year Ended June 30, 1911			
	Grain elevators and storage warehouses	Dock and wharf property	Electric light and power plants	Electric power transmission
Atchison, Topeka & Santa Fe	\$ 19,202.28	\$ 7,256.23		
Atlantic Northern & Southern				
Charles City Western				
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	568.41	2,567.06	\$ 15.91	
Chicago Great Western				
Mason City and Fort Dodge				
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	38,936.79			
Chicago & North-Western	56.00	5,596.12		
Chicago, St. Paul, Minneapolis and Omaha	a 225,837.34			
Chicago, Rock Island & Pacific	81,979.04	1,675.16	7,429.67	\$ 2,844.19
Collax Northern				
Crooked Creek				
Davenport, Rock Island & Northwestern				
Dubuque & Sioux City (Ill. Cent.)	1,447.72			
Great Northern	a 4,640.17	1,701.30	12,506.12	5,987.54
Iowa Central				
Manchester & Oneida	375.00			
Minneapolis and St. Louis				
Muscatine North & South				
St. Paul & Des Moines				
Southern Iowa Traction Co.				
Tabor & Northern				
Union Pacific	a 83,687.84			
Wabash	2,632.50			
<b>Total</b>	<b>\$ a 168,967.61</b>	<b>\$ 18,796.47</b>	<b>\$ 19,951.68</b>	<b>\$ 8,831.43</b>

a Credit.

b Cost of road purchased.

c Includes cost of road purchased, receipts from improvement and equipment fund. Investment prior to June 30, 1910.

BETTERMENTS—CONTINUED—STEAM ROADS.

For Year Ended June 30, 1911							
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	Total—Iowa
	\$ 136.17		\$13,523,141.40		\$ 320,339.29	\$23,963,078.84	\$ 21,572.15
	12,385.04		4,631,130.00		a 9,033.42	11,723,955.35	443,914.59
	206.04	\$ 1,039,184.14	1,931,084.76		21,819.95	4,200,516.60	2,240,555.55
	a 1,776.74		a 10,109.89		a 320.94	a 41,242.56	a 38,260.72
	a 29.15		a 28,296.00			a 31,986.26	a 2,594.09
	676.28		3,054,781.48		2,106.64	9,172,089.86	2,355,379.84
\$ 1,482.81	1,234.16		3,151,131.89		54,485.14	12,638,494.72	1,622,273.90
264.06	2,700.42		588,925.77		4,291.56	1,118,026.18	111,173.62
		b 4,547,387.20	a 868,215.79	\$ 28,250.00	196.07	6,963,191.35	550,301.83
			30.29			930.05	930.05
						25,793.89	14,220.92
						1,325.97	176,541.90
						52,002.49	10,467,882.00
	757,908.77		4,216,209.67			10,467,882.00	24,671.32
			127,435.11		a 136.76	277,279.60	154,464.51
						838.00	838.00
			125,031.95			285.70	412,449.87
							23,473.46
							23,473.46
	2,096.86	a c 1,365,053.60	35,373.35			818,029.83	4,127,730.98
			112,852.01				408,782.24
\$ 1,746.87	\$ 775,597.85	\$ 4,221,517.74	\$30,630,505.91	\$ 28,250.00	\$ 1,265,391.52	\$85,028,676.07	\$ 7,770,592.49

TABLE NO. 10—EXPENDITURES FOR ROAD, EQUIPMENT AND JUNE 30, 1907—

Railroads	Road		Equipment	
	Total expenditures July 1, 1907 to June 30, 1910	Total expenditures July 1, 1907 to June 30, 1911	Total expenditures July 1, 1907 to June 30, 1910	Total expenditures July 1, 1907 to June 30, 1911
Achison, Topeka & Santa Fe	\$ 31,201,890.19	\$ 54,838,144.63	\$ 22,662,715.00	\$ 36,185,856.40
Atlantic Northern & Southern		293,362.09		44,790.33
Charles City Western	286,126.20	23,230.21		
Chicago, Anamosa & Northern	23,390,505.19	34,535,287.36	4,529,200.04	9,181,350.66
Chicago, Burlington & Quincy	92,620,358.28	94,766,797.61	8,223,450.00	10,277,527.27
Chicago Great Western	173,753.15	152,620.48	c 34,995.63	c 55,105.52
Mason City & Ft. Dodge	87,082.43	83,392.17	c 37,051.60	c 65,347.60
Wisconsin, Minn. & Pacific	10,039,851.90	25,813,617.92	4,980,694.89	8,065,476.37
Chicago, Milwaukee & St. Paul	45,956,738.92	57,508,445.57	7,910,015.97	11,061,147.86
Chicago & North-Western	1,225,520.95	1,810,492.93	783,936.61	1,372,862.38
Chicago, St. Paul M. & O.	8,377,346.99	16,180,504.13	10,704,474.03	9,836,258.24
Chicago, Rock Island & Pacific	2,142.90	3,042.75	78.17	108.37
Colfax Northern			131,361.18	131,361.18
Crooked Creek	3,272,283.51	3,298,077.40		
Davenport, Rock Island & NW	410,217.46	586,759.36		
Dubuque & S. C. (Ill. Cent.)	27,649,567.33	37,801,093.36	10,976,832.26	15,193,041.93
Great Northern	1,086,654.83	1,236,499.32	733,134.25	860,569.36
Iowa Central	1,139.00	2,157.00	2,758.60	4,258.60
Manchester & Oneida	616,751.08	904,169.00	402,108.46	527,140.41
Minneapolis & St. Louis			426,939.91	482,768.85
Muscatine, North & South	4,298,464.26	4,321,937.72		2,270.55
St. Paul & Des Moines		200,000.00		
Southern Iowa Traction Co.			9,165,977.90	9,201,351.25
Tabor & Northern	19,612,305.63	24,778,519.05	2,518,532.82	3,774,384.83
Union Pacific	701,309.97	1,048,296.46		
Wabash				
<b>Total</b>	<b>\$ 280,100,019.17</b>	<b>\$ 360,456,446.52</b>	<b>\$ 84,080,162.86</b>	<b>\$ 116,082,071.72</b>

a Includes \$5,426,275.10 for proprietary, affiliated and controlled companies.  
 b Includes \$9,097,308.24 for proprietary, affiliated and controlled companies.  
 c Credit.  
 d Does not include equipment.

GENERAL EXPENDITURES—ENTIRE LINE AND IOWA SINCE STEAM ROADS.

General Expenditures		Total—Entire Line		Total—Iowa	
Total expenditures July 1, 1907 to June 30, 1910	Total expenditures July 1, 1907 to June 30, 1911	Total expenditures July 1, 1907 to June 30, 1910	Total expenditures July 1, 1907 to June 30, 1911	Total expenditures July 1, 1907 to June 30, 1910	Total expenditures July 1, 1907 to June 30, 1911
\$ 11,907.17	\$ 11,907.17	\$ a 59,302,787.46	\$ b 100,133,216.44	\$ 188,487.56	\$ 210,059.71
	2,736.17		340,888.59		340,888.59
14,378.23	14,328.23	300,454.43	307,558.44	300,454.43	307,558.44
1,454,543.37	1,515,827.90	29,374,248.60	45,232,465.02		
		100,843,808.28	105,044,324.88	53,790,087.34	56,030,642.89
		138,757.52	97,514.96	128,725.35	90,464.63
		50,030.83	18,044.57	4,057.50	1,463.41
		24,020,546.79	33,879,094.29		
25,652.46	28,304.28	53,802,407.35	68,507,897.71	3,780,602.02	6,340,606.04
32.14	32.14	2,009,498.70	3,183,387.45	98,828.90	210,002.52
	28,250.00	19,081,821.02	26,045,012.37		
		2,221.07	3,151.12	2,221.07	3,151.12
		3,403,644.50	3,429,438.58	2,472,284.34	2,486,471.26
		410,217.46	586,759.36		
715,704.78	880,035.71	39,342,104.37	53,874,171.00	c d 5,920.91	d 1,671,472.83
1,238,293.53	1,238,293.53	3,058,082.61	3,335,362.21	1,931,697.69	2,086,162.20
7,500.00	7,500.00	11,397.60	13,915.60	11,397.60	13,915.60
520,675.00	520,675.00	1,539,534.54	1,951,984.41	341,531.38	427,963.46
		4,788,238.51	4,867,540.91	4,788,238.51	4,867,540.91
			202,270.55		202,270.55
42,032.51	55,099.27	28,820,316.04	34,034,969.57	20,575.25	24,298.06
2,358,689.96	2,224,649.96	5,668,532.75	7,047,331.25		
\$ 6,452,193.49	\$ 6,590,473.70	\$ 376,058,650.62	\$ 492,226,300.18	\$ 67,853,268.03	\$ 75,314,932.22

TABLE NO. 11—SUMMARY OF ROAD AND EQUIPMENT—

Railroads	Investment to June 30, 1907				Investment Since June 30, 1907	
	Road		Equipment		Entire line	Iowa
	Entire line	Iowa	Entire line	Iowa		
A., T. & S. F.	\$497,086,095.17				\$100,133,216.44	\$ 210,069.71
A. N. & S.						
C. C. W.					340,888.59	340,888.59
C., A. & N.						
C., B. & Q.	296,437,146.87	\$ 54,347,722.45	\$ 48,844,353.13		45,232,465.92	2,820,761.99
C. G. W.					105,044,324.88	56,030,642.89
M. O. & Ft. D.	42,806,314.47	39,711,417.93	1,519,086.07	\$ 1,409,256.70	97,514.96	90,464.63
W., M. & P.	11,442,353.79	927,974.89	760,764.91	61,698.03	18,044.57	1,463.42
C., M. & St. P.	212,764,613.04	54,637,952.62	45,568,022.97	11,701,868.30	33,879,094.29	8,700,151.42
C. & N.-W.	a 237,705,203.67				68,597,897.71	
C., St. P., M. & O.	a 62,408,611.00				3,183,387.45	
C., R. I. & P.	a 193,210,927.88				26,045,012.37	
Colfax Northern	138,806.02	138,806.02	29,315.10	29,315.10	3,151.12	\$ 151.12
Crooked Creek						
D., R. I. & N. W.	3,171,381.84	a 2,378,968.39	112,433.67		145,623.07	107,502.87
D. & S. C. (Ill. Cent.)	a 29,679,249.89				586,759.36	
Great Northern	230,947,770.98		44,084,373.57		53,874,171.00	1,671,472.83
Iowa Central	a 26,377,402.03	a 21,700,688.65			3,335,362.21	2,086,162.29
M. & O.	a 117,391.00	a 117,391.00			13,915.60	13,915.60
M. & St. L.	a 29,306,397.44	a 9,841,088.26			1,951,984.41	427,963.46
M. N. & S.						
St. P. & D. M.					4,867,540.91	4,867,540.91
Southern Iowa Traction					202,270.55	202,270.55
Tabor & Northern	82,688.07	82,688.07	10,229.68	10,229.68		
Union Pacific	228,773,871.90	163,324.32	11,108,065.08	7,930.92	34,034,969.57	24,298.06
Wabash	a 169,684,852.62				7,047,331.25	
<b>Total</b>	<b>\$2,272,140,377.68</b>	<b>\$184,048,022.60</b>	<b>\$152,036,644.78</b>	<b>\$13,220,298.73</b>	<b>\$488,634,926.23</b>	<b>\$77,598,719.25</b>

a Includes equipment.  
b Mileage basis.  
c Cannot give this information.

ENTIRE LINE AND IOWA—STEAM ROADS.

Total		Reserved for Accrued Depreciation Credit		Net Total		Cost Per Mile of Line	
Entire line	Iowa	Entire line	Iowa	Entire line	Iowa	Entire line	Iowa
\$ 597,219,311.61	c	\$ 10,085,596.52		\$ 587,133,715.09		\$55,810.14	
340,888.59	340,888.59			340,888.59	340,888.59		
307,558.44	307,558.44			307,558.44	307,558.44	15,691.75	\$15,691.75
390,513,965.92	57,168,484.44	14,006,026.45		376,507,939.47	57,168,484.44	43,095.97	
105,044,324.88	56,030,642.89	253,378.92	135,152.32	104,790,945.96	55,895,490.57	139,684.01	139,665.40
44,422,916.10	41,211,139.26	35,560.60	32,989.57	44,387,355.50	41,178,149.69	117,886.50	117,886.50
12,321,163.27	991,136.34	16,856.93	1,367.10	12,204,306.34	989,769.24	43,990.58	43,989.74
292,211,730.30	75,039,972.34	2,975,310.57	764,059.75	289,236,419.73	74,275,912.59	39,724.54	39,718.89
306,303,101.38		2,386,365.49		303,916,735.89	b 64,559,602.58	40,281.78	40,281.78
65,591,998.45		893,637.21		64,698,361.24	b 2,885,546.91	38,708.15	38,708.15
219,255,246.25		446,582.59		218,808,657.66		40,760.76	
171,272.24	171,272.24	5,590.56	5,590.56	165,681.68	165,681.68	27,316.61	27,316.61
225,575.82	225,575.82			225,575.82	225,575.82	12,809.53	12,809.53
3,429,438.58	2,486,471.26			3,429,438.58	2,486,471.26	73,341.29	72,031.62
30,266,009.25				30,266,009.25		39,829.99	
328,906,315.55	c	19,581,445.12		309,324,870.43		47,554.93	
29,712,764.24	23,786,850.85	138,854.45	114,235.56	29,573,909.79	23,672,615.29	58,797.39	57,210.63
131,306.60	131,306.60	600.00	600.00	130,706.60	130,706.60	16,338.32	16,338.32
31,258,381.85	10,269,051.72	175,832.91	59,044.69	31,082,548.94	10,210,007.03	49,176.58	48,101.41
4,867,540.91	4,867,540.91	16,090.56	16,090.56	4,851,450.35	4,851,450.35	42,467.18	42,467.18
202,270.55	202,270.55			202,270.55	202,270.55	8,368.66	8,368.66
92,917.75	92,917.75			92,917.75	92,917.75	10,570.84	10,570.84
273,916,906.55	195,553.30	101,040.90	72.14	273,815,865.65	195,481.16	79,463.88	79,463.88
176,732,183.87		2,528,256.50		174,203,927.37		89,218.68	
\$ 2,913,345,082.95	\$ 273,518,633.30	\$ 53,647,026.28	\$ 1,129,202.25	\$2,859,698,056.67	\$339,834,589.54	\$54,938.61	\$54,927.02





TABLE NO. 14 - INCOME ACCOUNT-

Railroads	Deductions From Gross				
	Rents accrued for lease of other roads	Other Rents-Debits			Separately operated property loss
		Hire of equipment - Balance	Joint facilities	Miscellaneous rents	
Atchison, Topeka & Santa Fe	\$ 733,210.62		\$ 394,765.64	\$ 127,908.34	
Atlantic Northern & Southern					
Charles City Western					
Chicago, Anamosa & Northern					
Chicago, Burlington & Quincy		\$ 663,942.50	902,894.52	43,799.52	
Chicago Great Western	712,440.00		620,743.60	920.04	
a Mason City & Fort Dodge					
a Wisconsin, Minnesota & Pacific					
Chicago, Milwaukee & St. Paul		517,784.61	123,159.14	924.35	
Chicago & North-Western	123,435.94	633,759.05	285,679.37	157,148.34	
Chicago, St. Paul, Minneapolis & Omaha		80,770.91	288,100.77	1,592.78	
Chicago, Rock Island & Pacific	1,589,947.68	1,330,606.84	1,288,606.09	3,559.58	
Colfax Northern	3,277.04	268.76			
Crooked Creek		2,603.20			
Davenport, Rock Island & Northwestern			6,740.22		
Dubuque & Sioux City (Ill. Cent.)	72,167.98	261,673.93	99,086.12	21.67	
Great Northern			698,630.12	2,557.60	\$63,521.37
Iowa Central		48,959.14	30,906.69	110.00	
Manchester & Oneida	22,200.00	3.34	240.00		
Minneapolis & St. Louis	430,287.98	6,091.09	82,201.80	336.96	
Muscatine North & South					
St. Paul and Des Moines		21,057.26	19,418.42		
Southern Iowa Traction Co.		2,574.13	24.17	90.00	
Tabor & Northern		1,478.03			
Union Pacific		1,090,655.47	106,514.37	5.00	
Wabash	1,600.00	918,875.83	1,601,503.63		
<b>Total</b>	<b>\$ 3,697,567.24</b>	<b>\$ 5,581,104.09</b>	<b>\$ 6,549,275.27</b>	<b>\$ 338,974.18</b>	<b>\$63,521.37</b>

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.

CONTINUED-ENTIRE LINE-STEAM ROADS.

Gross Corporate Income						Net corporate income	Net corporate loss
Interest accrued on funded debt	Other interest	Extinguishment of discount on securities	Sinking and redemption funds chargeable to income	Other deductions	Total deductions		
\$12,404,895.11	\$ 69,440.32			\$ 188,226.15	\$13,918,446.18	\$ 21,371,067.55	
6,850.00					6,850.00		\$ 6,128.94
						.55	
8,626,369.54	3,702.07	1,986.80	662,310.50		10,995,005.45	4,515.97	
824,500.07	2,195.13	5,859.32			2,166,658.16	16,843,762.73	
480,000.00					480,000.00	767,907.58	
232,440.00					232,440.00		
2,146,670.16					2,788,538.26	3,006,317.06	
7,726,146.35	1,360.97		81,000.00	13,601.24	9,022,131.26	12,747,100.01	
1,631,590.16	14,779.95				2,016,834.57	2,773,719.83	
8,455,399.45	56,763.27			19,124.71	12,744,068.92	5,100,859.99	
2,375.00	1,358.04				7,278.84		3,277.53
2,812.50					5,415.70		2,339.58
					6,740.22		
759,500.00	37,519.44		56,733.60	250.00	1,286,952.74	374,280.29	
9,395,054.46	961,403.32				11,121,166.87	17,516,754.04	
634,930.77	36,636.15				773,742.75		16,027.88
3,250.00					3,493.34	5,295.17	
939,870.03	50,907.69				1,518,695.55	124,643.14	
							1,400.69
118,280.00	23,877.25				182,632.93	978.93	
					2,688.30		12,627.83
2,500.00	2,140.43				6,118.46		88.04
8,010,211.83	47,056.67			866.77	9,255,310.11	33,833,618.04	
4,854,305.43	40,728.76		61,260.00	19,443.25	7,497,716.90		218,051.03
<b>\$67,257,950.86</b>	<b>\$ 1,349,860.46</b>	<b>\$ 7,846.12</b>	<b>\$ 861,304.10</b>	<b>\$ 241,512.12</b>	<b>\$85,948,924.81</b>	<b>\$ 114,470,820.88</b>	<b>\$ 259,941.52</b>

TABLE NO. 15—INCOME ACCOUNT—CONTINUED—ENTIRE LINE—STEAM ROADS.

Railroads	Disposition of Net Corporate Income						
	On common stock	On preferred stock	Appropriations for additions and betterments expended during year	Appropriations for extensions and extensions	Appropriations for other reserves	Balance for year carried forward to credit of profit and loss	Balance for year carried forward to credit of profit and loss
Atchison, Topeka & Santa Fe	\$ 9,922,400.00	\$ 5,708,600.00	\$ 5,000,000.00		\$ 414,130.50	\$ 315,777.96	
Atlantic, Northern & Southern							\$ 6,128.94
Charles City Western						4,515.97	
Chicago, Anamosa & Northern						3,140,879.72	
Chicago, Burlington & Quincy	8,867,128.00		4,856,785.01			267,967.08	
Chicago Great Western							
a Mason City & Ft. Dodge							
b Wisconsin, Minnesota & Pacific							
Chicago, Milwaukee & St. Paul	1,040,469.40	1,040,872.87				925,444.29	
Chicago & North Western	9,108,015.00	1,791,600.00			144,000.00	1,703,485.01	
Chicago, St. Paul, Minneapolis & Omaha	1,238,934.00	787,956.00				686,809.83	
Chicago, Rock Island & Pacific	3,930,760.50					1,170,009.49	
Colfax Northern							3,227.58
Crooked Creek							2,332.58
Davenport, Rock Island & Northwestern							
Dubuque & Sioux City (Ill. Cent.)	220,190.00					139,000.20	
Great Northern	7,349,104.00	7,349,312.25	2,818,337.79				16,027.88
Iowa Central							
Manchester & Opelida			838.69				
Minneapolis & St. Louis						4,487.17	
Muscatine, North & South							1,400.69
St. Paul & Des Moines						978.33	
Southern Iowa Traction Co.							12,627.83
Tabor & Northern							88.04
Union Pacific	21,639,571.51	3,981,744.00				\$ 1,192,392.53	
Wabash			122,809.10				410,800.13
<b>Total</b>	<b>\$63,491,662.41</b>	<b>\$20,650,605.12</b>	<b>\$12,838,739.90</b>		<b>\$ 528,139.50</b>	<b>\$17,185,392.06</b>	<b>\$ 452,756.01</b>

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 for this road.

TABLE NO. 16—PROFIT AND LOSS ACCOUNT—STEAM ROADS.

Railroads	Debit						
	Balance June 30, 1910	Balance for year brought forward from income account	Other properties—Loss	Appropriations for Additions and betterments	Appropriations for New Lines or Extensions		
				Expended during year	Held in reserve	Expended during year	Held in reserve
Atchison, Topeka & Santa Fe							
Atlantic, Northern & Southern							
Charles City Western							
Chicago, Anamosa & Northern	\$ 5,568.11						
Chicago, Burlington & Quincy							
Chicago Great Western							
a Mason City & Ft. Dodge							
b Wisconsin, Minnesota & Pacific							
Chicago, Milwaukee & St. Paul							
Chicago & North Western							
Chicago, St. Paul, Minneapolis & Omaha							
Chicago, Rock Island & Pacific							
Colfax Northern		\$ 3,227.58					
Crooked Creek		2,339.58					
Davenport, Rock Island & Northwestern							
Dubuque & Sioux City (Ill. Cent.)	36,460.44						
Great Northern		16,027.88					
Iowa Central							
Manchester & Opelida							
Minneapolis & St. Louis	14,530.47	1,400.69					
Muscatine, North & South	230,269.32						
St. Paul & Des Moines	59,955.83	65,255.47					
Southern Iowa Traction Co.		88.04					
Tabor & Northern							
Union Pacific	2,030,212.91	410,800.13					
Wabash							
<b>Totals</b>	<b>\$ 3,238,106.08</b>	<b>\$ 329,249.32</b>					

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 The balance carried forward to Debit of Profit and Loss as shown by Table No. 15, is \$12,627.33; \$7,372.36 of this amount represents results of operation of the Albia & Centerville Ry. Co. for the period July 1, 1910, to Nov. 25, 1910, and \$5,255.47, the results of operation of the Southern Iowa Traction Co. for the period Nov. 28, 1910, to June 30, 1911. The profit and Loss Account and Comparative General Balance Sheet figures in this report simply cover the operations of the Southern Iowa Traction Co.



TABLE NO. 17—PROFIT AND LOSS ACCOUNT—CONTINUED—STEAM ROADS.

Railroads	Debit—Continued						Total
	Appropriations for other re-serves	Extinguishment of discount on securities	Deductions for year	Dividends Declared		Balance credit June 30, 1911, carried to general balance sheet	
				On common stock	On preferred stock		
Atchison, Topeka & Santa Fe						\$ 20,563,706.63	\$ 20,563,706.63
Atlantic, Northern & Southern						.55	.55
Charles City Western							5,568.11
Chicago, Anamosa & Northern			\$ 116,695.00			42,203,264.97	42,319,960.06
Chicago, Burlington & Quincy						1,223,683.07	1,223,683.07
Chicago Great Western							
a Mason City & Ft. Dodge							
a Wisconsin, Minnesota & Pacific							
Chicago, Milwaukee & St. Paul	\$ 717,270.00		8,082,507.26	\$ 4,058,110.00	\$ 4,057,616.50	49,278,507.91	66,194,011.67
Chicago & North-Western		\$ 825,000.00	1,342,304.60			33,066,463.22	35,233,767.82
Chicago, St. Paul, Minneapolis & Omaha			480,240.78			4,887,365.85	5,367,549.61
Chicago, Rock Island & Pacific		829,167.81	1,035,356.69			14,428,293.11	16,292,817.61
Colfax Northern						34,878.48	38,156.01
Crooked Creek							2,339.58
Davenport, Rock Island & Northwestern						37,790.00	37,790.00
Dubuque & Sioux City (Ill. Cent.)						269,038.43	305,507.87
Great Northern		144,250.00	508,537.82			51,191,660.89	51,839,448.71
Iowa Central			211,638.74			1,991,629.72	2,219,296.34
Manchester & Oneida						12,855.69	12,855.69
Minneapolis & St. Louis			98,445.05			1,150,751.90	1,249,196.95
Muscatine, North & South			171.98				16,103.14
St. Paul & Des Moines			42,118.94				292,488.26
Southern Iowa Traction Co.							5,255.47
Tabor & Northern							21,043.87
Union Pacific		440,397.50	332,811.25			145,541,933.75	146,315,142.50
Wabash			3,001,788.95				6,342,861.99
<b>Totals</b>	\$ 717,270.00	\$ 2,238,815.31	\$ 15,247,617.15	\$ 4,058,110.00	\$ 4,057,616.50	\$ 365,884,767.18	\$ 395,901,551.54

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 The balance carried forward to Debit of Profit and Loss as shown by Table No. 15, is \$12,627.33; \$7,372.36 of this amount represents results of operation of the Albia & Centerville Ry. Co. for the period July 1, 1910, to Nov. 25, 1910, and \$5,255.47, the results of operation of the Southern Iowa Traction Co. for the period Nov. 26, 1910, to June 30, 1911. The profit and Loss Account and Comparative General Balance Sheet figures in this report simply cover the operations of the Southern Iowa Traction Co.

TABLE NO. 18—PROFIT AND LOSS—CONTINUED—STEAM ROADS.

Railroads	Credit						Total
	Balance June 30, 1910	Balance for year brought forward from income account	Other properties—Profit	Unextinguished premiums on outstanding funded debt	Additions for year	Balance debit June 30, 1911 carried to general balance sheet	
Atchison, Topeka & Santa Fe	\$ 20,231,803.67	\$ 315,777.96			\$ 10,125.00		\$ 20,566,706.63
Atlantic Northern & Southern		.55					.55
Charles City Western		4,515.97				\$ 1,052.14	5,568.11
Chicago, Anamosa & Northern	42,302,003.33				17,956.73		42,319,960.06
Chicago, Burlington & Quincy	455,775.49	767,907.58					1,223,683.07
Chicago Great Western							
a Mason City & Fort Dodge							
a Wisconsin, Minnesota & Pacific							
Chicago, Milwaukee & St. Paul	50,546,541.28	8,242,562.75	\$ 7,155.27		7,397,752.37		66,194,011.67
Chicago & North-Western	32,178,932.10	1,703,485.01	525,683.92		825,066.79		35,233,767.82
Chicago, St. P., Minneapolis & Omaha	4,560,351.53	686,809.83	120,388.28				5,367,549.61
Chicago, Rock Island & Pacific	15,019,816.13	1,170,099.49			102,901.99		16,292,817.61
Colfax Northern	38,156.01						38,156.01
Crooked Creek						2,339.58	2,339.58
Davenport, Rock Island & Northwestern	37,790.00						37,790.00
Dubuque & Sioux City (Ill. Cent.)		139,090.29			166,417.58		305,507.87
Great Northern	51,171,911.70				667,537.01		51,839,448.71
Iowa Central	2,219,296.34						2,219,296.34
Manchester Oneida	8,398.52	4,457.17					12,855.69
Minneapolis & St. Louis	1,080,564.50	124,643.14			43,989.31		1,249,196.95
Muscatine North & South						16,103.14	16,103.14
St. Paul & Des Moines		978.93			100.00	291,409.33	292,488.26
Southern Iowa Traction Co.						5,255.47	5,255.47
Tabor & Northern						21,043.87	21,043.87
Union Pacific	76,209,065.53	8,192,302.53	134,024.14		61,779,750.30		146,315,142.50
Wabash			7,438.83		298,489.36	6,126,933.80	6,342,861.99
<b>Total</b>	\$ 296,060,406.73	\$ 21,352,631.20	\$ 794,690.44		\$ 71,229,686.44	\$ 6,464,137.33	\$ 395,901,551.54

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.

TABLE NO. 19—OPERATING

Railroads	Revenue from				
	Freight revenue	Passenger Service			
		Passenger Revenue	Excess baggage revenue	Parlor and chair car revenue	Mail revenue
Atchison, Topeka & Santa Fe	\$ 362,227.93	\$ 77,327.11	\$ 959.16		\$ 13,422.53
Atlantic Northern & Southern	36,329.53	9,208.32	271.79		
Charles City Western	68.15	3,458.32	3.55		
Chicago, Anamosa & Northern	14,805.63	4,788.61	84.77		839.16
Chicago, Burlington & Quincy	6,837,762.35	3,312,896.47	45,804.82		569,873.61
Chicago Great Western	4,321,045.88	1,555,816.79	21,603.49	\$ 3,820.84	100,045.38
<i>a</i> Mason City & Fort Dodge					
<i>a</i> Wisconsin, Minnesota & Pac.					
Chicago, Milwaukee & St. Paul	10,794,561.79	2,683,885.63	41,840.34		300,023.21
Chicago & North-Western	11,641,140.65	4,343,526.66	69,270.40		468,436.77
C., St. P. M. & O.	677,488.62	386,727.10	6,164.56		30,164.72
Chicago, Rock Island & Pacific	9,416,704.47	4,901,670.07	71,325.70	3.75	383,240.67
Colfax Northern	32,355.61	7,685.07	4.84		
Crooked Creek	21,999.79	922.94	5.95		691.61
D., R. I. & N. W.					3,976.80
D. & S. C. (Ill. Cent.)	3,177,106.95	1,562,125.58	25,682.19	609.30	121,859.18
Great Northern	357,615.75	66,195.01	810.88		10,417.29
Iowa Central	2,002,565.13	446,492.86	6,785.25		53,142.10
Manchester & Oneida	14,417.70	8,161.51	120.32		362.24
Minneapolis & St. Louis	901,372.28	348,345.82	5,214.14		54,491.89
Muscatine North & South	62,225.47	9,490.66			
St. Paul & Des Moines	433,025.52	137,751.60	1,659.90		4,894.11
Southern Iowa Traction Co.	12,050.74	7,747.19	207.46		1,104.55
Tabor & Northern	15,179.90	5,603.30	175.89		514.44
Union Pacific	61,914.10	10,540.33	218.67		3,717.50
Wabash	866,024.20	319,510.96	4,192.84		50,006.21
<b>Total</b>	<b>\$ 52,060,888.14</b>	<b>\$ 20,209,877.90</b>	<b>\$ 302,406.01</b>	<b>\$ 4,433.89</b>	<b>\$ 2,171,222.97</b>

*a* Operated under lease by Chicago Great Western R. R. Co. Lease provides that the lessee receives all receipts and pays all expenses growing out of operation of line and there is therefore no operating revenues for this road.  
*b* Credit.

REVENUES—IOWA—STEAM ROADS.

From Transportation							
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				
\$ 24,733.86		\$ 5,911.87	\$ 122,354.53	\$ 658.44		\$ 1,411.42	\$ 485,240.90
			9,480.11				47,221.06
			3,461.87				3,530.02
517.54	\$ 256.80		6,486.88				21,292.51
312,750.21	55,422.40	470.68	4,297,218.19	35,041.30	\$ 7,231.00	10,569.35	11,187,822.19
180,445.44	16,504.76	4,088.89	1,882,325.59	57,406.07	2,122.73	52.80	6,263,853.07
397,043.22	77,262.99	379.19	3,500,434.58	85,496.10	7,152.88	3,692.68	14,391,338.03
551,178.17	56,639.88	10,555.17	5,499,607.05	64,485.92	8,468.83	6,441.86	17,220,144.31
30,789.22	3,227.82	377.13	457,450.55	6,310.50	645.75	202.23	1,142,097.65
572,563.90	3.40	11,934.38	5,940,741.87	99,137.96	6,696.47	236.00	15,463,516.77
		7.75	7,697.66	87.25			40,140.52
300.00			1,920.50	1,883.69			25,803.98
			3,976.80	42,331.94			46,308.74
159,041.03	27,065.25	804.79	1,897,187.32	33,232.23	4,435.05	448,904.24	5,560,865.79
13,860.16		25.20	91,308.54	4,522.00	146.00	109.00	453,701.29
39,871.93		998.19	547,290.33	10,542.26	4,075.66	883.89	2,565,357.27
691.80	1,432.31		10,768.18				25,185.88
35,149.41	473.24		443,674.50	9,929.81	743.01	763.68	1,356,483.28
1,639.41			11,130.07	61,191.10			72,164.44
5,540.19	556.30		150,402.10				583,427.62
6,575.09		15.00	8,499.11	40.00	472.05	.63	21,062.53
987.98			7,281.61	644.00			23,105.51
2,151.20		109.37	16,737.12	337.37	183.15	3,588.27	82,760.01
25,087.24	2,957.59	236.52	401,940.30	1,913.25	547.00	764.91	1,271,189.66
<b>\$ 2,353,716.82</b>	<b>\$ 241,802.74</b>	<b>\$ 35,914.13</b>	<b>\$ 25,319,375.36</b>	<b>\$ 452,808.99</b>	<b>\$ 42,919.58</b>	<b>\$ 477,620.96</b>	<b>\$ 78,353,613.03</b>

TABLE NO. 20—OPERATING REVENUES—IOWA—

Railroads	Revenue from Operation other than Transportation				
	Station and train privileges	Parcel room receipts	Storage freight	Storage baggage	Car service
Atchison, Topeka & Santa Fe	\$ 496.92		\$ 46.10	\$ 37.05	\$ 32.00
Atlantic Northern & Southern					
Charles City Western					
Chicago, Anamosa & Northern					
Chicago, Burlington & Quincy	580.30	\$ 133.10	5,160.68	2,730.70	30,142.76
Chicago Great Western	4,761.92	1,075.30	2,997.96	740.03	16,700.88
<i>b</i> Mason City & Fort Dodge					
<i>b</i> Wisconsin Minnesota & Pacific					
Chicago, Milwaukee & St. Paul	1,543.91	554.10	5,148.21	740.95	21,718.40
Chicago & North-Western	6,694.50	915.35	5,840.78	1,118.32	25,208.20
Chicago, St. Paul, Minneapolis & Omaha	562.75		451.64	101.05	1,511.00
Chicago, Rock Island & Pacific	11,396.91	294.95	7,933.70	2,814.33	43,540.18
Colfax Northern					355.00
Crooked Creek					
Davenport, Rock Island & Northwestern			267.25		4,466.00
Dubuque & Sioux City (Ill. Cent.)	4,266.62	760.90	3,075.88	423.90	13,382.29
Great Northern	2,026.32		302.25	53.20	897.00
Iowa Central	2,227.49		704.30	73.65	4,761.80
Manchester & Oneida	25.91				6.20
Minneapolis & St. Louis	1,325.48		524.35	28.25	5,170.29
Muscatine North & South					
St. Paul & Des Moines	165.86		144.50		357.73
Southern Iowa Traction Co.	18.32		4.15		32.00
Tabor & Northern			33.80		35.00
Union Pacific	41.35	.45	16.40	16.22	72.22
Wabash	747.57		251.04	29.37	2,467.50
<b>Total</b>	<b>\$36,288.20</b>	<b>\$ 3,734.95</b>	<b>\$32,002.00</b>	<b>\$ 8,907.03</b>	<b>\$ 170,856.45</b>

*a* Credit.

*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 the operation of line and there is therefore no operating revenues for this road.

CONTINUED—AND ENTIRE LINE—STEAM ROADS

Telegraph and telephone service	Rents of buildings and other property	Miscellaneous	Total	Joint facilities revenue debit	Joint facilities revenue credit	Total operating revenues Iowa	Total operating revenues entire line
\$ 180.67	\$ 543.63	\$ 1,553.68	\$ 2,296.21	\$ .05		\$ 487,537.06	\$ 89,164,216.53
	192.40	69.15	261.55			47,221.06	47,221.06
						3,791.57	3,791.57
						21,292.51	21,292.51
44,051.25	11,614.65	16,620.28	111,033.72	178.22	14,258.03	11,312,935.72	88,272,208.27
496.69	2,343.96	5,062.92	34,179.66			6,298,032.73	12,618,641.94
8,951.63	15,556.08	3,079.76	57,293.84	1,800.00	80,985.85	14,527,817.72	64,975,995.00
	13,564.36	16,739.12	70,080.63	1,500.48	53.00	17,288,777.46	74,918,185.83
		256.30	2,882.74		1,662.93	1,146,643.32	16,092,851.36
4,863.94	3,897.60	5,910.87	80,652.48		378.07	15,544,547.32	65,082,307.54
	34.00		389.00			40,529.52	40,529.52
	3.50	4.03	7.53			25,811.51	25,811.51
3.60	73.00	9.03	4,818.88			51,127.62	101,562.54
	5,180.90	928.43	28,018.92	60.00	649.95	5,589,474.66	6,626,824.59
	1,220.04		4,498.81	610.02		457,590.08	61,214,298.52
1,050.53	2,207.92	973.84	11,999.53			2,577,356.80	3,511,537.48
			32.11			25,217.99	25,217.99
	2,111.53	268.37	9,428.27			1,365,911.55	5,094,016.65
	20.00		20.00			72,184.44	72,184.44
95.74		190.13	953.96			584,381.58	584,381.58
			54.47			21,117.00	21,117.00
193.77			262.57			23,368.08	23,368.08
73.84	62.21	45.64	328.34	17.62	34.41	83,105.14	51,284,501.98
	1,091.80	540.46	5,127.74		323.08	1,276,640.48	29,884,037.40
<b>\$ 59,961.66</b>	<b>\$ 59,717.58</b>	<b>\$ 52,252.01</b>	<b>\$ 424,620.96</b>	<b>\$ 4,166.39</b>	<b>\$98,345.32</b>	<b>\$78,872,412.92</b>	<b>\$ 569,706,100.89</b>

TABLE NO. 21.—OPERATING EXPENSES—ENTIRE LINE—STEAM ROADS.

Railroads	Maintenance of Way and Structure	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total
Achison, Topeka & Santa Fe	12,847,208.32	13,569,044.03	1,851,546.29	26,113,311.87	1,956,383.38	56,637,493.89
Atlantic Northern & Southern	21,883.76	1,208.00	851.75	15,948.30	6,153.98	45,194.04
Charles City Western	197.90	316.12	2,206.22	659.03	3,791.02	15,288.39
Chicago, Anamosa & Northern	3,790.09	2,231.54	6,518.48	2,748.28	59,541,925.66	9,442,006.18
Chicago, Burlington & Quincy	12,406,278.81	14,761,137.51	1,381,805.25	28,543,204.54	2,249,499.55	59,541,925.66
Chicago Great Western	1,534,160.38	1,872,148.08	559,758.19	5,056,920.03	419,019.50	9,442,006.18
Mason City & Fort Dodge						
Wisconsin, Minnesota & Pacific	7,865,400.51	8,839,384.22	1,264,272.20	27,965,952.62	1,118,709.06	47,053,718.61
Chicago, Milwaukee & St. Paul	10,002,073.13	9,307,196.09	1,232,016.22	30,836,560.68	1,634,894.07	53,012,710.19
Chicago & North-Western	2,068,059.01	1,833,983.78	285,536.56	6,155,616.44	385,523.46	10,698,719.25
Chicago, St. Paul, Minneapolis & Omaha	9,254,896.40	9,064,334.57	1,800,035.96	24,974,243.73	1,664,841.55	46,848,352.21
Chicago, Rock Island & Pacific	7,963.67	4,954.41	171.03	18,176.46	3,529.11	34,794.68
Colfax Northern	5,184.83	2,897.22		8,124.24	3,490.23	19,696.52
Crooked Creek	32,682.25	15,983.19		59,170.49	2,669.04	110,504.97
Davenport, Rock Island & Northwestern	864,755.04	1,286,876.49	151,218.35	2,369,888.22	144,415.53	4,817,153.63
Dubuque & Sioux City (Ill. Cent.)	9,633,837.19	7,677,602.38	1,006,429.06	18,028,712.40	1,204,348.36	37,550,929.39
Great Northern	427,511.16	50,130.37	88,153.45	1,461,924.69	103,469.39	2,671,189.06
Iowa Central	3,465.56	1,069.04	1,344.58	9,785.88	262.30	15,927.36
Manchester & Oneida	479,867.22	688,279.35	125,551.89	2,054,493.75	175,007.75	3,513,199.96
Minneapolis & St. Louis	12,725.96	7,690.94	2,723.67	38,695.44	8,907.19	70,743.20
Muscatine North & South	85,556.72	66,309.03	20,338.20	191,546.08	19,164.53	383,314.75
St. Paul & Des Moines	14,582.95	1,148.57	181.00	10,598.18	2,153.58	28,365.18
Southern Iowa Traction Co.	6,065.09	837.32	1.05	7,607.88	1,867.84	16,379.18
Tabor & Northern	5,794,023.11	5,648,617.28	1,221,792.47	13,343,778.12	1,271,010.93	27,279,221.91
Union Pacific	3,629,763.31	4,868,474.28	919,042.83	12,052,963.95	895,938.74	22,366,183.11
Wabash						
<b>Total</b>	<b>\$ 76,942,032.37</b>	<b>\$ 80,441,853.81</b>	<b>\$ 12,202,271.09</b>	<b>\$ 19,326,008.69</b>	<b>\$ 13,274,636.38</b>	<b>\$ 382,186,802.34</b>

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 Figures for this table are estimated.

TABLE NO. 22.—OPERATING EXPENSES AND TAXES—IOWA—STEAM ROADS.

Railroads	Maintenance of Way & Structure		Maintenance of Equipment		Traffic Expenses		Transportation Expenses		General Expenses		Total Operating Expenses		Taxes—Iowa
	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	Amount	Ratio to total operating expenses per cent	Amount	Ratio to operating revenues per cent	
A. T. & S. F.	\$ 109,328.61	32.86	\$ 82,953.94	24.93	\$ 12,802.97	3.85	\$ 115,751.86	34.78	\$ 11,906.12	3.58	\$ 332,743.50	68.25	\$ 17,218.63
A. N. & S.	21,883.76		1,208.00				15,948.30		6,153.98		45,194.04	95.71	1,305.16
C. C. W.	197.90		316.12		351.75		2,206.22		659.03		3,791.02	99.99	1,488.15
C. A. & N.	3,790.09	24.79	2,231.54	14.60			6,518.48	42.64	2,748.28	17.97	15,288.39	71.33	
C. B. & Q.	12,406,278.81	25.23	14,761,137.51	23.13	1,381,805.25	3.08	28,543,204.54	44.25	2,249,499.55	4.31	59,541,925.66	74.15	420,367.07
C. G. W.	787,177.69	16.25	960,599.18	19.83	287,211.93	5.93	2,594,705.67	53.56	214,958.50	4.43	4,844,693.37	76.92	189,430.39
M. C. & Ft. D.													
W. M. & P.													
C. M. & St. P.	2,190,936.22	19.59	2,254,297.24	20.16	337,289.33	3.01	6,113,919.18	54.67	287,673.49	2.57	11,184,116.26	76.98	473,932.09
C. & N. W.	2,625,544.20	18.87	2,443,128.97	17.56	323,404.25	2.32	8,094,597.18	58.17	429,151.82	3.08	13,915,836.42	80.49	512,416.61
C., St. P., M. & O.	134,339.15	18.76	124,700.51	17.44	19,102.40	2.66	411,810.74	57.53	25,791.52	3.61	715,744.32	62.42	36,568.80
C., R. I. & P.	1,998,784.85	17.69	2,194,229.66	19.43	495,617.07	4.39	6,175,597.22	54.68	430,260.76	3.81	11,294,489.56	72.66	517,940.54
C. N.	7,963.67	22.89	4,954.41	14.24	171.03	.49	18,176.46	52.24	3,529.11	10.14	34,794.68	85.85	1,733.53
C. C.	5,184.83	26.33	2,897.22	14.71			8,124.24	41.24	3,490.23	17.72	19,696.52	76.31	3,038.87
D., R. I. & N. W.	21,690.81		7,966.63				29,640.39		1,604.76		60,992.59	119.12	12,378.45
D. & S. C. (Ill. C.)	804,249.40	17.77	1,240,987.58	27.43	143,749.13	3.18	2,197,844.99	48.56	128,333.17	3.09	4,525,164.98	80.96	183,654.89
Great Northern	129,918.59	33.32	60,384.20	17.80	10,754.67	2.76	166,472.13	42.70	13,337.41	3.42	389,867.09	85.29	33,399.50
Iowa Central	326,309.18	16.54	450,112.89	22.82	67,964.61	3.45	1,054,067.26	53.43	74,115.65	3.76	1,972,569.59	76.53	86,180.00
M. & O.	3,465.56	21.76	1,069.04	6.70	1,344.58	8.44	9,785.88	61.46	262.30	1.64	15,927.36	63.15	858.12
M. & St. L.	172,228.76	17.97	159,538.92	16.69	35,609.39	3.72	553,672.65	57.79	36,698.22	3.83	958,147.94	70.15	36,000.00
M. N. & S.	12,725.96		7,690.94		2,723.67		38,695.44		8,907.19		70,743.20	98.00	2,841.93
St. P. & D. M.	85,956.72	22.42	66,309.03	17.80	20,338.39	5.31	191,546.08	49.67	19,164.53	5.00	383,314.75	65.59	17,454.97
Southern Iowa Trac.	14,282.95	50.43	1,148.57	3.88	181.00	.64	10,598.18	37.38	2,153.58	7.64	28,365.18	134.32	2,691.35
T. & N.	6,065.09	37.03	837.32	5.11	1.05	.01	7,607.88	46.45	1,867.84	11.40	16,379.18	70.99	958.48
U. P.	23,176.09	21.24	22,594.47	20.70	4,887.16	4.48	53,375.12	48.92	5,084.05	4.66	109,116.89	131.30	33,878.29
Wabash	322,666.15	24.76	213,291.41	16.87	53,459.00	4.10	653,965.59	50.18	59,887.29	4.59	1,303,269.35	102.08	43,287.40
<b>Totals</b>	<b>\$11,924,546.46</b>	<b>19.67</b>	<b>\$12,253,673.38</b>	<b>20.21</b>	<b>\$ 2,076,399.26</b>	<b>3.42</b>	<b>\$32,234,173.31</b>	<b>53.17</b>	<b>\$ 2,139,734.02</b>	<b>3.53</b>	<b>\$60,628,526.43</b>	<b>76.87</b>	<b>\$ 2,619,994.50</b>

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 Estimated.  
 c Proportional on revenue train mileage basis.

TABLE NO. 23—SUMMARY OF SECURITIES OWNED—(NOT

Railroads	Stocks of			
	Respondent "In Treasury" and "Pledged as Collateral"		Railway companies active	
	Par value	Dividends	Par value	Dividends
Atchison, Topeka & Santa Fe.....	\$ 70,300.00		\$ 82,749,200.00	\$ 183,840.41
Atlantic Northern & Southern.....				
Charles City Western.....				
Chicago, Anamosa & Northern.....			41,921,899.99	766,164.50
Chicago, Burlington & Quincy.....			39,744,723.00	4,463.98
Chicago Great Western.....	55,000.00			
Mason City & Ft. Dodge.....				
Wisconsin, Minnesota & Pacific.....				
Chicago, Milwaukee & St. Paul.....	745,200.00		103,291,800.00	5,018,779.00
Chicago & North-Western.....	2,342,151.71		23,627,500.00	1,376,222.00
Chicago, St. Paul, Minneapolis and Omaha.....	4,231,128.00		714,400.00	41,976.00
Chicago, Rock Island & Pacific.....	3,177.50		22,383,020.00	49,136.50
Colfax Northern.....				
Crooked Creek.....				
Davenport, Rock Island and Northwestern.....				
Dubuque & Sioux City (Ill. Cent.).....				
Great Northern.....	375.00		109,015,500.00	4,336,652.00
Iowa Central.....			900,000.00	
Manchester & Oneida.....				
Minneapolis & St. Louis.....	198,200.00		2,940,100.00	4,144.00
Muscatine, North & South.....				
St. Paul & Des Moines.....			45,000.00	
Southern Iowa Traction Co.....				
Tabor & Northern.....				
Union Pacific.....	27,700.00		154,512,940.00	11,784,862.00
Wabash.....	206,300.00		11,671,600.00	70,240.00
<b>Totals.....</b>	<b>\$ 7,969,532.21</b>		<b>\$ 593,517,682.99</b>	<b>\$ 23,636,480.39</b>

HELD IN SINKING OR OTHER FUNDS)—STEAM ROADS

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		
\$ 101,835,842.18		\$ 6,793,941.90	\$ 224,888.00	\$ 286,200.00		\$ 191,735,484.08	\$ 408,728.41
900,500.00		984,166.66		1,460.00		43,808,026.65	766,164.50
		196,700.00	6,000.00			39,996,423.00	10,463.98
365,000.00		1,255,500.00	46,336.00	250,000.00		105,907,500.00	5,065,115.00
		4,760,000.00	335,000.00			30,729,651.71	1,711,222.00
		155.00				4,945,683.00	41,976.00
1,382,200.00		5,310,710.00	7,518.00	413,000.00		29,492,107.50	56,654.50
670.00						670.00	
833,542.20		12,835,086.67	127,471.00			122,684,503.87	4,464,123.00
		40,200.00	12.00			940,200.00	12.00
						3,138,300.00	4,144.00
		101.00				45,101.00	
		18,165,120.00	1,557,436.00			172,705,700.00	13,342,298.00
3,273,300.00		1,321,700.00	54,000.00	200,000.00		16,762,900.00	124,240.00
\$ 108,591,054.38		\$51,663,881.23	\$ 2,358,661.00	\$ 1,150,660.00		\$ 762,892,310.81	\$25,995,141.39

TABLE NO. 24—SUMMARY OF SECURITIES OWNED—(NOT HELD

Railroads	Funded Debt of			
	Respondent "In Treasury" and "Pledged as Collateral"		Railway Companies—Active	
	Par value	Interest	Par value	Interest
Atchison, Topeka & Santa Fe	\$ 4,756,030.00		\$ 84,982,291.08	\$ 872,475.18
Atlantic Northern & Southern				
Charles City Western				
Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	9,349,200.00	\$ 504,136.22	1,510,400.00	43,656.31
Chicago Great Western			444,000.00	439.21
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	39,712,000.00		130,094,000.00	4,728,690.56
Chicago & North-Western	36,740,000.00		1,678,500.00	4,087.50
Chicago, St. Paul, Minneapolis & Omaha	51,046.00		257,000.00	11,645.00
Chicago, Rock Island & Pacific	1,000.00		31,345,789.66	1,437,882.23
Coifax Northern				
Crooked Creek				
Davenport, Rock Island & Northwestern				
Dubuque & Sioux City (Ill. Cent.)				
Great Northern	24,111,000.00		30,959,000.00	424,623.34
Iowa Central	844,000.00		555,000.00	22,200.00
Manchester & Oneida				
Minneapolis & St. Louis	1,254,000.00		610,000.00	30,536.25
Muscatine, North & South				
St. Paul & Des Moines				
Southern Iowa Traction Co.				
Tabor & Northern				
Union Pacific	1,238,000.00		79,460,500.00	2,961,244.35
Wabash	9,844,889.00		27,000.00	10,155.00
<b>Total</b>	<b>\$ 127,901,165.00</b>	<b>\$ 504,136.22</b>	<b>\$ 361,923,480.74</b>	<b>\$ 10,547,634.93</b>

IN SINKING OR OTHER FUNDS)—CONTINUED—STEAM ROADS

Funded Debt of						Total Funded Debt	
Railway Companies—Inactive		Other than Railway Companies—Active		Other than Railway Companies—Inactive		Par value	Interest
Par value	Interest	Par value	Interest	Par value	Interest		
\$67,140,539.58		\$ 9,525,765.95	\$ 121,016.30			\$ 166,404,026.61	\$ 993,491.48
		403,500.00	16,833.33	\$ 12,000.00		11,277,100.00	564,625.86
		5,040.00	208.17			449,040.00	647.38
		48,100.00	2,287.30			169,854,100.00	4,730,977.86
						38,418,500.00	4,087.50
		1,500.00	80.68			309,546.00	11,725.68
5,100,000.00	15,000.00	9,480,354.93	27,028.63			45,927,144.59	1,479,910.86
		1,241,100.00	12,860.20			56,311,100.00	437,483.54
						1,399,000.00	22,200.00
		3,500.00	175.01			1,867,500.00	30,711.26
		3,735,200.00	108,944.93			84,433,700.00	3,160,189.28
						9,871,889.00	10,155.00
<b>\$72,240,539.58</b>	<b>\$ 15,000.00</b>	<b>\$24,446,060.88</b>	<b>\$ 379,434.55</b>	<b>\$ 12,000.00</b>		<b>\$ 586,523,246.20</b>	<b>\$11,446,205.70</b>



TABLE NO. 26—COMPARATIVE GENERAL

Railroads	Property Investment		
	Investment to June 30, 1907		Road and Investment
	Road	Equip-ment	Road
Atchison, Topeka & Santa Fe	\$ a 497,086,095.17		\$ 54,838,144.63
Atlantic Northern & Southern			293,362.09
Charles City Western			
d Chicago, Anamosa & Northern			
Chicago, Burlington & Quincy	296,437,146.87	\$ 48,844,353.13	34,535,237.36
Chicago Great Western			94,763,797.61
Mason City & Ft. Dodge	42,806,314.47	1,519,086.67	152,620.48
Wisconsin, Minnesota & Pacific	11,442,353.79	760,764.91	83,392.17
Chicago, Milwaukee & St. Paul	212,764,613.04	45,568,022.97	25,813,617.92
Chicago & North-Western	a 237,705,203.67		57,508,445.57
Chicago, St. Paul, Minneapolis & Omaha	a 62,408,611.00		1,810,492.93
Chicago, Rock Island & Pacific	a 193,210,227.88		16,208,754.13
Colfax Northern	138,806.02	29,315.10	3,042.75
Crooked Creek			
Davenport, Rock Island & Northwestern	a 3,283,815.51		126,695.56
Dubuque & Sioux City (Ill. Cent.)	a 29,679,249.89		596,759.36
Great Northern	230,947,770.98	44,084,373.57	37,801,093.86
Iowa Central	a 26,377,402.03		1,236,499.32
Manchester & Oneida	a 117,391.00		2,157.00
Minneapolis & St. Louis	a 29,306,397.44		904,169.00
Muscatine North & South	a 1,050,000.00		
St. Paul & Des Moines			4,321,937.72
Southern Iowa Traction Co.			200,000.00
Tabor & Northern	82,688.07	10,229.68	
Union Pacific	228,773,871.90	11,108,065.08	
Wabash	a 169,684,852.62		1,048,296.46
<b>Total</b>	<b>\$ 2,273,302,811.35</b>	<b>\$ 151,924,211.11</b>	<b>\$ 332,241,565.42</b>

a Includes equipment.  
 b Includes \$9,097,308.24 additions and betterments for proprietary, affiliated and auxiliary companies.  
 c Credit.  
 d The Midland Ry. Construction Company, constructed the road operated by the Chicago, Anamosa & Northern Ry. and the transfer of the property has not yet been made, as further construction is contemplated.

BALANCE SHEET—ASSETS—STEAM ROADS

Property Investment						
Equipment						
since June 30, 1907						
Equip-ment	General expen-ditures	Revenue for accrued depreciation—Credit	Total June 30, 1910	Total June 30, 1911	Increase 1911	Decrease 1911
\$ 36,185,856.40	\$ b 9,109,215.41	\$10,085,596.52	\$ 549,106,888.52	\$ 587,133,715.09	\$ 38,026,826.57	
44,790.33	2,736.17			340,888.59	340,888.59	
9,181,350.66	1,515,827.90	14,006,026.45	364,630,316.70	376,507,939.47	11,817,422.71	
10,277,527.27		253,378.92	100,593,665.10	104,790,945.96	4,197,280.86	
c 55,105.52		35,560.60	44,445,825.89	44,387,355.50		\$ 58,470.19
c 65,347.60		16,856.93	12,244,230.11	12,204,306.34		39,923.77
8,065,476.37		2,975,310.57	278,616,375.57	289,236,419.73	10,620,044.16	
11,061,147.86	28,304.28	2,386,365.49	290,198,909.01	308,916,735.89	13,717,826.88	
1,372,862.38	32.14	893,637.21	63,792,453.74	64,098,361.24	905,907.50	
9,836,258.24		446,582.59	211,970,903.00	218,808,657.66	6,837,754.66	
108.37		5,590.56	166,149.27	165,681.68		467.59
			473,369.61	225,575.82		247,793.79
18,927.51			3,403,644.69	3,429,438.58	25,793.89	
			30,089,467.35	30,266,009.25	176,541.90	
15,193,041.93	880,035.71	19,581,445.12	296,679,749.49	309,324,870.43	12,645,120.94	
560,569.36	1,238,293.53	138,854.45	29,332,280.49	29,573,909.79	241,629.30	
4,258.60	7,500.00	600.00	130,601.10	130,706.60	105.50	
527,140.41	520,675.00	175,832.91	30,659,142.36	31,082,548.94	423,406.58	
			1,050,000.00	1,050,000.00		
482,768.85	62,834.34	16,090.56	4,776,170.59	4,851,450.35	75,279.76	
2,270.55				202,270.55		
			92,917.75	92,917.75		
	34,034,969.57	101,040.90	268,620,816.08	273,815,865.65	5,195,049.57	
3,774,384.83	2,224,649.96	2,528,256.50	173,589,882.71	174,203,927.37	614,044.66	
\$ 106,768,296.80	\$ 49,625,074.01	\$53,647,026.28	\$ 2,754,723,958.99	\$ 2,860,440,498.23	\$ 105,860,924.03	\$ 346,655.34







TABLE NO. 29—COMPARATIVE GENERAL BALANCE

Railroads	Working			
	Cash	Securities Issued or Assumed —Held in Treasury		
		Stocks	Funded Debt	Miscellaneous
Atchison, Topeka & Santa Fe.....	\$ 33,530,255.53	\$ 70,300.00	\$ 4,756,030.00	-----
Atlantic, Northern & Southern.....	-----	-----	-----	-----
Charles City Western.....	3,706.21	-----	-----	-----
<sup>a</sup> Chicago, Anamosa & Northern.....	-----	-----	-----	-----
Chicago, Burlington & Quincy.....	10,652,950.22	-----	-----	\$9,318,200.00
Chicago Great Western.....	3,891,548.93	55,000.00	-----	-----
Mason City & Ft. Dodge.....	-----	-----	-----	-----
Wisconsin, Minnesota & Pacific.....	-----	-----	-----	-----
Chicago, Milwaukee & St. Paul.....	13,579,693.71	745,200.00	39,712,000.00	-----
Chicago & North-Western.....	12,964,392.90	2,342,151.71	5,248,000.00	-----
Chicago, St. Paul, Minn. & O.....	1,805,442.79	4,231,128.30	51,046.02	-----
Chicago, Rock Island & Pacific.....	3,158,192.94	3,177.50	1,000.00	-----
Colfax Northern.....	297.27	-----	-----	-----
Crooked Creek.....	1,768.46	-----	-----	-----
Davenport, Rock Island & N. W.....	1,288.64	-----	-----	-----
Dubuque & S. C. (Ill. Cent.).....	-----	-----	-----	-----
Great Northern.....	21,460,917.50	375.00	10,005,000.00	-----
Iowa Central.....	190,287.08	-----	844,000.00	-----
Manchester & Onida.....	4,622.36	-----	-----	-----
Minneapolis & St. Louis.....	360,800.55	198,200.00	1,254,000.00	-----
Muscatine, North & South.....	4,798.72	-----	-----	-----
St. Paul & Des Moines.....	66,224.79	280,000.00	-----	-----
Southern Iowa Traction.....	-----	-----	-----	-----
Tabor & Northern.....	1,538.58	-----	-----	-----
Union Pacific.....	11,667,878.45	27,700.00	1,238,000.00	-----
Wabash.....	2,226,402.41	2,361.00	751,391.53	-----
Totals.....	\$115,573,808.04	\$ 7,955,593.51	\$63,860,467.55	\$9,318,200.00

<sup>a</sup> The Midland Ry. Construction Company constructed the road operated by the Chicago, Anamosa & Northern Ry. and the transfer of the property has not yet been made, as further construction is contemplated.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Assets						
Stocks	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
	Funded Debt	Miscellaneous				
\$ 207,430.46	\$ 966,220.01	-----	\$ 369,642.90	\$ 1,051,184.20	\$ 433,035.30	\$ 3,775,864.56
-----	-----	-----	-----	-----	336.05	-----
757,572.12	70,900.00	-----	2,623,087.11	748,879.37	1,954,992.84	4,133,140.38
-----	363,378.10	-----	12,639.17	54,169.30	294,023.07	480,331.80
-----	-----	-----	473,216.54	257,217.28	994,176.78	1,685,344.06
14,247,728.52	-----	-----	449,224.00	76,588.14	2,693,355.23	2,122,222.16
155.20	258,500.00	-----	1,955.83	130,197.26	355,035.63	336,482.30
1,292,563.71	14,662,619.16	-----	455,618.46	170,379.38	1,005,933.81	3,028,564.57
-----	-----	-----	-----	1,171.66	748.92	1,093.04
-----	-----	-----	-----	472.47	1,262.88	1,041.88
-----	-----	-----	-----	-----	2,377.30	88,840.95
1.00	-----	-----	-----	460,289.71	2,876,623.02	3,055,564.40
325,717.63	21,933,600.00	441,145.77	3,300,725.28	43,918.78	86,482.51	350,445.53
.01	-----	-----	41,171.09	160.31	76.50	1,022.07
-----	4,500.00	-----	8,900.00	29,872.91	225,996.56	355,674.06
-----	-----	-----	51,100.00	1,031.47	915.92	3,563.59
101.00	-----	-----	-----	14,178.95	10,418.97	27,103.38
-----	-----	-----	5,433.62	83.81	219.26	295.04
-----	-----	-----	-----	994.12	203.46	1,245.09
55,497,209.09	39,500.00	-----	88,374,089.69	2,298,201.10	269,116.22	1,600,771.74
4,941.00	27,000.00	-----	6,420,298.87	627,163.90	577,598.18	1,707,950.94
\$72,333,419.44	\$38,326,217.27	\$ 441,145.77	\$102,587,102.56	\$ 5,966,147.12	\$11,782,958.41	\$22,756,561.54

TABLE NO. 30—COMPARATIVE GENERAL BALANCE

Railroads	Working Assets—Continued		
	Materials and supplies	Other working assets	Total June 30, 1910
Aetihson, Topeka & Santa Fe	\$12,851,508.55	\$ 109,345.03	\$ 59,367,098.78
Atlantic, Northern & Southern			
Charles City Western			
<sup>a</sup> Chicago, Anamosa & Northern			
Chicago, Burlington & Quincy	7,812,557.87	37,343.55	41,183,124.91
Chicago Great Western	1,063,084.70	325,792.63	8,598,678.75
Mason City & Fort Dodge			
Wisconsin, Minnesota & Pacific			
Chicago, Milwaukee & St. Paul	4,981,953.48	288,248.47	48,486,922.23
Chicago & North-Western	4,669,456.33	9,910.55	66,773,573.30
Chicago, St. Paul, Minneapolis & Omaha	986,566.76		8,428,432.36
Chicago, Rock Island & Pacific	5,730,407.77	1,330,819.34	33,741,334.80
Colfax Northern	749.52		6,214.93
Crooked Creek			11,027.78
Davenport, Rock Island & Northwestern	33,444.90		140,090.19
Dubuque & Sioux City (Ill. Cent.)		358,322.66	1.00
Great Northern	5,838,710.06	62,403.51	26,520,145.79
Iowa Central	247,532.95	11,353.44	1,912,309.31
Manchester & Oneida		174.50	11,109.90
Minneapolis & St. Louis	357,832.62	23,108.69	1,784,879.78
Muscatine, North & South	2,690.78	17,704.59	45,281.47
St. Paul & Des Moines	111,440.62	14,622.65	464,206.46
Southern Iowa Traction			
Tabor & Northern			5,329.61
Union Pacific	8,580,316.54		156,366,164.89
Wabash	1,001,622.97		15,406,610.11
<b>Totals</b>	<b>\$54,269,876.51</b>	<b>\$ 2,589,149.61</b>	<b>\$ 469,252,536.35</b>

<sup>a</sup> The Midland Railway Construction Company constructed the road operated by the Chicago, Anamosa & Northern Ry., and the transfer of the property has not yet been made, as further construction is contemplated.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Working Assets—Continued			Accrued Income Not Due			
Total June 30, 1911	Increase 1911	Decrease 1911	Unmatured interest, dividends and rents receivable, June 30, 1911	Unmatured interest, dividends and rents receivable, June 30, 1910	Increase 1911	Decrease 1911
\$ 58,120,816.54		\$ 1,246,282.24				
4,042.26						
38,109,623.46		3,073,501.45				
6,539,967.70		2,058,711.05	\$ 1,314.28	\$ 690.08	\$ 623.60	
62,717,050.32	14,230,128.09					
44,823,029.24		21,950,544.06	37,455.22		37,455.22	
8,156,540.09		271,892.27				
30,840,069.64		2,901,265.16	773,325.60	782,375.50		\$ 9,049.90
4,060.41		2,154.52				
4,545.69		6,482.09				
125,951.88		14,138.31				
358,323.66	358,322.66					
69,761,071.88	43,240,926.09					
1,815,191.39		97,117.92	406,666.67		406,666.67	
14,955.74	3,845.84					
2,861,085.39	1,076,205.61					
30,705.07		14,576.40				
524,090.36	59,883.90					
6,031.73						
3,981.25		1,348.36				
169,592,782.83	13,226,617.94		355,899.44	1,318,286.33		962,386.80
13,346,730.80		2,059,879.31				
\$ 507,760,647.33	\$72,195,930.13	\$33,697,893.14	\$ 1,574,661.21	\$ 2,101,352.51	\$ 444,745.40	\$ 971,436.79

TABLE NO. 31—COMPARATIVE GENERAL BALANCE

Railroads	Deferred		
	Advances		
	Temporary advances to proprietary, affiliated and controlled companies	Working funds	Other advances
Atchison, Topeka & Santa Fe	\$ 3,522,058.67	\$ 13,640.04	
Atlantic, Northern & Southern			
Charles City Western			
<sup>a</sup> Chicago, Anamosa & Northern			
Chicago, Burlington & Quincy	491,965.77	196,850.16	27,125.81
Chicago Great Western	40,271.54	26,636.47	
Mason City & Ft. Dodge	216,141.97		
Wisconsin, Minnesota & Pacific			
Chicago, Milwaukee & St. Paul		36,476.75	11,721.11
Chicago & North-Western		6,225.50	341,202.76
Chicago, St. P., Minn. & Omaha	315.05	6,227.07	
Chicago, Rock Island & Pacific	3,287,447.15	38,963.73	168,904.56
Colfax Northern			
Crooked Creek			
Davenport, Rock Island & Northwestern			
Dubuque & Sioux City (Ill. Central)			
Great Northern	44,088.41	8,253.81	2,173,771.09
Iowa Central			178.53
Manchester & Oneida			
Minneapolis & St. Louis	5,523,501.00	1,500.00	359.65
Muscatine, North & South			
St. Paul & Des Moines			70,706.58
Southern Iowa Traction			
Tabor & Northern			
Union Pacific	59,997,329.21	36,164.65	
Wabash		27,355.53	
<b>Total</b>	<b>\$ 73,123,118.77</b>	<b>\$ 388,293.71</b>	<b>\$ 2,793,970.09</b>

<sup>a</sup>The Midland Railway Construction Company constructed the road operated by the Chicago, Anamosa & Northern Ry. and the transfer of the property has not yet been made, as further construction is contemplated.

SHEET—ASSETS—CONTINUED—STEAM ROADS

Debit Items					
Rents and insurance paid in advance	Taxes paid in advance	Unextinguished Discount on Securities		Property abandoned chargeable to operating expenses	Special deposits
		Capital stock	Funded debt		
\$ 401,749.22	\$ 18,843.63				
145,599.63			\$ 318,018.20		
2,455.66			644,140.68		
	443,904.33				
50,389.80					\$ 1,927,500.00
51,827.20					417,622.86
34,485.56					243.82
1,156.41					
1,870.36					
					1,087,800.00
28,384.63					2,140,318.21
\$ 717,918.47	\$ 462,747.96		\$ 962,153.88		\$ 5,573,484.89

TABLE NO. 33—COMPARATIVE GENERAL BALANCE—ASSETS—CONTINUED—STEAM ROADS

Railroads	Deferred Debit Items—Continued							
	Cash and Securities			Other deferred debit items	Total June 30, 1911	Total June 30, 1910	Increase 1911	Decrease 1911
	In sinking and redemption funds	In insurance and other reserve funds	In provident funds					
Atchison, Topeka & Santa Fe		\$ 1,430,318.33		\$ 1,080,248.39	\$ 6,466,858.28	\$ 5,886,700.87	\$ 580,097.41	
Atlantic, Northern & Southern								
Charles City Western								\$ 5,242,167.05
<sup>a</sup> Chicago, Anamosa & Northern			\$ 496,538.89	1,180,186.74	20,102,968.81	25,345,135.86		
Chicago, Burlington & Quincy	\$17,246,688.61			1,516,909.10	2,230,413.45	227,567.79	2,002,845.66	
Chicago Great Western				395,575.03	611,717.00	274,530.50	337,186.50	
Mason City & Ft. Dodge				131,963.02	131,963.02	45,971.02	85,992.00	
Wisconsin, Minnesota & Pacific		1,804,544.45		960,687.72	5,062,048.85	3,523,477.56	2,138,571.29	
Chicago, Milwaukee & St. Paul	477,214.49			941,475.46	7,767,171.32	7,859,323.29		92,151.97
Chicago & North-Western	6,427,877.80			236,025.00	242,567.12	205,499.62	37,067.50	
Chicago, St. P. Minn. & Omaha				1,159,709.83	5,124,475.33	12,429,393.40		7,304,918.07
Chicago, Rock Island & Pacific						4.73		4.73
Colfax Northern						1,044.19		1,044.19
Crooked Creek								
Davenport, R. I. & N. W.					1,169,419.05	1,069,576.75	99,842.30	
Dubuque & Sioux City (Ill. Cent.)	1,169,175.23			988,226.60	3,262,825.47	27,841,034.12		24,578,208.65
Great Northern	14,000.00			22,233.92	23,568.86	45,769.13		22,200.27
Iowa Central								
Manchester & Oneida				153,799.48	5,681,030.49	5,268,339.47	412,691.02	
Minneapolis & St. Louis								
Muscatine, North & South				4,054.48	1,162,561.06	1,831.48	1,160,729.58	
St. Paul & Des Moines								
Southern Iowa Traction								
Tabor & Northern				1,436,369.75	61,564,243.84	30,330,194.63	31,233,249.21	
Union Pacific	104,380.23			5,919,311.54	8,131,109.12	7,115,472.54	1,015,636.58	
Wabash	15,739.21							
<b>Total</b>	<b>\$25,455,075.57</b>	<b>\$ 3,234,862.78</b>	<b>\$ 496,538.89</b>	<b>\$16,126,776.06</b>	<b>\$ 129,334,941.07</b>	<b>\$ 127,471,726.95</b>	<b>\$39,103,909.05</b>	<b>\$37,240,694.93</b>

<sup>a</sup>The Midland Ry. Construction Co. constructed the road operated by the Chicago, Anamosa & Northern Ry. Co., and the transfer of the property has not yet been made, as further construction is contemplated.

TABLE NO. 33—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—CONTINUED—STEAM ROADS

Railroads	Profit and Loss				Grand Total			
	Balance				1911	1910	Increase 1911	Decrease 1911
	1911	1910	Increase 1911	Decrease 1911				
Atchison, Topeka & Santa Fe					\$ 673,874,939.00	\$ 636,515,459.16	\$ 37,359,479.84	
Atlantic, Northern & Southern								
Charles City Western					344,930.85			
<sup>b</sup> Chicago, Anamosa & Northern					465,504,191.60	462,024,959.05	3,479,232.55	
Chicago, Burlington & Quincy					114,067,496.66	110,122,129.28	3,975,367.38	
Chicago Great Western					45,339,672.50	45,060,956.19	278,716.31	
Mason City & Ft. Dodge					12,336,269.96	12,290,201.13	46,068.23	
Wisconsin, Minnesota & Pacific					529,709,912.30	496,983,956.47	32,725,955.83	
Chicago, Milwaukee & St. Paul					412,272,947.25	413,967,022.50		\$ 1,694,075.25
Chicago & North-Western					73,468,201.49	72,745,247.06	722,954.43	
Chi., St. P., Minn. & Omaha					308,253,315.72	314,387,414.00		6,134,098.88
Chicago, Rock Island & Pacific					169,742.09	172,368.93		2,626.84
Colfax Northern					232,461.09	750,337.84		517,876.75
Crooked Creek	\$ 2,339.58		\$ 2,339.58		3,555,300.46	3,543,734.88	11,565.58	
Davenport, R. I. & N. W.					31,793,751.96	31,195,514.54	598,237.42	
Dubuque & Sioux City (Ill. Cent.)	\$ 36,469.44		\$ 36,469.44		574,515,211.87	509,273,219.75	65,241,992.12	
Great Northern					32,587,380.61	32,465,069.50	122,311.11	
Iowa Central					145,662.34	141,711.00	3,951.34	
Manchester & Oneida					40,958,943.10	39,046,639.89	1,912,303.21	
Minneapolis & St. Louis					1,066,808.21	1,109,811.94		13,003.73
Muscatine, North & South	16,103.14	14,530.47	1,572.67		6,935,511.10	5,492,577.85	1,442,933.25	
St. Paul & Des Moines	291,409.33	250,369.32	41,040.01		213,557.75			
Southern Iowa Traction	5,255.47				117,942.87	119,203.19		1,260.32
Tabor & Northern	21,043.87	20,955.83	88.04		692,985,876.58	617,542,994.84	75,442,881.74	
Union Pacific					231,231,852.85	219,689,804.67	11,542,048.18	
Wabash	6,126,933.80	2,930,212.91	3,196,720.89					
<b>Total</b>	<b>\$ 6,463,085.19</b>	<b>\$ 3,252,537.97</b>	<b>\$ 3,241,761.19</b>	<b>\$ 36,469.44</b>	<b>\$ 4,251,741,969.61</b>	<b>\$ 4,024,640,334.26</b>	<b>\$ 234,906,088.52</b>	<b>\$ 8,362,941.77</b>

<sup>a</sup>The balance carried forward to Debit of Profit and Loss as shown by Table No. 13 is \$12,627.83; \$7,372 of this amount represents results of the operation of the Albia & Centerville Ry. Co. for the period July 1, 1910, to Nov. 25, 1910, and \$5,255.47 the results of operation of the Southern Iowa Traction Co. for the period Nov. 26, 1910, to June 30, 1911. The Profit and Loss Account and Comparative General Balance Sheet figures in this report simply cover the operations of the Southern Iowa Traction Co.

<sup>b</sup>The Midland Ry. Construction Co. constructed the road operated by the Chicago, Anamosa & Northern Ry. Co., and the transfer of the property has not yet been made, as further construction is contemplated.

TABLE NO. 34—COMPARATIVE GENERAL BALANCE

Railroads	Stock			
	Capital Stock			
	Common	Preferred	Debenture	Receipts outstanding for installments paid
Atehison, Topeka & Santa Fe	\$ 168,475,000.00	\$ 114,199,530.00		
Atlantic, North & South				
Charles City Western	288,600.00			\$ 876.75
Chicago, Anamosa & N.				
Chicago, Burlington & Quincy	110,839,100.00			
Chicago Great Western	45,246,713.00	41,021,402.00		
Mason City & Ft. Dodge	19,205,400.00	13,635,752.00		
Wisconsin, Minnesota & Pacific	5,893,400.00			
Chicago, Milwaukee & St. Paul	116,348,200.00	116,274,100.00		
Chicago & North-Western	132,455,530.97	22,398,954.59		
Chicago, St. P. M. & O.	21,400,473.33	12,643,721.06		
Chicago, R. I. & P.	74,877,200.00			
Colfax Northern	60,000.00			
Crooked Creek	112,500.00			
Davenport, R. I. & N. W.	3,000,000.00			
Dubuque & S. O. (Ill. Cent.)	11,759,500.00			
Great Northern		209,953,755.00		28,120.00
Iowa Central	8,525,623.48	5,674,809.84		
Manchester & Oneida	62,710.00			
Minneapolis & St. Louis	6,000,000.00	4,000,000.00		
Muscatine, N. & S.	450,000.00			
St. Paul & Des Moines	2,300,000.00			
Southern Iowa Traction	200,000.00			
Tabor & Northern	25,300.00			
Union Pacific	216,629,800.00	99,569,300.00		
Wabash	53,200,213.33	39,200,213.33		
Totals	\$ 997,355,264.11	\$ 678,572,338.39		\$ 28,996.75

a The Midland Railway Construction Company constructed the road operated by the Chicago, Anamosa & Northern Ry. and the transfer of the property has not yet been made, as further construction is contemplated.

SHEET—CONTINUED—LIABILITIES—STEAM ROADS

Stock liability for conversion of outstanding securities of constituent companies	Premiums realized on capital stock	Stock			
		Total 1911	Total 1910	Increase 1911	Decrease 1911
		\$ 282,674,530.00	\$ 279,762,530.00	\$ 2,912,000.00	
		289,476.75			
		110,839,100.00	110,839,100.00		
		86,268,115.00	86,268,115.00		
		32,841,152.00	32,841,152.00		
		5,893,400.00	5,893,400.00		
		232,623,100.00	232,623,100.00		
	29,657.75	154,884,143.28	154,884,143.28		
5,931.63		34,050,126.62	34,050,126.62		
122,800.00		75,000,000.00	75,000,000.00		
		60,000.00	60,000.00		
		112,500.00	225,000.00		\$ 112,500.00
		3,000,000.00	3,000,000.00		
		11,759,500.00	11,759,500.00		
		209,981,875.00	209,981,500.00	375.00	
		14,200,433.32	14,200,433.32		
		62,710.00	62,842.50		132.50
		10,000,000.00	10,000,000.00		
		450,000.00	450,000.00		
		2,300,000.00	2,300,000.00		
		200,000.00			
		25,300.00	25,300.00		
		316,199,100.00	316,149,000.00	50,100.00	
		92,400,426.66	92,378,586.66	21,840.00	
\$ 128,731.63	\$ 29,657.75	\$ 1,676,114,988.63	\$ 1,672,753,829.38	\$ 2,984,315.00	\$ 112,632.50





TABLE NO. 37—COMPARATIVE GENERAL BALANCE

Railroads	Working Liabilities				
	Loans and bills payable	Traffic and car service balances due to other companies	Audited vouchers and wages unpaid	Miscellaneous accounts payable	Matured interest, dividends and rents unpaid
A., T. & S. F.		\$ 670,610.86	\$ 6,277,844.79	\$ 868,151.99	\$ 653,997.50
C. C. W.					
A. N. & S.	\$ 53,928.52		1,525.03		
αC., A. & N.					
C., B. & Q.		1,285,230.76	6,599,261.05	468,798.22	2,150,140.00
C. G. W.		315,978.91	1,082,520.88	81,529.55	20,830.00
M. C. & Ft. D.				10,733.38	
W., M. & P.					
C., M. & St. P.		853,937.15	4,001,528.86	98,764.02	4,890,312.50
C. & N. W.		1,476,041.90	4,609,460.47	198,649.75	3,134,843.52
C., St. P., M. & O.		391,235.24	1,274,268.75	95,814.58	85,241.50
C., R. I. & P.		645,371.52	4,831,177.14	243,278.05	1,980,352.26
Colfax Northern	25,712.00	255.33			587.50
Crooked Creek		1,536.35	2,729.78		
D., R. I. & N. W.	432,751.86	1,021.95	56,895.31		
D. & S. C. (I. C.)			25.00	592.55	241,757.85
Great Northern	5,589,656.11	665,104.85	4,115,496.18	4,283,379.16	2,045,575.79
Iowa Central	600,000.00	52,359.51	298,851.02	31,256.58	16,328.00
M. & O.		4,069.32		148.81	
M. & St. L.	1,408,400.00	103,146.95	312,668.30	59,754.22	73,335.43
M., N. & S.	19,500.00	15,888.20	11,418.99	1.02	
St. P. & D. M.	676,338.10	18,677.16	130,125.86	376.25	26,195.00
So. Iowa Traction	11,000.00	537.65		697.58	
Tabor & Northern	39,320.94	1,710.75		1,055.63	
Union Pacific		1,769,740.73	2,970,800.09	5,578,015.92	8,244,226.00
Wabash	1,411,156.05	871,893.50	3,855,880.37	352,425.08	1,054,449.50
<b>Total</b>	<b>\$ 10,267,763.58</b>	<b>\$ 9,144,348.59</b>	<b>\$ 40,432,477.87</b>	<b>\$ 12,373,422.34</b>	<b>\$ 24,618,172.35</b>

αThe Midland Ry. Construction Co. constructed the road operated by the Chicago, Anamosa & Northern Ry., and the transfer of the property has not yet been made, as further construction is contemplated.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Working Liabilities						
Matured mortgages, bonded and secured debt unpaid	Working advances due to other companies	Other working liabilities	Total 1911	Total 1910	Increase 1911	Decrease 1911
		\$ 622,581.42	\$ 9,093,186.56	\$ 12,409,095.29		\$ 3,315,908.73
			55,453.55			
\$ 59,000.00		62,317.06	10,624,747.09	12,622,874.77		1,998,127.68
		656,914.94	2,157,774.18	3,462,510.05		1,304,735.77
		487,787.12	498,520.50	10,733.38	487,787.12	
		210,899.36	210,869.36	210,869.36		
36,000.00		502,689.99	10,383,232.52	11,259,215.81		875,983.29
141,000.00		921.96	9,560,917.60	13,040,377.17		3,479,459.57
		452,263.56	2,298,823.63	2,158,982.70	139,840.93	
23,000.00	138,260.51	791,615.25	8,653,054.73	9,648,838.82		995,814.09
			26,554.83	25,601.25	953.58	
			4,266.13	35,110.50		30,844.37
			490,669.12	486,971.98	3,697.14	
			242,375.40	42,238.65	200,136.75	
15,224.00		222,212.71	16,936,648.80	14,221,387.34	2,715,261.46	
		8,725.68	1,007,520.79	1,106,351.83		98,831.04
		40.52	4,258.65	5,469.98		1,211.33
4,225.00	275,056.54	16,623.93	2,253,210.37	1,065,989.70	1,187,220.67	
			46,808.21	59,811.94		13,003.73
	1,230,839.73		2,082,552.10	697,577.85	1,384,974.25	
			12,235.23			
			42,087.32	43,347.64		1,260.32
		126,916.15	18,689,698.89	18,726,624.44		36,925.55
5,000.00		355.00	7,551,159.50	7,701,865.37		150,705.87
\$ 283,449.00	\$ 1,644,156.78	\$ 4,162,834.65	\$ 102,926,625.16	\$ 108,831,006.40	6,330,741.26	12,302,811.34

TABLE NO. 35—COMPARATIVE GENERAL BALANCE

Railroads	Accrued Liability			
	Unmatured interest, dividends and rents payable	Taxes accrued	Total 1911	Total 1910
Atchison, Topeka & Santa Fe	\$ 6,379,848.33	\$ 1,335,061.95	\$ 7,714,910.28	\$ 7,852,152.78
Atlantic, Northern & Southern				
Charles City Western				
<sup>a</sup> Chicago, Anamosa & Northern				
Chicago, Burlington & Quincy	1,483,594.13	68,400.00	1,551,994.13	1,590,398.28
Chicago Great Western	403,570.76	224,837.23	628,407.99	587,600.72
Mason City & Ft. Dodge				
Wis., Minn. & Pacific				
Chicago, Mil. & St. Paul	188,929.59	1,331,533.95	1,520,463.54	3,193,837.48
Chicago & North-Western	1,663,275.83	54,000.00	1,717,275.83	1,590,973.35
Chicago, St. P., M. & O.	1,267,997.49	437,592.75	1,705,590.24	1,679,492.59
Chicago, R. I. & Pacific	1,867,756.97	1,316,811.12	3,184,568.09	3,116,398.24
Colfax Northern	593.75		593.75	593.75
Crooked Creek				
Davenport, R. I. & N. W.				
Dubuque & Sioux City (I. C.)	84,134.72		84,134.72	218,291.67
Great Northern	394,008.33	1,542,340.38	1,936,348.71	1,610,113.57
Iowa Central	118,806.65	84,671.10	203,537.75	183,385.47
Manchester & Oneida				
Minneapolis & St. Louis	500,777.77	161,976.04	662,753.81	632,841.43
Muscatine, North & South				
St. Paul & Des Moines	27,475.00	15,724.42	43,199.42	
Southern Iowa Traction		1,322.52	1,322.52	
Tabor & Northern	555.55		555.55	555.55
Union Pacific	8,274,933.72	802,300.93	9,077,234.65	8,975,519.07
Wabash	718,995.42	585,679.50	1,304,674.92	1,251,196.72
<b>Total</b>	<b>\$23,375,314.01</b>	<b>\$7,962,251.89</b>	<b>\$31,337,565.90</b>	<b>\$32,483,350.67</b>

<sup>a</sup>The Midland Ry. Construction Co. constructed the road operated by the Chicago, Anamosa & Northern Ry., and the transfer of the property has not yet been made, as further construction is contemplated.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS

Not Due		Deferred Credit Items			
Increase 1911	Decrease 1911	Unextinguished premiums on outstanding debt	Operating reserves	Liability on account of provident funds	Other deferred credit items
	\$ 137,242.50				\$ 256,516.45
	38,404.15		\$ 1,510,448.16	\$ 496,538.89	202,079.07
\$ 40,807.27			205,240.72		614,275.60
	1,673,373.94		1,807,673.62		422,065.56
126,302.48					251,261.52
26,067.65		\$ 104,446.99			126,509.10
68,169.85			888,421.06		1,503,610.97
			46.38		168.65
			3,194.96		
			26,931.34		
	134,156.95				
326,235.14			782,269.36		2,978,674.52
20,152.28			13,662.99		45,255.60
29,912.38			65,602.02		143,625.00
43,199.42			4,243.33		20,516.25
101,715.58			309,057.02		78,472.27
53,478.20			123,182.63		2,167,275.27
\$ 836,070.25	\$ 1,983,177.54	\$ 104,446.99	\$ 5,739,973.56	\$ 496,538.89	\$ 8,810,313.83

TABLE NO. 38—COMPARATIVE GENERAL BALANCE

Railroads	Deferred Credit Items—Continued				Appro- Additions to property since June 30, 1907, through income
	Total 1911	Total 1910	Increase 1911	Decrease 1911	
A., T. & S. F.-----	\$ 256,516.45	\$ 1,351,795.22		\$ 1,095,278.77	\$18,280,920.75
A., N. & S.-----					
C. O. W.-----					
<sup>a</sup> C., A. & N.-----					
O., B. & Q.-----	2,200,066.12	6,046,120.09		3,837,053.97	\$13,579,256.95
O. G. W.-----	819,516.32	348,128.02	\$ 471,388.30		
M. C. & Ft. D.-----					
W., M. & P.-----					
O., M. & St. P.-----	2,229,739.18	6,764,667.09		4,534,927.84	
C. & N. W.-----	251,269.52	172,002.84	79,266.68		
C., St. P., M. & O.-----	230,956.09	74,846.46	156,109.63		197,350.03
O., R. I. & P.-----	2,392,032.03	9,186,963.65		6,794,931.62	64,367.76
Colfax Northern-----	215.03	517.92		302.89	
Crooked Creek-----	3,194.96	2,396.24	798.72		
D., R. I. & N. W.-----	26,931.34	18,972.90	7,958.44		
D. & S. O. (I. C.)-----					
Great Northern-----	3,760,943.88	846,099.44	2,914,244.44		10,684,057.41
Iowa Central-----	58,918.59	85,315.64		26,397.05	
M. & O.-----					838.00
M. & St. L.-----	209,227.02	259,244.26		50,017.24	
M., N. & S.-----					
St. P. & D. M.-----	24,759.58		24,759.58		
So. Iowa Traction-----					
Tabor & Northern-----					
Union Pacific-----	387,529.29	919,889.32		532,360.03	
Wabash-----	2,290,457.90	2,408,596.35		118,138.45	618,298.89
Total-----	\$15,151,273.30	\$28,486,155.37	\$ 3,654,525.79	\$16,989,407.86	\$42,425,089.79

<sup>a</sup>The Midland Ry. Construction Co. constructed the road operated by the Chicago, Anamosa & Northern Ry., and the transfer of the property has not yet been made, as further construction is contemplated.

SHEET—LIABILITIES—CONTINUED—STEAM ROADS

Reserves from Increase or Surplus			Total 1911	Total 1910	Increase 1911	Decrease 1911
Invested in sinking and redemption funds	Invested in other reserve funds	Not specifically invested				
	\$ 1,430,318.33		\$19,711,239.08	\$14,297,099.49	\$ 5,414,139.59	
\$29,752,509.37			43,331,766.32	36,983,089.33	6,348,676.99	
477,214.49		\$ 625,000.00	1,102,214.49	557,964.34	544,250.15	
	6,830,877.80		6,830,877.80	7,141,593.76		\$ 310,715.96
			197,350.03	197,350.03		
			64,367.76	64,367.76		
1,169,175.23			1,169,175.23	1,082,497.94	86,677.29	
		4,467,268.09	15,151,325.50	12,326,198.61	2,825,126.89	
			838.00		838.00	
105,000.00		190,747.41	914,046.30	666,246.48	600,246.48	
\$31,503,899.09	\$ 8,261,196.13	\$ 5,283,015.50	\$88,473,300.51	\$74,115,471.15	\$15,334,691.80	\$ 976,962.44

TABLE NO. 39—COMPARATIVE GENERAL BALANCE

Railroads	Profit and	
	Balance	
	1911	1910
Atchison, Topeka & Santa Fe.....	\$ 20,566,706.63	\$ 20,231,803.67
Atlantic, Northern & Southern.....		
Charles City Western.....	.55	
<sup>a</sup> Chicago, Anamosa & Northern.....		
Chicago, Burlington & Quincy.....	<sup>b</sup> 87,138,517.94	<sup>c</sup> 84,087,376.58
Chicago Great Western.....	1,223,683.07	455,775.49
Mason City & Ft. Dodge.....		
Wis., Minn. & Pacific.....		
Chicago, Mil. & St. Paul.....	49,278,507.91	50,546,541.28
Chicago & North-Western.....	33,066,463.22	32,178,932.10
Chicago, St. P., M. & O.....	4,887,308.86	4,560,351.53
Chicago, R. I. & Pacific.....	14,428,293.11	15,019,816.13
Colfax Northern.....	34,878.48	38,156.01
Crooked Creek.....		487,831.10
Davenport, R. I. & N. W.....	37,790.00	37,790.00
Dubuque & Sioux City (I. C.).....	269,038.43	
Great Northern.....	51,191,660.89	51,171,911.70
Iowa Central.....	1,991,629.72	2,219,296.34
Manchester & Oneida.....	12,855.69	8,398.52
Minneapolis & St. Louis.....	1,150,751.90	1,080,564.50
Muscatine, North & South.....		
St. Paul & Des Moines.....		
Southern Iowa Traction.....		
Tabor & Northern.....		
Union Pacific.....	145,541,933.75	76,209,065.53
Wabash.....		
<b>Total</b> .....	<b>\$ 410,820,020.15</b>	<b>\$ 338,333,610.48</b>

<sup>a</sup>The Midland Ry. Construction Co. constructed the road operated by the Chicago, Anamosa & Northern Ry., and the transfer of the property has not yet been made, as further construction is contemplated.

<sup>b</sup>Includes \$44,935,252.97 in "Income Account."

<sup>c</sup>Includes \$41,785,373.25 in "Income Account."

SHEET—LIABILITIES—CONTINUED—STEAM ROADS.

Loss		Grand Total			
Increase 1911	Increase 1911	1911	1910	Increase 1911	Decrease 1911
\$ 334,902.96		\$ 673,874,939.00	\$ 636,515,459.16	\$ 37,359,479.84	
		344,930.85			
	98,738.36	465,504,191.60	462,024,959.05	3,479,232.55	
767,907.58		114,097,496.66	110,122,129.28	3,975,367.38	
		45,339,672.50	45,060,956.19	278,716.31	
		12,336,269.36	12,200,201.13	46,068.23	
	1,268,033.37	529,709,912.30	496,983,956.47	32,725,955.83	
887,531.12		412,272,947.25	413,967,022.50		1,694,075.25
326,957.33		73,468,201.49	72,745,247.06	722,954.43	
	591,523.02	308,253,315.72	314,387,414.60		6,134,098.88
	3,277.53	169,742.09	172,368.93		2,626.84
	487,831.10	232,461.09	750,337.84		517,876.75
		3,555,390.46	3,543,734.88	11,655.58	
269,038.43		31,793,751.96	31,195,514.54	598,237.42	
19,749.19		574,515,211.87	509,273,219.75	65,241,992.12	
	227,666.62	32,587,380.61	32,465,069.50	122,311.11	
4,457.17		145,662.34	141,711.00	3,951.34	
70,187.40		40,958,943.10	39,046,639.89	1,912,303.21	
		1,096,808.21	1,109,811.94		13,003.73
		6,935,511.10	5,492,577.85	1,442,933.25	
		213,557.75			
		117,942.87	119,203.19		
69,332,868.22		692,985,876.58	617,542,994.84	75,442,881.74	1,260.32
		231,231,852.85	219,689,804.67	11,542,048.18	
\$72,013,599.40	\$ 2,677,070.00	\$ 4,251,741,969.61	\$ 4,024,640,334.26	\$ 234,906,088.52	\$ 8,362,941.77

TABLE NO. 40—EMPLOYES AND SALARIES

Railroads	General Officers			
	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe				
Atlantic, Northern & Southern				
Charles City & Western				
Chicago, Anamosa & Northern	1	365	\$ 1,200.00	\$ 3.28
<sup>a</sup> Chicago, Burlington & Quincy	11	4,015	36,460.16	9.08
Chicago Great Western	1	365	5,000.04	13.70
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
<sup>a</sup> Chicago, Milwaukee & St. Paul	9	3,444	54,931.80	15.95
Chicago & North-Western				
Chicago, St. Paul, Minneapolis & Omaha				
Chicago, Rock Island & Pacific	41	4,070	72,882.17	17.91
Colfax Northern	3	653	1,705.00	2.61
Crooked Creek	7	730	2,339.85	3.20
Davenport, Rock Island & Northwestern	4	1,460	7,650.00	5.24
Dubuque & Sioux City (Illinois Central)	1	365	3,600.00	9.86
Great Northern				
Iowa Central	9	1,699	29,621.24	17.61
Manchester & Oneida	8	730	200.00	.27
Minneapolis & St. Louis	9	718	14,674.72	20.45
Muscatine, North & South	3	1,095	6,755.07	6.17
St. Paul & Des Moines	3	1,529	10,307.21	6.75
Southern Iowa Traction	1	217	716.66	3.30
Tabor & Northern	2	630	3,000.00	4.76
Union Pacific				
Wabash	1	365	7,150.00	16.74
<b>Total</b>	114	22,450	\$ 258,193.92	\$ 11.50

<sup>a</sup> Estimated.

—IOWA—STEAM ROADS

Other Officers				General Office Clerks				Station Agents			
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
1	365	\$ 2,942.81	\$ 8.06	13	4,212	\$ 11,462.00	\$ 2.72	3	1,095	\$ 3,042.70	\$ 2.78
				71	21,910	56,301.81	2.57	4	1,460	1,696.09	1.64
13	4,416	28,039.80	6.35	30	9,492	26,766.00	2.82	209	82,125	168,391.98	2.05
								125	43,835	94,109.16	2.15
176	59,965	245,256.85	4.09	356	47,066	97,897.28	2.08	286	103,140	198,028.80	1.92
6	1,565	41,768.91	26.69					251	77,624	185,813.25	2.39
188	31,437	234,196.06	7.45	1,589	157,657	365,103.10	2.32	11	3,130	9,265.75	2.96
1	291	1,425.00	4.90	1	365	480.00	1.32	497	143,622	261,309.20	1.82
								1	365	1,020.00	2.80
								2	624	899.82	1.44
13	4,995	22,414.40	4.49	5	1,821	3,292.86	1.81	7	2,652	5,606.60	2.11
3	1,095	7,020.00	6.41	21	8,408	23,566.32	2.80	123	44,357	101,383.91	2.29
23	4,218	25,747.76	6.10	1	365	600.00	1.64	14	3,430	7,065.60	2.09
1	365	1,091.62	2.99	242	33,612	55,081.46	1.64	75	26,484	49,493.25	1.87
29	2,524	13,095.29	5.19	226	13,633	22,493.04	1.65	49	18,420	33,706.28	1.83
				2	730	1,327.50	1.82	5	1,825	3,620.00	1.98
7	3,252	14,117.76	4.34	3	3,820	8,072.48	2.11	18	6,535	9,011.13	1.38
3	651			1	313	448.38	1.43	2	626	1,410.00	2.25
1	76	210.00	2.76					1	315	1,020.00	3.20
2		3,600.00	4.93	15				3		4,800.00	4.38
4	1,460	7,141.22	5.06	17	6,205	14,097.21	2.24	12	4,380	8,740.98	2.04
471	116,675	\$ 648,067.48	\$ 5.52	2,593	309,609	\$ 699,428.67	\$ 2.29	1,698	566,044	\$ 1,149,434.50	\$ 2.02

TABLE NO. 41—EMPLOYES AND SALARIES—

Railroads	Other Station Men			
	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe	35	10,438	\$ 17,971.77	\$ 1.72
Atlantic, Northern & Southern				
Charles City & Western				
Chicago, Anamosa & Northern				
<sup>a</sup> Chicago, Burlington & Quincy	495	150,553	968,521.53	1.78
Chicago Great Western	201	59,697	115,484.21	1.93
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
<sup>a</sup> Chicago, Milwaukee & St. Paul	1,055	414,800	667,828.00	1.61
Chicago & North-Western	430	148,675	256,633.19	1.73
Chicago, St. Paul, Minneapolis & Omaha	119	35,682	74,853.60	2.10
Chicago, Rock Island & Pacific	615	210,942	337,882.65	1.60
Colfax Northern		34	53.50	1.58
Crooked Creek				
Davenport, Rock Island & Northwestern	27	8,566	15,801.73	1.84
Dubuque & Sioux City (Illinois Central)	435	138,335	245,160.78	1.77
Great Northern	52	6,213	11,183.35	1.80
Iowa Central	55	19,296	26,793.24	1.39
Manchester & Oneida	3	1,094	1,595.83	1.42
Minneapolis & St. Louis	50	18,480	24,320.76	1.31
Muscatine, North & South	3	1,095	1,838.24	1.70
St. Paul & Des Moines	10	2,916	3,387.04	1.16
Southern Iowa Traction	1	313	290.39	.93
Tabor & Northern	1	290	427.92	1.48
Union Pacific	122		103,584.30	2.09
Wabash	47	17,155	31,916.04	1.84
<b>Total</b>	<b>3,756</b>	<b>1,244,574</b>	<b>\$ 2,205,528.16</b>	<b>\$ 1.69</b>

<sup>a</sup> Estimated.

IOWA—CONTINUED—STEAM ROADS.

Enginemen				Firemen				Conductors			
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	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation
14	3,998	\$ 19,377.40	\$ 4.85	16	4,049	\$ 12,334.19	\$ 3.05	6	1,777	\$ 9,300.82	\$ 5.24
1	365	960.00	2.63	1	365	617.76	1.69	1	365	720.00	1.97
271	77,015	367,123.31	4.77	271	74,460	221,350.45	2.97	199	64,240	255,354.10	3.98
136	37,532	238,092.38	6.34	145	36,473	155,739.45	4.27	89	26,984	153,740.89	5.70
694	148,671	679,426.48	4.57	784	156,979	419,133.93	2.67	348	99,306	405,168.48	4.08
329	119,566	669,230.18	5.60	333	123,635	446,835.93	3.61	288	99,534	456,013.18	4.58
32	8,138	42,641.24	5.24	33	8,138	31,166.32	3.83	16	4,095	24,539.85	5.23
382	121,870	575,098.83	4.72	415	122,166	398,596.70	3.26	256	93,935	377,640.50	4.02
2	723	2,139.66	2.96	2	710	1,284.65	1.81	2	696	1,716.84	2.47
1	381	1,023.80	1.69	1	371	642.58	1.73	1	374	635.04	1.70
4	1,189	4,501.59	3.79	4	1,189	2,921.67	2.46	4	1,207	4,423.56	3.66
155	58,499	257,930.67	4.41	177	59,573	171,104.06	2.86	133	49,055	199,495.51	4.07
14	3,803	17,499.90	4.60	16	3,804	11,598.00	3.04	17	3,709	15,767.85	4.25
63	29,959	122,670.84	4.09	66	28,536	79,955.04	2.80	42	18,619	72,918.84	3.92
1	365	948.12	2.59	1	365	572.34	1.56	1	365	752.50	2.06
29	11,905	49,274.71	4.14	29	11,679	32,086.65	2.75	18	7,848	32,482.55	4.14
3	939	2,932.12	3.12	3	939	2,033.16	2.16	2	626	1,872.75	2.99
15	5,171	19,242.75	3.72	15	4,945	11,920.17	2.41	14	4,085	13,705.44	3.36
1	325	1,320.00	4.06	1	325	695.20	2.14	1	325	1,140.00	3.51
1	313	795.00	2.54	1	313	600.00	1.95	1	313	690.00	2.20
22	8,030	34,309.62	4.35	22	8,030	22,375.63	2.83	14	5,110	19,947.28	3.94
2,170	638,757	\$ 3,106,538.60	\$ 4.86	2,336	647,044	\$ 2,023,533.88	\$ 3.13	1,453	483,168	\$ 2,048,034.96	\$ 4.24



TABLE NO. 43—EMPLOYES AND SALARIES

Railroads	Section Foremen			
	No. on June 30	Total number days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe	7	2,570	\$ 5,593.06	\$ 2.18
Atlantic, Northern & Southern				
Charles City Western				
Chicago, Anamosa & Northern	2	730	1,200.00	1.64
Chicago, Burlington & Quincy	265	92,710	176,317.09	1.90
Chicago Great Western	120	43,017	83,230.38	1.93
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	322	114,619	206,314.20	1.80
Chicago & North-Western	313	97,656	205,091.71	2.10
Chicago, St. Paul, Minneapolis & Omaha	13	3,756	8,646.78	2.30
Chicago, Rock Island & Pacific	298	123,278	240,539.53	1.95
Colfax Northern	3	1,050	1,933.30	1.84
Crooked Creek	2	730	1,268.56	1.74
Davenport, Rock Island & Northwestern	6	2,110	4,575.25	2.23
Dubuque & Sioux City (Illinois Central)	106	46,068	82,585.75	1.73
Great Northern	16	3,120	5,771.90	1.85
Iowa Central	75	27,360	48,334.20	1.76
Manchester & Onida	1	365	720.00	1.98
Minneapolis & St. Louis	65	24,124	42,648.60	1.77
Muscatine, North & South	4	1,460	2,400.00	1.64
St. Paul & Des Moines	23	7,489	13,290.31	1.77
Southern Iowa Traction	4	1,252	2,400.00	1.92
Tabor & Northern	1	313	535.00	1.70
Union Pacific	3		2,503.63	2.84
Wabash	12	4,380	7,991.40	1.85
<b>Total</b>	<b>1,661</b>	<b>598,157</b>	<b>\$ 1,143,890.65</b>	<b>\$ 1.91</b>

<sup>a</sup> Estimated.

IOWA—CONTINUED—STEAM ROADS

Other Trackmen				Switch Tenders, Crossing Tenders 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
86	16,264	\$ 23,923.18	\$ 1.47					8	2,899	\$ 8,922.27	\$ 3.08
8	2,920	2,590.09	1.50								
1,793	586,562	874,700.48	1.49	61	22,265	\$ 32,911.73	\$ 1.48	271	66,430	172,520.68	2.60
995	283,030	448,804.34	1.59	8	2,826	3,854.31	1.36	131	46,834	103,491.77	2.21
2,890	672,541	1,035,713.14	1.54	292	73,275	107,714.25	1.47	369	106,056	238,626.00	2.25
1,914	487,654	722,833.46	1.48	123	26,605	40,957.46	1.54	134	47,263	135,395.30	2.86
67	22,536	38,399.62	1.70	5	1,565	2,802.66	1.79	8	2,504	5,586.06	2.23
1,757	441,195	644,985.45	1.46	99	35,438	44,005.30	1.24	260	92,581	211,249.24	2.28
4	1,798	2,885.16	1.60	1	365	840.00	2.30				
7	874	1,375.24	1.57								
41	12,790	20,757.01	1.62	2	407	503.00	1.23	7	2,577	7,858.44	3.05
1,014	186,610	278,652.76	1.49	33	12,450	15,394.04	1.24	32	13,809	42,365.62	3.07
117	55,061	93,051.30	1.69	8	1,542	2,174.65	1.41	13	3,317	9,055.90	2.73
257	70,224	105,425.01	1.50	11	4,742	5,829.39	1.23	46	14,558	32,013.48	2.20
4	718	1,077.75	1.50	1	365	489.81	1.34				
117	44,147	66,352.80	1.50	8	3,220	4,925.26	1.53	12	5,456	11,917.60	2.18
21	6,573	10,551.04	1.60	4	1,252	2,160.00	1.72	1	365	780.00	2.13
76	17,015	26,023.23	1.53					7	2,424	5,796.15	2.39
12	2,400	3,457.34	1.44								
3	724	1,086.00	1.50								
28		20,317.21	1.56	4		2,560.31	2.18	1		915.00	2.51
67	20,971	31,470.99	1.50	17	6,205	9,228.15	1.48	13	4,745	10,110.81	2.19
<b>11,278</b>	<b>2,932,607</b>	<b>\$ 4,454,432.60</b>	<b>\$ 1.51</b>	<b>677</b>	<b>192,522</b>	<b>\$ 276,350.32</b>	<b>1.42</b>	<b>1,313</b>	<b>411,818</b>	<b>\$ 996,604.32</b>	<b>\$ 2.42</b>



TABLE NO. 44—EMPLOYES AND SALARIES—

Railroads	Employees—Account Floating Equipment			
	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka & Santa Fe.....				
Atlantic, Northern & Southern.....				
Charles City Western.....				
Chicago, Anamosa & Northern.....				
<sup>a</sup> Chicago, Burlington & Quincy.....				
Chicago Great Western.....				
Mason City & Ft. Dodge.....				
Wisconsin, Minnesota & Pacific.....				
<sup>a</sup> Chicago, Milwaukee & St. Paul.....				
Chicago & North-Western.....				
Chicago, St. Paul, Minneapolis & Omaha.....				
Chicago, Rock Island & Pacific.....				
Colfax Northern.....				
Crooked Creek.....				
Davenport, Rock Island & Northwestern.....				
Dubuque & Sioux City (Illinois Central).....				
Great Northern.....				
Iowa Central.....				
Manchester & Oneida.....				
Minneapolis & St. Louis.....				
Muscatine, North & South.....				
St. Paul & Des Moines.....				
Southern Iowa Traction.....				
Tabor & Northern.....				
Union Pacific.....				
Wabash.....				
Total.....				

<sup>a</sup> Estimated.

IOWA—CONTINUED—STEAM ROADS

All Other Employees and Laborers				Total—Including General Officers				Total—Excluding General Officers			
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
209	57,220	\$ 116,756.07	\$ 2.04	773	215,243	\$ 526,252.15	\$ 2.44	773	215,243	\$ 526,252.15	\$ 2.44
				<sup>a</sup> 50			<sup>a</sup> 2.00	<sup>a</sup> 47			<sup>a</sup> 2.00
				19	6,935	9,523.94	1.37	18	6,570	8,323.94	1.20
546	187,800	453,802.86	2.42	6,232	1,929,837	4,417,076.66		6,221	1,925,822	4,380,616.50	
672	233,975	473,673.72	2.02	3,795	1,260,110	3,106,361.17	2.46	3,794	1,259,745	3,101,361.13	2.46
948	226,278	481,792.14	2.13	12,799	3,635,373	8,285,693.17	2.27	12,790	3,631,929	8,230,761.37	2.27
1,125	325,207	737,880.43	2.27	8,312	2,570,982	6,348,106.59	2.47	8,312	2,570,982	6,348,106.59	2.47
135	42,881	92,994.99	2.17	839	260,103	661,469.04	2.54	839	260,103	661,469.04	2.54
1,091	213,186	479,141.92	2.25	9,708	2,562,134	5,990,938.41	2.34	9,667	2,558,064	5,918,056.24	2.31
1	373	703.83	1.89	25	8,983	19,744.93	2.20	22	8,330	18,039.93	2.17
				24	5,273	10,384.95	1.97	17	4,543	8,045.10	1.77
5	1,435	2,716.93	1.89	162	51,839	117,318.50	2.26	158	50,379	109,668.50	2.18
447	104,484	260,703.90	2.49	3,832	1,066,250	2,572,968.44	2.41	3,831	1,065,885	2,569,368.44	2.41
63	13,419	29,655.60	2.21	467	120,704	278,872.85	2.31	467	120,704	278,872.85	2.31
147	44,278	86,350.67	1.84	1,591	500,725	1,188,885.83	2.37	1,582	499,026	1,159,264.59	2.32
				22	5,097	7,951.06	1.56	14	4,367	7,751.06	1.77
49	17,140	36,610.06	2.14	845	237,401	533,545.18	2.25	836	236,683	518,870.46	2.19
1	365	1,200.00	3.28	61	20,341	44,135.33	2.17	58	19,246	37,380.26	1.74
23	3,883	8,415.23	2.17	303	91,437	211,292.52	2.31	300	89,908	200,985.31	2.24
				31	7,272	12,994.59	1.79	27	6,404	12,277.93	1.92
				12	3,287	8,363.92	2.45	10	2,657	5,363.92	2.17
154		110,778.48	1.84	540		498,373.37		540		498,373.37	
43	14,447	26,515.81	1.84	443	151,451	354,983.40	2.35	442	151,086	347,833.40	2.31
5,659	1,486,371	\$ 3,399,782.64	\$ 2.21	50,885	14,710,777	\$35,205,236.00	\$ 2.36	50,765	14,687,676	\$34,947,042.08	\$ 2.34

TABLE NO. 45—EMPLOYES AND SALARIES—

Railroads	Maintenance of Way and Structures			
	No. on June 30, 1911	Total number days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka, & Santa Fe.....	140	28,170	\$ 51,686.93	\$ 1.83
Atlantic, Northern & Southern.....				
Charles City Western.....				
Chicago, Anamosa & Northern.....	10	3,650	3,750.00	1.03
a Chicago, Burlington & Quincy.....	1,224	417,917	735,764.26	1.76
Chicago Great Western.....				
Mason City & Ft. Dodge.....				
Wisconsin, Minnesota & Pacific.....				
Chicago, Milwaukee & St. Paul.....				
Chicago & North-Western.....	3,101	835,084	1,533,116.50	1.84
Chicago, St. Paul, Minneapolis & Omaha.....	82	33,804	65,611.81	1.97
Chicago, Rock Island & Pacific.....	2,822	749,903	1,357,396.66	1.81
Colfax Northern.....	7	2,945	5,058.33	1.72
Crooked Creek.....	9	1,604	2,643.80	1.64
Davenport, Rock Island & Northwestern.....	61	18,957	34,332.49	1.81
Dubuque & Sioux City (Illinois Central).....	1,462	313,075	566,495.99	1.81
Great Northern.....	215	73,176	131,867.40	1.80
Iowa Central.....	409	121,156	206,499.99	1.70
Manchester & Oneida.....	5	1,083	1,797.75	1.66
Minneapolis & St. Louis.....	220	77,670	132,140.68	1.70
Muscatine, North & South.....	26	8,398	14,151.04	1.70
St. Paul & Des Moines.....	121	28,961	51,666.18	1.78
Southern Iowa Traction.....	19	3,852	6,267.34	5.41
Tabor & Northern.....				
Union Pacific.....	36		24,184.86	1.63
Wabash.....	91	29,315	48,531.66	1.67
<b>Total</b> .....	<b>10,160</b>	<b>2,748,720</b>	<b>\$ 4,973,003.76</b>	<b>\$ 1.80</b>

a Estimated.

IOWA—CONTINUED—DISTRIBUTION—STEAM ROADS

No. on June	Total number days worked	Total yearly compensation	Average daily compensation	Traffic Expenses				Transportation Expenses			
				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
384	114,054	\$ 290,300.94	\$ 2.55	7	2,833	\$ 10,370.33	\$ 3.66	242	70,186	\$ 173,893.95	\$ 2.48
								8	2,920	4,533.85	1.55
1,193	383,493	945,166.24	2.46	57	56,343	118,744.33	2.11	1,181	388,418	1,271,685.94	3.27
1,879	624,748	1,379,436.81	2.21	15	4,382	16,709.34	3.81	3,220	1,085,797	3,358,951.21	3.09
348	106,420	255,848.81	2.40	2	626	2,580.00	4.12	400	116,749	331,717.64	2.84
1,634	515,161	1,088,534.83	2.11	700	68,388	245,553.30	3.59	3,590	1,124,982	3,028,215.63	2.69
3	1,044	2,635.44	2.52					11	3,976	9,866.16	2.48
1	488	1,015.86	2.08					7	2,451	4,385.44	1.78
15	4,541	11,332.61	2.50					77	25,060	60,710.54	2.42
877	247,632	608,407.89	2.46	11	4,275	27,382.37	6.40	1,466	494,944	1,361,998.82	2.75
88	13,128	43,095.10	3.28	8	2,860	8,160.00	2.85	152	30,324	90,130.35	2.97
350	130,246	322,908.17	2.48	120	18,259	37,018.87	2.03	551	208,969	555,719.06	2.69
				1	365	1,091.62	2.99	8	2,919	4,861.69	1.66
115	42,725	103,491.09	2.42	90	8,207	17,059.69	2.08	272	98,527	247,146.85	2.51
10	3,442	7,060.00	2.05	1	365	1,560.00	4.27	20	6,676	14,841.72	2.22
69	20,616	49,650.32	2.41	7	2,130	9,028.28	4.24	102	37,289	88,631.18	2.38
								7	2,239	5,562.21	5.41
226		235,560.04		9		10,005.00	3.05	237		217,213.92	
124	39,228	86,417.00	2.21	11	4,015	12,881.37	3.35	201	73,053	190,137.11	2.60
7,326	2,246,966	\$ 5,430,860.65	\$ 2.31	1,039	173,048	\$ 518,144.50	\$ 2.94	11,752	3,775,474	\$11,020,203.27	\$ 2.86

TABLE NO. 46—EMPLOYES AND SALARIES—IOWA—

Railroad	General Expenses			
	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation
Atchison, Topeka, & Santa Fe				
Atlantic, Northern & Southern				
Charles City Western	1	365	\$ 1,200.00	\$ 3.28
Chicago, Anamosa & Northern				
<sup>a</sup> Chicago, Burlington & Quincy	20	6,331	20,846.62	3.29
Chicago Great Western				
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
<sup>a</sup> Chicago, Milwaukee & St. Paul	1	313	24,999.96	79.87
Chicago & North-Western	1	313	1,975.00	6.31
Chicago, St. Paul, Minneapolis & Omaha	905	87,171	246,454.02	2.83
Chicago, Rock Island & Pacific	4	1,018	2,185.00	2.15
Colfax Northern	7	730	2,339.85	3.20
Crooked Creek	9	3,281	10,942.86	3.34
Davenport, Rock Island & Northwestern	16	6,324	8,683.87	1.36
Dubuque & Sioux City (Illinois Central)	4	1,216	5,620.00	4.62
Great Northern	161	22,095	66,739.74	3.02
Iowa Central	8	730	200.00	.27
Manchester & Oneida	148	10,272	33,706.87	3.28
Minneapolis & St. Louis	4	1,460	6,522.57	4.47
Muscatine, North & South	4	2,441	12,316.56	5.05
St. Paul & Des Moines	5	1,181	1,165.04	4.73
Southern Iowa Traction				
Tabor & Northern	10		6,997.28	1.84
Union Pacific	13	4,745	15,314.24	3.16
Wabash				
<b>Total</b>	<b>1,321</b>	<b>149,986</b>	<b>\$ 468,209.48</b>	<b>\$ 3.08</b>

<sup>a</sup> Estimated.  
<sup>b</sup> Entire line approximated.

DISTRIBUTION—CONTINUED—AND ENTIRE LINE—STEAM ROADS

Outside Operations				Total—Including General Officers				Total—Including General Officers—Entire Line			
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
				773	215,243	\$ 526,252.15	\$ 2.44	56,614	14,187,275	\$ 34,740,915.48	\$ 2.45
				<sup>a</sup> 50			<sup>a</sup> 2.00	<sup>a</sup> 47			<sup>a</sup> 2.00
				19	6,935	9,523.94	1.37	18	6,935	9,523.94	1.37
				6,232	1,929,837	4,417,076.63		48,164	14,622,468	35,548,416.49	
20	7,613	\$ 14,153.78	\$ 1.86	3,795	1,260,110	3,106,361.17	2.46	8,871	2,638,461	6,504,226.57	2.46
				12,799	3,635,373	8,285,693.17		48,118	13,666,817	31,149,260.65	2.27
96	20,658	34,892.77	1.69	8,312	2,570,982	6,348,106.59	2.47	43,096	13,253,985	32,753,736.68	2.40
6	2,191	3,735.78	1.71	839	260,103	661,469.04	2.54	8,933	2,489,648	6,488,527.92	2.61
57	16,529	24,783.97	1.50	9,708	2,562,134	5,990,938.41	2.34	38,819	11,762,087	27,397,622.01	2.33
				25	8,983	19,744.93	2.20	25	8,983	19,744.93	2.20
				24	5,273	10,384.95	1.92	24	5,273	10,384.95	1.92
				162	51,839	117,318.50	2.26	252	79,929	180,208.32	2.25
				3,832	1,066,250	2,572,968.44	2.41				
				467	120,704	278,872.85	2.31	43,434	9,833,133	22,524,859.44	2.29
				1,591	500,725	1,188,885.83	2.37	2,017	654,027	1,560,030.90	2.38
				22	5,077	7,951.06	1.56	22	5,057	7,951.06	1.56
				845	237,401	533,545.18	2.25	2,356	852,394	1,972,766.42	2.31
				61	20,341	44,135.33	2.17	61	20,341	44,135.33	2.17
				303	91,437	211,292.52	2.31	303	91,437	211,292.52	2.31
				31	7,272	12,994.59	1.79	31	7,272	12,994.59	1.79
				12	3,287	8,363.92					
12		4,412.27	1.01	540		498,373.37		19,774		17,816,448.98	
3	1,095	1,702.00	1.57	443	151,451	354,983.40	2.35	14,750	5,042,786	11,832,779.99	2.35
194	48,086	\$ 83,680.50	\$ 1.67	50,885	14,710,777	\$ 35,205,236.00	\$ 2.36	335,681	80,291,363	\$ 230,776,303.23	\$ 2.39

TABLE NO. 47.—TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE—STEAM ROADS

Railroads	Passenger Traffic									
	Number of passen- gers carried	Number of passen- gers carried one mile	Number of passen- gers carried in train	Average distance carried—miles	Total passenger revenue	Average amount received from each passenger	Average receipts per passenger	Total passenger service	Train revenue per mile of road	Passenger service per train mile
Atchison, Topeka & Santa Fe	12,770,253	1,684,873,376	143,777	18.75	\$2,754,254.90	\$1.9175	\$0.9707	\$5,650,079.25	\$ 2,754,254.90	3,328.43
Atlantic, Northern & Southern	14,030	244,316	1,252	17.40	4,788.61	3.8204	0.0157	6,480.88	33.06	1.3440
Chicago, Minnesota & Northern	22,014,200	1,173,435,063	139,350	50.30	22,552,967.29	1.6243	0.0162	25,112,771.17	2,068.50	1,544.00
Chicago, Burlington & Quincy	7,631,271	149,257,662	100,000	56.28	2,844,476.45	1.07283	0.0196	3,257,256.25	5,384.03	1,113.99
Chicago Great Western	16,765,212	158,091,400	104,138	40.13	14,077,572.31	8.8280	0.0187	18,156,750.07	2,106.43	1,545.64
Chicago, Milwaukee & St. Paul	30,230,000	1,074,572,455	130,625	34.77	19,118,883.47	6.9304	0.0183	24,191,238.37	2,154.16	1,586.64
Chicago, St. Paul, M. & O	4,419,017	38,136,095	133,791	52.70	4,475,410.11	1.9176	0.0169	5,270,251.90	5,051.47	1,213.15
Chicago, Rock Island & Pacific	19,566,770	875,078,442	130,453	49.18	19,422,943.11	1.9520	0.0195	23,117,743.28	2,955.49	1,217.19
Colfax Northern	1,084,432	82,568,341	108,195	61.79	1,693,353.47	8.6757	0.0163	2,023.36	112.74	1.1131
Davenport, Rock Island & N. W.	8,362,180	590,566,237	81,549	70.62	13,422,667.12	1.6050	0.0273	17,122,209.19	2,314.23	1,285.56
Great Northern	1,092,053	28,686,488	11,324	26.40	359,388.05	34.001	0.0119	695,738.36	1,768.36	8,0159
Iowa Central	1,471,333	63,073,025	63,320	44.23	1,296,347.87	8.8349	0.0185	1,488,917.56	1,491.75	1,005.01
Manchester & Oskoda	19,586	222,641	11,254	16.12	6,104.60	47.686	0.0201	11,130.05	288.91	23.627
Missouri, North & South	506,156	7,259,362	19,225	34.60	137,731.66	6.6681	0.0190	150,467.19	1,842.90	8,833.09
St. Paul & Des Moines	25,298	399,394	16,549	17.83	7,747.19	46.635	0.0168	8,469.11	214.83	253.39
Southern Iowa Traction	4,329,262	568,519,380	463,816	114.61	11,072,591.27	7.34277	0.0158	14,488,871.04	4,514.73	1,708.88
Tabor & Northern	6,032,640	384,356,831	152,830	63.50	7,409,934.31	1.52276	0.0190	9,079,206.37	2,019.80	1,199.61
Wabash	123,111,061	7,134,129,382	122,643	59.75	\$40,097,102.28	\$1.66088	\$0.0197	\$79,071,127.25	\$ 2,012.96	\$ 1,200.64

TABLE NO. 48.—TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINE—CONTINUED—STEAM ROADS

Railroads	Freight Traffic									
	Number of tons car- ried	Number of tons car- ried one mile	Number of tons car- ried one mile	Number of tons car- ried one mile	Average distance haul of one ton—miles	Total freight revenue	Average amount received for each ton per mile	Average receipts per ton per mile	Freight revenue per mile of road	Train revenue per mile of road
Atchison, Topeka & Santa Fe	16,380,383	5,621,634,461	744,592	342.57	\$2,044,125.63	\$2.69197	\$0.0160	\$7,285,741.21	\$1,213.96	\$1,213.96
Atlantic, Northern & Southern	8,818	3,658,328	2,688,318	19.61	14,865.63	7.9977	0.0014	710.28	1.031	1.031
Chicago, Minnesota & Northern	7,116,000,130	784,809,519	58,023,242.91	2.04859	68,297.46	2.31678	0.0016	6,297.46	2,316.78	2,316.78
Chicago, Burlington & Quincy	5,023,079	1,277,860,033	823,846	244.45	2,820,270.47	1.27297	0.0018	5,911.14	2,620.29	2,620.29
Chicago Great Western	30,793,647	5,233,334,716	708,717	158.68	44,776,454.17	1.67120	0.0041	5,901.00	2,304.1	2,304.1
Chicago, Milwaukee & St. Paul	30,235,596	5,423,696,684	703,463	147.92	49,024,957.99	1.33161	0.0062	6,231.44	2,859.4	2,859.4
Chicago, St. Paul, M. & O	13,111,057	1,111,057,111	155,335	175.35	3,455,234.36	1.45522	0.0012	6,031.97	2,474.1	2,474.1
Chicago, Rock Island & Pacific	18,758,982	4,949,000,019	693,366	293.28	41,069,256.46	1.85866	0.0012	5,465.02	2,447.8	2,447.8
Colfax Northern	158,113	145,599,311	673,307	102.32	1,031,631.31	1.88209	0.0014	1,313.15	1,388.2	1,388.2
Davenport, Rock Island & N. W.	20,000,625	5,277,747,886	726,740	222.32	41,379,714.17	1.88209	0.0014	5,486	2,486	2,486
Great Northern	2,683,113	167,154,400	835,566	172.96	2,805,265.75	1.04160	0.0001	1,009.21	2,781.15	2,781.15
Iowa Central	19,347	156,276	19,347	8.00	14,417.70	7.77550	0.0219	8,679.21	2,747.86	2,747.86
Manchester & Oskoda	3,043,620	322,359,019	31,140	100.69	5,027,655.08	1.13883	0.0103	5,314.20	2,000.00	2,000.00
Missouri, North & South	628,057	28,409,333	288,014	25.11	42,053.35	67.341	0.0004	1,010.1	1,224.70	1,224.70
St. Paul & Des Moines	44,721	1,080,960	44,720	33.17	12,059.74	2.7170	0.0115	498.58	3,205.8	3,205.8
Southern Iowa Traction	14,082	131,287	14,082	10.73	15,179.96	1.07790	0.0028	1,411.16	3,800.00	3,800.00
Tabor & Northern	9,663,977	3,645,480,730	1,029,338	258.28	52,769,337.37	1.29190	0.0078	10,265.25	2,328.25	2,328.25
Union Pacific	11,327,433	2,652,249,333	1,230,333	256.48	30,169,877.33	1.21206	0.0030	8,017.31	2,076.1	2,076.1
Wabash	195,384,786	89,208,910,126	674,187	390.48	\$31,560,879.71	\$1.92587	\$0.0074	\$ 341,392.82	\$ 1,921.31	\$ 1,921.31

TABLE NO. 49—TRAFFIC AND MILEAGE STATISTICS—

Railroads	Total Traffic				
	Operating rev- enues	Operating revenues per mile of road	Operating revenues per train mile	Operating ex- penses	Operating expenses per mile of road
Atchison, Topeka & Santa Fe.....	\$ 89,164,216.53	\$11,816.86	\$2.58433	\$ 56,627,433.89	\$ 7,306.12
Atlantic, Northern & Southern.....					
Charles City Western.....				15,388.26	738.62
Chicago, Anniston & Northern.....	88,272,308.27	9,730.49	2.53453	59,541,925.06	6,563.41
Chicago, Burlington & Quincy.....	12,618,641.94	8,436.63	2.00271	9,442,096.18	6,327.74
Chicago Great Western.....					
Mason City & Ft. Dodge.....					
Wisconsin, Minnesota & Pacific.....	64,975,995.00	8,620.12	1.98821	47,653,718.61	6,564.17
Chicago, Milwaukee & St. Paul.....	74,918,183.83	9,706.04	1.93115	53,012,710.19	6,868.07
Chicago, St. Paul, Minneapolis & Omaha.....	16,092,831.36	9,233.23	2.01182	10,028,719.75	6,139.69
Clifox Northern.....	65,089,307.54	8,707.83	1.90728	46,848,522.21	6,298.18
Crooked Creek.....					
Davenport, Rock Island & N. W.....	101,562.54	2,072.70		110,204.97	2,253.50
Dubuque & Sioux City (Ill. Cent.).....	6,626,824.59	8,644.66	1.77019	4,817,153.63	6,783.03
Great Northern.....	61,214,298.32	8,431.91	1.86912	37,550,029.33	5,184.69
Iowa Central.....	9,511,537.48	6,383.84	1.57677	5,671,182.66	4,780.65
Manchester & Oneida.....	25,217.99	3,152.36	0.01974	1,127.30	1,690.62
Minneapolis & St. Louis.....	5,094,016.65	4,959.90	1.97656	3,323,199.96	2,430.44
Minneapolis, North & South.....	72,183.44	2,517.97	1.33159	70,742.20	2,467.20
St. Paul & Des Moines.....	284,281.58	4,829.69	1.69289	283,214.73	3,767.86
Southern Iowa Traction.....	21,117.00	873.68	6.5090	28,365.18	1,172.50
Tabor & Northern.....	22,368.08	2,173.02	1.52334	16,279.18	1,523.64
Union Pacific.....	31,284,501.98	14,835.77	2.86286	27,279,221.91	5,602.92
Wabash.....	29,884,057.40	11,884.71	1.73332	22,596,381.11	8,864.32
Total.....	\$ 569,588,747.22	\$ 9,156.68	\$2.22990	\$ 382,083,225.08	\$ 5,544.84
a Deficit.....					

ENTIRE LINE—CONTINUED—STEAM ROADS

Total Traffic											
Operating expenses per train mile	Net operating revenue	Net operating revenue per mile of road	Average number passengers per car mile	Average number of freight cars per train mile	Average number of passenger cars per train mile	Average number 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 per train mile
\$1,641.58	\$ 22,226,722.64	\$ 4,210.74	15	29	6.03	14.52	218.22	21.96	21.90	8.21	7,543.31
62395	6,004.72	369.22	2	7	1.00						19.90
1,76962	28,720,282.61	2,116.59	16	61	6.15	17.21	466.32	34.71	23.41	10.15	9,051.80
1,49659	2,170,625.76	2,128.80	14	48	5.12	17.17	309.32	30.86	21.31	8.33	1,467.16
1,43081	17,922,276.29	2,383.96	15	52	5.43	14.97	374.69	26.55	18.33	7.02	7,911.56
1,28865	21,905,475.64	2,827.97	16	32	5.99	13.65	276.54	26.59	17.07	7.80	7,718.72
1,23748	5,264,122.11	3,095.24	15	54	5.21	17.33	274.25	21.71	15.82	5.04	1,742.25
1,39452	18,223,953.23	2,436.65	15	56	5.32	14.84	299.00	16.71	18.13	7.62	7,474.00
	68,042.43	0,182.00									40.40
1,29322	1,809,670.96	2,300.71	15	49	4.65	15.82	200.20	23.94	15.83	7.10	766.58
1,72321	22,663,369.13	3,267.22	14	48	5.92	20.00	523.34	26.49	20.18	9.30	7,743.66
1,19942	840,348.42	1,963.79	14	35	3.69	21.20	297.10	21.98	14.01	6.69	608.87
62827	9,290.63	1,141.23	8	8	0.91	16.42	6.36				8.69
1,26796	1,770,816.69	1,525.46	16	47	4.21	16.43	263.24	22.14	16.14	5.03	1,077.04
1,49162	1,441.24	50.27	8	8	1.00	20.44	30.97	5.92	4.00	1.71	58.67
1,11042	201,095.82	1,061.71	17	41	2.57	23.80	145.29	9.87	6.11	3.19	351.99
88641	67,248.13	299.88	12	13	1.43	22.50	23.77	2.37	1.47	.91	24.17
1,66769	6,388.59	630.12	11	11	1.00						19.73
1,22227	24,005,280.07	6,763.70	14	53	6.22	16.54	442.22	36.69	26.72	9.28	5,432.16
1,29863	7,517,854.29	2,989.68	14	59	4.56	17.67	244.58	23.48	19.45	8.59	2,514.60
\$1,59027	\$ 187,365,471.15	\$ 2,111.84	15	54	5.56	14.57	27.11	29.64	20.46	8.24	58,379.33





TABLE NO. 52—TRAFFIC AND MILEAGE STATISTICS—IOWA STEAM ROADS

Railroads	Passenger Traffic									
	Number of passengers carried earning revenue	Number of passengers carried one mile	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
Athlison, Topeka & Santa Fe.....	267,221	4,845,523	243,984	18.13	\$ 77,327.11	\$.28938	\$.01596	\$ 122,354.53	\$ 6,100.87	\$ 1,198.09
Atlantic, Northern & Southern.....										
Charles City Western.....										
Chicago, Anamosa & Northern.....	14,030	244,316	1,252	17.40	4,788.61	.32694	.01577	6,486.88	33.00	
Chicago, Burlington & Quincy.....	4,275,990	169,403,869	117,768	39.62	3,312,836.47	.77477	.01956	4,267,218.19	2,987.39	1,407.23
Chicago Great Western.....	1,740,497	81,387,256	104,436	46.76	1,555,816.71	.89389	.01911	1,882,325.59	2,415.41	1,148.16
Mason City & Ft. Dodge.....										
Wisconsin, Minnesota & Pacific.....										
Chicago, Milwaukee & St. Paul.....					2,683,885.63			3,500,434.58	1,804.30	1,828.88
Chicago & North-Western.....	4,848,303	230,296,057	143,324	47.50	4,343,526.66	.89589	.01886	5,499,607.05	3,422.67	1,126.62
Chicago, St. Paul, Minneapolis & Omaha.....	626,697	20,832,589	204,161	33.24	386,727.10	.61708	.01856	457,450.55	4,483.05	1,474.95
Chicago, Rock Island & Pacific.....	5,839,607	255,737,005	121,645	43.79	4,901,670.07	.83938	.01917	5,940,741.87	2,825.79	1,219.71
Colfax Northern.....	147,639	730,603	56,200	4.95	7,685.07	.05205	.01052	7,697.66	52.13	.55180
Crooked Creek.....					922.94			1,920.50	109.00	.01778
Davenport, Rock Island & N. W.....								3,976.80		
Dubuque & Sioux City (Ill. Cent.).....	1,933,491	80,866,259	113,109	41.82	1,562,125.58	.80793	.01932	1,897,187.32	2,653.63	1,173.23
Great Northern.....	91,336	3,259,781	41,867	35.69	66,195.01	.72474	.02031	91,308.54	1,172.73	.86265
Iowa Central.....	809,338	23,300,022	51,429	28.84	446,492.86	.55167	.01911	547,290.33	1,204.90	.73810
Manchester & Oneida.....	30,677	245,416	30,677	8.00	8,161.51	.26604	.03325	10,768.18	1,346.02	.43159
Minneapolis & St. Louis.....	586,939	18,507,930	50,100	31.53	348,345.82	.59349	.01882	443,674.50	1,202.43	1,012.03
Muscatine, North & South.....	19,986	322,641	11,554	16.13	9,490.00	.47483	.02941	11,130.07	388.21	.23467
St. Paul & Des Moines.....	209,156	7,250,363	59,925	34.66	137,751.00	.66861	.01900	150,402.10	1,242.99	.84330
Southern Iowa Traction.....	22,368	399,994	16,549	17.83	7,747.19	.34635	.01936	8,499.11	351.63	.26559
Tabor & Northern.....	16,382	176,107	16,382	10.77	5,603.20	.34204	.03182	7,281.61	677.36	.47498
Union Pacific.....	241,426	538,382	218,854	2.23	10,540.38	.04366	.01958	16,737.12	6,803.71	1,34.11
Wabash.....	181,579	11,530,706	55,181	63.56	319,510.90	1.75962	.02771	401,940.30	1,923.53	1,753.23
<b>Total</b> .....	<b>21,902,662</b>	<b>909,934,819</b>	<b>112,586</b>	<b>41.54</b>	<b>\$20,197,211.26</b>	<b>\$.92214</b>	<b>\$.02220</b>	<b>\$25,306,433.38</b>	<b>\$ 2,511.80</b>	<b>\$ 1,157.42</b>





TABLE NO. 54—TRAFFIC AND MILEAGE STATISTICS

Railroads	Total Traffic				
	Operating revenues per train mile	Operating revenues per mile of road	Operating revenues per train mile	Operating expenses	Operating expenses per mile of road
Arlison, Topeka & Santa Fe.....	\$ 487,557.06	\$24,548.69	\$2,394.43	\$ 332,743.50	\$16,754.45
Atlantic, Northern & Southern.....					
Charles City Western.....					
Chicago, Anamosa & Northern.....	21,292.51	1,086.35	.80770	15,988.39	780.62
Chicago, Burlington & Quincy.....	11,312,935.72	7,864.67	2,06716	8,388,430.25	5,831.58
Chicago Great Western.....	6,258,692.73	8,061.65	1,93057	4,841,693.27	6,216.72
Mason City & Ft. Dodge.....					
Wisconsin, Minnesota & Pacific.....					
Chicago, Milwaukee & St. Paul.....	14,527,817.72	7,488.60	1,67970	11,184,116.26	5,765.04
Chicago & North Western.....	17,268,777.46	10,759.62	1,71502	13,915,836.42	8,660.48
Chicago, St. Paul, Minneapolis & Omaha.....	1,146,648.33	11,257.19	2,14305	715,744.32	7,104.33
Chicago, Rock Island & Pacific.....	15,544,547.32	7,363.96	1,69224	11,594,486.56	5,372.47
Colfax Northern.....	49,529.52	3,117.66	1,48834	34,794.68	3,676.31
Crooked Creek.....	25,811.51	1,465.73	2,36371	19,666.22	1,118.48
Davenport, Rock Island & N. W.....	51,137.63	1,448.78		69,992.79	1,735.77
Dubuque & Sioux City (Ill. Cent.).....	5,789,474.66	7,818.10	1,50306	4,555,164.98	6,339.43
Great Northern.....	457,360.68	6,877.09	1,99425	389,967.09	5,907.28
Iowa Central.....	2,577,356.80	5,674.25	1,49462	1,972,369.29	4,342.76
Manchester & Omaha.....	25,217.99	2,152.26	1,91074	15,927.26	1,990.92
Minneapolis & St. Louis.....	1,395,911.55	2,704.86	1,77549	958,147.54	2,566.73
Muscatine, North & South.....	79,184.44	2,517.07	1,52159	70,743.30	2,467.50
St. Paul & Des Moines.....	584,381.58	4,829.60	1,66989	383,314.75	3,167.89
Southern Iowa Traction.....	21,117.00	873.68	.65060	18,965.18	1,173.56
Tabor & Northern.....	23,968.06	2,173.02	1,52334	16,379.18	1,523.64
Union Pacific.....	82,103.14	33,782.38	2,57315	109,116.86	44,356.46
Wabash.....	1,276,040.48	6,109.50	2,47081	1,303,309.35	6,236.43
<b>Total</b> .....	<b>\$78,821,400.29</b>	<b>\$ 7,823.46</b>	<b>\$1,73941</b>	<b>\$60,579,541.17</b>	<b>\$ 6,012.86</b>

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IOWA—CONTINUED—STEAM ROADS

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 loaded 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
\$1.62429	\$ 154,793.56	\$ 7,794.34	11	44	6.83	13.63	349.76	35.27	25.63	8.96	19.88
.62302	6,004.12	306.32	2	2	1.00						10.60
1.52278	2,041,605.47	2,032.69	17	2	2.64	15.46	395.36	39.86	19.77	9.20	1,438.45
1.45664	1,453,329.30	1,864.53	14	50	5.05	17.15	331.08	29.59	29.51	8.00	779.30
1.38617	3,342,701.46	1,725.56	15	47	5.60	14.59	265.33	26.11	17.56	7.68	1,939.89
1.38601	3,372,941.04	2,095.14	15	47	5.60	14.59	265.33	26.11	17.56	9.11	1,606.83
1.37709	439,869.00	4,222.84	18	67	6.43	16.47	252.33	21.36	15.34	5.99	1,024.04
1.22966	4,256,607.76	2,021.59	16	33	4.63	13.49	217.55	24.21	16.86	6.28	2,107.33
1.28630	5,734.84	441.14	24	52	2.52	33.97	94.31	5.20	2.78	2.61	12.60
1.80371	6,114.66	347.24						6.05	2.59	2.46	17.61
	9,774.97	9,276.59									35.89
1.30284	1,064,309.68	1,488.67	15	50	4.57	15.81	254.77	24.38	16.12	7.25	714.94
1.66616	67,722.56	869.80	13	21	3.52	20.12	276.67	23.13	18.72	5.62	77.80
1.14391	694,287.71	1,331.69	14	34	3.06	19.77	262.94	21.11	13.58	6.68	434.52
.63827	9,266.62	1,163.33	8	8	1.00			6.36			8.60
1.24545	497,762.61	1,165.11	17	42	4.92	15.97	176.42	15.26	11.05	3.24	569.86
1.49162	1,441.24	59.27	8	8	.91	20.44	89.97	5.92	6.00	1.71	28.67
1.11642	201,666.83	1,661.71	17	41	2.37	23.86	143.36	9.87	6.11	5.10	121.69
.88641	6,7548.18	9,959.88	12	13	1.00	22.93	33.77	2.37	1.47	.91	24.17
1.06709	6,988.00	650.13	11	11	1.00		9.87				10.73
3.28116	626,911.75	10,573.88	8	43	10.36	13.95	228.09	22.81	16.35	5.95	2.40
2.02223	629,368.67	9,127.15	14	50	4.59	17.67	344.38	29.48	19.40	8.96	308.94
\$1.85177	\$ 18,541,858.02	\$ 1,819.61	16	50	4.86	14.43	279.00	26.07	17.43	7.78	10,075.00

TABLE NO. 55—TRAFFIC AND MILEAGE STATISTICS

Railroads	Locomotive Mileage						
	Revenue Service						Non-revenue service locomotive—Miles
	Freight locomotive—Miles	Passenger locomotive—Miles	Mixed locomotive—Miles	Special locomotive—Miles	Switching locomotive—Miles	Total revenue locomotive mileage	
A. T. & S. F. -----	110,612	120,214	8,044	60	112,144	351,074	31,211
A. N. & S. -----							
C. C. W. -----							
O., A. & N. -----		12,270	12,269			24,539	
C., B. & Q. -----	2,643,008	2,933,593	153,434	3,872	1,090,830	6,824,737	255,073
C. G. W. -----	1,705,630	1,609,733	60,096	1,230	444,585	3,821,274	160,076
M. C. & Ft. D. -----							
W., M. & P. -----							
C., M. & St. P. -----	5,680,787	3,339,332	298,248	6,993	1,126,347	10,451,707	293,110
C. & N.-W. -----	5,478,322	4,813,057	234,949	3,499	1,288,159	11,817,986	293,135
C., St. P., M. & O. -----	244,815	306,914	15,207	237	199,080	766,253	22,615
C., R. I. & P. -----	4,602,246	4,642,477	266,364	3,634	1,243,092	10,757,813	144,107
Colfax Northern -----	13,096	7,571	6,379			27,046	37
Crooked Creek -----		11,543			5,872	17,415	
D., R. I. & N. W. -----					63,906	63,906	13,280
D. & S. C. (Ill. Cent.) -----	1,994,332	1,614,576	25,497	2,620	442,639	4,079,664	50,270
Great Northern -----	124,777	106,080		146	73,857	304,860	6,673
Iowa Central -----	1,389,401	521,197	200,685	3,676	191,732	2,306,691	36,510
M. & O. -----			24,950			24,950	
M. & St. L. -----	387,651	454,670		671	92,564	935,556	10,887
M. N. & S. -----			47,427		18,780	66,207	
St. P. & D. M. -----	179,225	72,473	106,659		44,017	402,374	5,941
So. Ia. Traction -----			31,420		450	31,870	
T. & N. -----			15,340			15,340	
Union Pacific -----	25,008	29,205		11	217,924	272,148	43,265
Wabash -----	304,437	231,952	3,681	282	104,484	644,836	8,287
Total -----	24,883,347	20,826,857	1,510,649	26,931	6,760,462	54,008,246	1,374,477

## —IOWA—CONTINUED—STEAM ROADS

Railroads	Car Mileage							
	Revenue Service							
	Freight Car—Miles				Passenger Car—Miles			
Loaded	Empty	Caboose	Total freight car—Miles	Passenger	Sleeping, parlor and observation	Other passenger train—Cars	Total passenger car—Miles	
A. T. & S. F. -----	2,575,365	869,824	99,213	3,544,402	211,727	225,870	317,455	755,062
A. N. & S. -----								
C. C. W. -----								
O., A. & N. -----					12,269			12,269
C., B. & Q. -----	50,763,487	23,620,282	2,372,769	76,756,538	6,992,168	3,026,548	7,210,341	17,229,057
C. G. W. -----	33,879,295	13,358,271	1,646,025	48,883,591	3,726,277	1,778,733	2,770,216	8,275,226
M. C. & Ft. D. -----								
W., M. & P. -----								
C., M. & St. P. -----	95,299,056	41,190,809	4,973,951	141,463,816	7,422,028	3,573,894	6,076,714	17,072,136
C. & N.-W. -----	97,833,510	48,979,683	5,045,057	151,858,250	9,441,490	6,133,023	9,386,265	24,960,778
C., St. P., M. & O. -----	3,657,480	1,213,651	224,790	5,095,921	768,761	414,667	564,982	1,748,410
C., R. I. & P. -----	77,168,096	29,173,802	4,435,080	110,776,978	10,565,879	5,157,244	6,954,661	22,677,784
Colfax Northern -----	54,058	50,813	189	105,060	35,217			35,217
Crooked Creek -----	28,299	26,863	10,920	66,082				
D., R. I. & N. W. -----								
D. & S. C. (Ill. Cent.) -----	32,020,840	14,402,991	2,013,362	48,437,193	3,982,652	1,273,252	2,131,400	7,387,304
Great Northern -----	2,311,245	693,916	97,599	3,102,760	249,660	1,222	121,808	372,780
Iowa Central -----	16,494,272	8,113,092	1,025,078	25,632,442	1,511,601	167,284	422,644	2,101,529
M. & O. -----								
M. & St. L. -----	3,649,906	1,070,141	330,967	5,051,014	901,971	199,108	660,496	1,761,575
M. N. & S. -----	153,321	68,626		221,947	47,427			47,427
St. P. & D. M. -----	1,667,926	846,818	179,126	2,693,870	369,255	64,829	24,424	458,508
So. Ia. Traction -----	47,121	28,986		76,107	32,200			32,200
T. & N. -----					15,340			15,340
Union Pacific -----	324,736	118,175	10,136	453,047	41,608	29,569	57,372	128,549
Wabash -----	5,677,487	2,618,652	289,051	8,585,190	510,016	305,786	327,102	1,142,904
Total -----	423,605,500	186,445,395	22,753,313	632,804,208	46,837,546	22,350,529	37,025,070	106,214,045

TABLE NO. 56—TRAFFIC AND MILEAGE STATISTICS—

Railroads	Car Mileage—						
	Revenue Service—Con						
	Special Car—Miles						
	Freight—loaded	Freight—empty	Caboose	Passenger	Sleeping, par- lor, ob- serva-tion	Other passen- ger train— cars	Total special car—miles
A., T. & N. F.				40	220	140	400
A. N. & S.							
C. C. W.							
C., A. & N.							
C., B. & Q.							
C. G. W.	39,662		3,687	11,800			55,149
C. G. W.	13,588	1,844	1,172	2,489	429	312	19,825
M. C. & Ft. D.							
W. M. & P.							
C. M. & St. P.	47,946	88		13,724	16,666	6,481	85,205
C. & N. W.	43,317		2,454	352	21	400	46,544
C., St. P., M. & O.	5,554		227				5,781
C., R. I. & P.	45,004	296	3,518	799	12,739	1,007	62,344
Colfax Northern							
Crooked Creek							
D., R. I. & N. W.							
D. & N. C. (Ill. Cent.)	26,229	71	1,905	372	2,432	39	31,138
Great Northern							
Iowa Central	15,360		3,906				19,266
M. & O.							
M. & St. L.	9,469			1,570			11,039
M. N. & S.							
St. P. & D. M.							
So. Ia. Traction							
T. & N.	90			21			110
Union Pacific	3,900	32	265				4,197
Wabash							
Total	259,219	2,331	13,233	35,219	32,799	8,648	347,450

IOWA—CONTINUED—STEAM ROADS

Continued	Train Mileage							
	Total revenue car—miles	Non-revenue ser- vice car—miles	Revenue Service				Total revenue train—mile- age	Non-revenue ser- vice train—miles
			Freight train— miles	Passenger train—miles	Mixed train— miles	Special train— miles		
tinued								
	4,299,854	553,917	98,174	103,061	7,318	60	303,613	56,008
	12,309							
	94,049,744	1,828,482	2,415,258	2,901,446	152,215	3,687	5,472,706	225,959
	57,178,642	1,456,997	1,592,188	1,379,356	59,800	1,311	3,237,731	141,542
	138,822,135	3,337,389	5,137,882	3,279,636	286,477	6,349	8,695,644	286,110
	179,895,573	5,611,767	5,166,661	4,699,159	338,594	3,002	10,977,283	286,872
	6,850,112	379,596	224,781	286,502	13,792	227	535,392	19,993
	133,318,106	4,311,523	4,606,108	364,593	3,614	9,183,773	132,093	
	140,577	29	13,001	1,371	6,379		27,046	29
	66,082		19,920				19,920	
	55,825,935	437,139	1,561,923	1,391,564	23,497	2,415	3,390,439	49,774
	3,475,686	39,824	125,463	135,848	146		229,453	6,423
	27,733,537	94,178	1,037,469	938,789	176,933	1,299	1,734,417	14,159
	6,823,628	31,276	339,200	438,409	24,506		24,939	
	269,374					268	769,316	2,588
	3,152,378	49,719	166,847	73,309	47,427		47,427	
	108,307						109,156	
	15,349						15,349	
	581,712	44,888	19,861	12,406			32,272	42,387
	9,732,291	38,554	287,559	215,184	3,461	265	516,680	6,359
	729,260,703	14,094,276	22,882,189	20,418,692	1,435,054	22,636	44,778,577	1,259,943

TABLE NO. 37.—FREIGHT TRAFFIC MOVEMENT

Railroads	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
Atchison, Topeka & Santa Fe.....	1,294,722	7.90	489,038	2.98	202,228	1.23
Atlantic, Northern & Southern.....						
Charles City Western.....						
Chicago, Anamosa & Northern.....	913	4.87	296	1.11	71	.38
Chicago, Burlington & Quincy.....	3,529,311	12.49	699,200	2.15	269,025	.83
Chicago Great Western.....	681,173	12.56	355,851	7.08	89,619	1.61
Mason City & Ft. Dodge.....						
Wisconsin, Minnesota & Pacific.....						
Chicago, Milwaukee & St. Paul.....	3,557,584	12.28	709,543	2.61	529,743	1.98
Chicago & North-Western.....	3,666,633	9.71	287,841	.78	562,182	.71
Chicago, St. Paul, Minneapolis & Omaha.....	1,588,314	21.40	239,887	3.12	165,714	2.20
Colfax Northern.....	2,836,261	12.14	534,007	2.86	336,130	1.81
Crooked Creek.....	269	.08	189	.09		
Davenport, Rock Island & N. W.....	10,133	24.78	31	.07	15	.02
Dubuque & Sioux City (Ill. Cent.).....						
Great Northern.....	349,022	21.91	68,679	2.74	77,332	2.99
Iowa Central.....	2,326,760	10.13	319,321	1.23	148,283	.44
Manchester & Oquida.....	359,266	11.53	182,502	6.80	11,867	.47
Minneapolis & St. Louis.....	433	2.31	588	3.09	496	2.33
Muscataine, North & South.....	849,275	27.69	340,836	11.20	70,052	2.30
St. Paul & Des Moines.....	5,552	4.58	1,561	1.28	129	.12
Southern Iowa Traction.....	89,511	12.02	8,108	1.27	1,285	.41
Tabor & Northern.....	229	.45	222	.43	124	.23
Union Pacific.....	1,897	13.47	122	.87		
Wabash.....	1,215,185	12.05	281,167	2.91	81,122	.84
	1,629,099	11.46	216,265	1.53	292,239	1.88
<b>Total</b> .....	<b>24,037,369</b>	<b>12.28</b>	<b>4,624,694</b>	<b>2.36</b>	<b>2,523,703</b>	<b>1.29</b>

—ENTIRE LINE—STEAM ROADS

Agriculture											
Hay		Tobacco		Cotton		Fruits 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
555,469	2.17			22,813	.20	1,067,902	6.52	189,013	1.15	2,631,283	22.15
299	1.59									1,679	8.95
241,245	.85					633,050	2.24			5,292,435	18.08
45,073	.90	1,053	.02	713	.01	121,500	2.64	68,198	1.36	1,965,173	28.18
202,897	.98	21,969	.12	7,928	.03	265,563	1.36	289,126	1.04	5,739,385	71.42
228,793	.90	9,328	.03	2,139	.01	721,479	1.96	172,559	.47	5,533,915	14.57
139,311	1.76	336		2,058	.03	172,733	2.33	109,668	1.55	2,386,551	33.19
201,490	1.08			99,577	.48	645,454	2.91	329,001	1.74	4,887,602	26.10
139	.04					37	.01			616	.19
						29	.09			10,218	24.07
16,197	.64	376	.02	1,118	.05	78,242	2.12	8,587	.32	799,154	31.99
146,047	.84	416	.01	1,844	.01	223,717	.97	24,198	.10	3,241,848	14.94
9,736	.36	22		58		26,703	.39	7,635	.29	554,144	20.64
128	.65					129	.64			1,796	9.13
36,456	1.29	18		1,397	.04	42,323	1.49	17,562	.58	1,242,896	44.12
100	.08					2,859	3.21	40	.03	11,317	...
788	.12			14		2,303	.39	8,431	1.32	102,596	16.13
337	.80					217	.49			1,150	2.49
32	.23					174	1.24			2,225	15.81
131,688	1.36	2,257	.03	9,766	.01	745,061	7.74	48,144	.59	5,519,524	25.98
119,328	.85	5,006	.04	29,137	.13	308,092	2.18	72,427	.57	2,637,574	18.63
2,076,814	1.00	51,261	.03	175,756	.09	5,067,816	2.09	1,818,259	.67	39,879,660	39.37



TABLE NO. 59—FREIGHT TRAFFIC MOVEMENT

Railroads	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
A. T. & S. F.	30,737	.19	2,341,302	14.28	223,957	1.37	379,626	2.32
A. N. & S.								
C. C. W.								
C. A. & N.	973	3.60	4,969	26.50	48	.26		
C. H. & Q.	74,105	.26	7,961,072	28.19	156,934	.93	718,070	2.54
C. G. W.	99,236	1.98	889,533	17.71	20,235	.40	2,300	.04
M. C. & P. D.								
W. M. & P.								
C. M. & St. P.	845,531	3.15	2,905,587	9.35	457,497	1.70	1,630,540	6.90
C. & N. W.	872,059	3.27	4,473,280	12.18	204,705	.56	6,991,500	19.03
C. St. P. M. & O.	259,855	3.59	792,489	9.46	14,959	.20	22,880	.30
C. R. I. & P.	207,859	1.11	2,709,439	17.14	75,768	.40	241,300	1.29
Colfax Northern	64	.02	394,515	94.65				
Crooked Creek	128	.31	6,409	15.88			11,168	27.28
D. R. I. & N. W.								
D. & S. C. (Ill. Cent.)	42,713	1.26	400,978	16.60	13,629	.54	871	.04
Great Northern	412,968	1.79	1,798,793	7.89	129,842	.60	11,733,129	29.99
Iowa Central	8,773	.33	1,146,656	42.70	7,805	.29		
M. & O.	1,196	6.11	7,705	29.41	87	.44		
M. & St. L.	41,874	1.38	491,001	13.17	3,867	.13	20	
M. N. & S.	1,352	1.16	39,112	32.19	44	.03		
St. P. & D. M.	1,220	.19	369,920	52.58	103	.03	69	.01
No. In. Traction	22	.06	21,129	69.61	36	.09		
T. & N.								
Union Pacific			3,364	23.18				
Wabash	37,710	.20	2,061,072	21.63	12,549	.13	111,000	1.15
Total	489,373	3.40	5,553,704	23.01	58,157	.27	78,315	.36
Total	2,418,469	1.75	21,944,088	16.22	1,964,223	.70	21,921,200	11.29

ENTIRE LINE—CONTINUED—STEAM ROADS

Mines	Products of Forests											
	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				
	1,221,001	7.45	1,124,533	6.92	5,321,126	21.53	915,780	5.59	637,490	3.80	1,553,270	9.48
	2,847	15.19	222	1.18	8,759	46.73		3,355	12.00	3,355	12.00	
	1,824,719	6.44			10,728,900	37.87	1,944,700	5.45	635,031	2.30	2,579,731	7.75
	355,812	7.08	112,453	2.34	1,479,478	29.45	324,797	6.47	17,626	.35	342,383	6.82
	1,666,976	6.22	81,866	.31	7,187,311	26.85	1,854,478	6.92	1,767,629	6.60	3,622,107	13.52
	2,647,201	7.21	169,808	.49	15,327,743	41.81	2,612,472	7.11	2,719,826	7.29	5,332,298	14.59
	166,720	1.44	35,985	.49	1,142,528	15.29	896,894	11.14	877,096	11.82	1,773,990	22.96
	1,505,562	8.66	164,055	.88	5,468,962	28.88	1,681,326	8.96	314,222	2.74	1,995,548	11.72
	1,506	.47			296,985	95.14	117	.04	4,191	1.20	4,308	1.24
	351	.86			18,146	44.33	722	1.79	153	.37	885	2.16
	140,274	5.69	14,256	.57	615,762	24.45	181,729	7.25	1,718	.07	183,447	7.20
	596,191	2.41	70,754	.31	14,711,284	63.81	1,617,397	7.01	829,449	2.61	2,436,846	10.62
	85,059	3.09	7,196	.27	1,352,527	46.68	170,275	6.34	140	.01	170,415	6.35
	89	.19	167	1.06	9,193	47.21	1,922	9.83	528	2.85	2,450	12.68
	119,828	3.64	9,160	.30	566,761	18.67	234,956	7.72	98	.01	235,054	7.75
	3,664	3.10			44,898	36.33	86,225	2.16	2,879	.14	29,121	2.40
	19,594	3.67	719	.11	291,833	43.28	11,973	1.88	9,146	1.43	21,121	3.31
	2,026	4.96			23,294	74.23	391	.88	3,985	8.92	4,376	9.80
	1,324	9.47			4,968	32.63	744	3.28			744	3.28
	678,327	5.98	322,414	3.34	2,153,163	23.62	623,040	6.54	1,591	.05	624,631	6.59
	543,443	3.84	97,733	.69	4,491,983	31.77	791,355	6.00	294,891	2.09	1,086,246	7.69
Total	11,374,662	5.81	2,218,284	1.12	72,241,024	26.91	15,459,484	6.86	8,338,214	4.26	21,795,698	11.12





TABLE No. 61—FREIGHT TRAFFIC MOVEMENT—

Railroads	Manufactures—Continued			
	Wagons, Carriages, etc.		Wines, Liquors and Beers	
	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage
Atchison, Topeka & Santa Fe	42,837	.27	108,191	.69
Atlantic, Northern & Southern				
Charles City Western				
Chicago, Anamosa & Northern			175	.94
Chicago, Burlington & Quincy	57,941	.91		
Chicago Great Western	15,682	.31	26,025	.78
Mason City & Ft. Dodge				
Wisconsin, Minnesota & Pacific				
Chicago, Milwaukee & St. Paul	60,347	.35	232,082	1.59
Chicago & North-Western	61,326	.17	288,922	.79
Chicago, St. Paul, Minneapolis & Omaha	17,554	.24	46,286	.54
Chicago, Rock Island & Pacific	108,845	.58	100,349	.70
Collax Northern	2			
Crooked Creek				
Davenport, Rock Island and Northwestern				
Dubuque & Sioux City (Ill. Cent.)	10,224	.41	13,318	.33
Great Northern	19,078	.08	27,876	.25
Iowa Central	4,318	.16	19,040	.71
Manchester & Oeluda	48	.24		
Minneapolis & St. Louis	3,878	.15	27,077	.89
Muscatine, North & South	9			
St. Paul & Des Moines	256	.09	6,189	.37
Southern Iowa Traction	15	.04		
Tabor & Northern	10	.07		
Union Pacific	24,806	.36	63,737	.66
Wabash	40,889	.29	143,837	1.02
Total	479,479	.24	1,446,734	.74

ENTIRE LINE—CONTINUED—STEAM ROADS

Manufactures—Continued				Merchandise		Miscellaneous					
Household Goods and Furniture		Other Manufactures		Total		Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Total tonnage	
Tons	Per cent of total tonnage	Tons	Per cent of total tonnage	Tons	Per cent of total tonnage						
129,472	.79	662,875	4.23	3,202,291	19.54	1,172,958	7.16	475,997	1.97	16,389,583	
				961	4.77	1,091	5.82	266	2.11	18,818	
165	.89			1,046,066	6.88	1,189,230	7.02	3,030,160	13.87	28,328,228	
35,100	.70	226,742	4.51	1,121,002	22.31	303,599	6.08	75,323	1.50	5,025,079	
						2,569,032	13.04	861,929	3.22	36,705,647	
187,612	.39	979,933	3.66	4,696,422	17.55	2,599,970	6.56	1,236,626	2.56	36,233,526	
130,522	.41	1,830,531	4.88	5,252,067	14.30	636,181	8.57	138,198	1.73	7,427,627	
33,273	.45	338,841	4.56	947,422	13.77	1,236,761	6.69	75,177	.49	18,728,093	
164,225	.88	1,208,639	6.45	3,484,184	18.60	1,312	.28	8,842	2.75	321,724	
142	.94			372	.11	390	.95	74	.18	49,995	
15	.03	9,704	23.71							131,402	5.24
10,675	.43	54,062	2.16	401,260	16.18	84,794	3.38	338,251	1.47	23,079,653	
25,825	.11	200,425	1.80	1,282,463	5.52	149,989	5.59	21,363	.89	2,083,111	
15,995	.58	139,079	5.06	494,737	15.07	2,035	10.22	299	1.29	19,547	
		265	1.36	1,826	9.28			78,049	2.37	3,043,625	
		21,160	.69	96,041	3.16	500,637	16.55	13,899	11.40	121,667	
		546	.44	5,980	4.93	14,836	8.17	7,333	1.13	638,532	
		28,966	1.24	85,426	12.40	6,308	5.08	2,620	3.28	41,799	
		173	.26	32	.08	1,813	4.26	1,331	2.98	14,082	
		994	2.00	167	1.19	854	6.08	1,516	10.77	32	16
		53,686	.56	399,976	2.79	1,793,297	17.81	323,268	5.72	394,156	2.73
		70,496	.50	308,123	6.82	2,549,771	22.62	1,015,138	7.18	445,002	2.15
										14,147,443	
902,187	.40	7,118,221	3.64	28,225,342	14.47	13,354,649	6.82	7,765,589	2.18	195,747,444	

TABLE NO. 62.—INTRASTATE FREIGHT TRAFFIC

Railroads	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
Atchison, Topeka & Santa Fe.....	21	2.38				
Atlantic, Northern & Southern.....						
Charles City Western.....						
Chicago, Anamosa & Northern.....	913	4.87	206	2.11	71	.38
Chicago, Burlington & Quincy.....						
Chicago Great Western.....						
Mason City & Ft. Dodge.....						
Wisconsin, Minnesota & Pacific.....						
a Chicago, Milwaukee & St. Paul.....	795,326	24.43	37,369	1.15	75,376	2.32
Chicago & North-Western.....	293,745	13.69	5,645	.37	4,382	.21
Chicago, St. Paul, Minneapolis & Omaha.....	11,590	7.95	2,443	.99	347	.58
Chicago, Rock Island & Pacific.....	1,132,630	15.66	227,443	3.14	170,696	2.36
Colfax Northern.....	900	.68	189	.06		
Crooked Creek.....	10,133	24.78	31	.07	15	.03
Davenport, Rock Island & Northwestern.....						
Dubuque & Sioux City (Ill. Cent.).....	548,053	23.66	66,289	2.36	76,109	3.29
Great Northern.....						
Iowa Central.....	259,916	11.11	181,002	7.73	17,963	.76
Manchester & Oquida.....	433	2.31	588	3.00	496	2.53
Minneapolis & St. Louis.....	317,428	31.81	40,882	4.09	29,498	2.93
Muscatine, North & South.....	5,392	4.58	1,561	1.28	129	.12
St. Paul & Des Moines.....	89,511	12.62	8,108	1.27	2,382	.41
Southern Iowa Traction.....	739	.45	222	.45	134	.39
Taber & Northern.....	1,867	13.47	122	.87		
Union Pacific.....	228,015	11.09	40,291	1.98	11,854	.59
Wabash.....	48,618	11.46	6,498	1.53	7,587	1.88
Total.....	2,640,749	16.97	618,949	2.88	397,729	1.85

a Commodities way-billed from State of Iowa.

MOVEMENT—IOWA—STEAM ROADS

Agriculture											
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
46	7.36									46	10.77
296	1.59									1,679	8.93
42,666	1.31	59		82		13,560	.42	21,820	.68	994,148	39.61
17,906	1.14	561	.04			11,059	.80	919	.06	249,863	16.22
524	.36	109	.07			1,072	.05	628	.44	17,135	11.84
82,636	1.14			9,400	.13	276,432	3.82	82,164	1.14	1,981,401	77.39
130	.04					37	.01			616	.19
						39	.02			19,978	24.97
15,793	.68	316	.01	967	.04	72,745	0.14	7,542	.33	787,899	31.01
7,279	.31			82		24,155	1.08	7,598	.31	497,955	21.25
128	.65					125	.64			1,590	9.13
29,547	2.09					6,914	.69	299	.02	415,493	41.63
100	.08					5,895	3.21	49	.03	11,317	9.39
788	.12			14		2,595	.39	8,431	1.32	169,136	16.15
357	.89					217	.49			1,139	7.43
39	.23					79	.14			2,775	15.81
14,646	.72	1,665	.05	238	.02	336,596	16.52	25,998	1.28	876,791	32.25
3,289	.55	153	.04	873	.11	9,243	2.18	2,173	.51	79,177	18.06
296,721	.56	2,596	.01	11,754	.05	759,965	2.34	167,135	.78	3,865,246	27.63



TABLE NO. 64.—INTRASTATE FREIGHT TRAFFIC

Railroads	Products of Mines							
	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
A. T. & S. F.			89	14.31				
A. N. & S.								
C. C. W.								
C. A. & N.	673	3.00	4,500	16.50	48	.26		
C. H. & Q.								
C. G. W.								
M. C. & Ft. D.								
W. M. & P.								
C. C. M. & St. P.	24,312	.75	404,502	15.23	1,476	.04	16,795	.32
C. & N. W.	19,013	1.29	571,731	22.13	560	.04	13	
C. St. P., M. & O.	717	.50	46,564	1.76	23	.00		
C., R. I. & P.	118,095	1.64	1,110,916	42.59	27,378	.38	70,500	.97
Colfax Creek	64	.02	304,515	11.83				
Crooked North	118	.81	6,659	16.84			11,168	37.38
D., R. I. & N. W.								
D. & S. C. (Ill. Cent.)	10,484	1.53	222,001	10.11	11,859	.51	870	.04
Great Northern								
Iowa Central	8,129	.59	988,743	37.68	6,546	.30		
M. & O.	1,195	6.11	7,700	29.41	87	.44		
M. & St. L.	8,128	.52	163,216	6.36	622	.06	59	
M. N. & S.	1,502	1.16	39,115	22.10	44	.00		
St. P. & D. M.	1,096	.79	369,839	14.18	102	.00	69	.01
So. Ia. Traction	43	.03	31,120	09.43	36	.19		
T. & N.			5,284	23.18				
Union Pacific	24,423	1.39	40,246	2.27	6,632	.33	6,630	.34
Wabash	14,411	3.40	67,013	23.01	1,144	.27	2,356	.56
Total	258,406	1.30	3,619,030	11.53	56,997	.26	108,757	.51

a Commodities way-billed from State of Iowa.

MOVEMENT—IOWA—CONTINUED—STEAM ROADS

Products of Mines						Products of Forests					
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
56	9.00			145	23.31			229	56.81	229	36.81
2,847	15.19	222	1.18	8,759	46.73	2,335	12.00			2,335	19.00
291,674	6.21	304	.01	739,213	22.76	36,113	1.11	32,666	.99	68,169	2.10
106,471	7.20	37	.00	695,595	46.84	37,047	1.83	3,567	.24	30,634	2.05
22,563	15.58	35	.02	69,003	48.06	1,869	1.21	394	.17	2,145	1.48
283,080	8.13	46,228	.64	1,962,048	37.17	346,121	4.73	84,363	1.17	430,694	5.95
1,566	.47			306,085	95.14	117	.04	4,191	1.30	4,308	1.34
251	.86			18,146	44.33	732	1.79	130	.37	862	2.16
120,516	5.85	12,411	.58	519,541	22.45	169,900	7.34	1,705	.07	171,672	7.41
73,305	3.12	6,915	.29	1,065,378	46.73	369,760	6.87	1,229	.01	160,955	6.86
39	.19	167	1.00	9,193	47.31	1,923	9.83	558	3.85	2,480	12.48
33,401	5.25	2,490	.25	227,967	23.84	51,279	5.12	65	.05	51,444	5.15
2,034	3.10			44,202	36.32	36,255	2.16	2,879	.24	29,194	2.39
16,554	2.67	719	.11	371,632	61.36	11,974	1.86	9,146	1.43	31,121	3.31
2,036	4.56			33,224	74.32	391	.38	2,963	8.92	4,376	9.80
1,334	1.84			4,598	23.65	744	3.28			744	5.28
22,831	1.17	69,658	3.80	188,217	9.24	178,895	8.77	868	.05	179,788	8.82
16,903	3.41	2,990	.09	134,700	11.77	32,746	8.60	8,847	2.69	31,969	7.69
1,204,461	5.80	158,480	.71	6,481,139	30.66	1,646,348	4.83	152,123	.71	1,193,471	5.56







TABLE No. 68—DESCRIPTION OF EQUIPMENT—

Railroads	Cars in Freight					
	Box	Flat	Stock	Coal	Tank	Refrigerator
Athlison, Topeka & Santa Fe.....	27,570	3,354	2,935	8,398	2,101	
Atlantic, Northern & Southern.....						
Charles City Western.....		5				
Chicago, Anamosa & Northern.....	1	1				
Chicago, Burlington & Quincy.....	27,553	1,336	6,365	13,573	6	2,084
Chicago Great Western.....	8,383	920	840	793		471
Mason City & Ft. Dodge.....						
Wisconsin, Minnesota & Pacific.....						
Chicago, Milwaukee & St. Paul.....	28,703	4,935	3,474	2,404		1,835
Chicago & North-Western.....	32,838	4,601	4,925	11,201		1,953
Chicago, St. Paul, Minneapolis & Omaha.....	8,372	1,605	143	1,493		182
Chicago, Rock Island & Pacific.....	25,228	1,926	4,906	6,193		2,133
Colfax Northern.....						
Crooked Creek.....	1	3		26		
Davenport, Rock Island & Northwestern.....	19	35		69		
Dubuque & Sioux City (Ill. Cent.).....	137	24	24	14		
Great Northern.....	28,676	3,612	1,923	2,374		1,112
Iowa Central.....	1,909	82	298	1,261		3
Manchester & Oneida.....						
Minneapolis & St. Louis.....	3,656	151	262	127		4
Muscatine, North & South.....		2				
St. Paul & Des Moines.....	60	30	10	295		
Southern Iowa Traction.....						
Tabor & Northern.....						
Union Pacific.....	9,985	767	2,334	2,229		50
Wabash.....	10,949	843	1,301	7,094		94
<b>Total</b> .....	<b>214,040</b>	<b>24,232</b>	<b>29,740</b>	<b>57,634</b>	<b>2,107</b>	<b>10,021</b>

ENTIRE LINE—CONTINUED—STEAM ROADS

Service	Cars in Companies' Service											
	Other cars	Total	No. Fitted With—		Officers and pay	General	Derrick	Caboose	Other road cars	Total	No. Fitted With—	
			Train brake	Automatic coupler							Train brake	Automatic coupler
	4,431	48,789	48,789	48,789	35	3,229	28	682	458	4,542	4,542	4,542
		5	5	5								
		2	2	2								
	93	51,010	50,550	51,010	31	172	34	670	3,990	5,704	5,179	5,697
		11,407	11,407	11,407	4	604	9	150	89	856	856	856
	2,654	44,095	44,095	44,095	16		20	953	668	1,657	1,657	1,657
	5,257	60,775	60,775	60,775	8	755	31	799	439	2,032	2,032	2,032
	6	11,901	11,901	11,901	2	154	9	146	23	334	325	334
		40,286	39,779	40,286	30	2,243	30	723	1,116	4,142	3,519	4,142
	4	34	31	34				1		1	1	1
		123	123	123				1		1	1	1
		199	199	199				7		7	7	7
	8,404	46,101	45,673	46,101	26	548	35	529	594	1,732	1,408	1,732
		3,553	3,553	3,553	1	47	4	54	117	223	223	223
	24	4,224	3,994	4,224	2		3	65	180	250	103	249
		2	2	2				1		1	1	1
		395	395	395				8	2	10	10	10
		15,365	15,335	15,365	16	1,854	24	311	1,943	4,148	4,130	4,138
	1,061	21,342	21,167	21,342	6		14	296	270	586	549	586
	21,934	359,708	358,265	359,708	177	10,523	241	5,396	9,889	26,226	24,543	26,208



TABLE No. 69—DESCRIPTION OF EQUIPMENT—

Railroads	Total cars in service	Cars leased	Cars Owned			
			Total cars owned	On June 30, 1910	Added during year	Retired during year
Atchison, Topeka & Santa Fe.....	54,640		54,649	49,507	7,405	2,052
Atlantic, Northern & Southern.....						
Charles City Western.....	31		31		11	
Chicago, Anamosa & Northern.....	4		4	2	1	
Chicago, Burlington & Quincy.....	57,968		57,968	56,106	2,674	815
Chicago Great Western.....	12,467	24	12,412	12,473	327	1,069
Mason City & Ft. Dodge.....						
Wisconsin, Minnesota & Pacific.....						
Chicago, Milwaukee & St. Paul.....	46,962		46,962	47,286	269	863
Chicago & North Western.....	64,511		64,511	65,371	676	2,189
Chicago, St. Paul, Minneapolis & Omaha.....	12,533		12,533	12,222	1,012	711
Chicago, Rock Island & Pacific.....	45,541	30,293	25,248	21,495	5,002	1,249
Coffee Northern.....	6		6			
Crooked Creek.....	35		35			
Davenport, Rock Island & Northwestern.....	124		124	126		2
Dubuque & Sioux City (Ill. Cent.).....	251		251	251		
Great Northern.....	48,804		48,804	49,869	2,468	1,563
Iowa Central.....	3,819	50	3,769	3,810	47	97
Manchester & Oelids.....	1		1	1		
Minneapolis & St. Louis.....	4,564	1,069	3,325	3,673	31	379
Missouri, North & South.....	6		6	6		
St. Paul & Des Moines.....	412		412	393	56	7
Southern Iowa Traction.....	1		1		1	
Taber & Northern.....	1		1			
Union Pacific.....	20,024		20,024	18,805	2,064	845
Wabash.....	22,547	1,745	20,602	21,558	128	1,064
<b>Total</b> .....	<b>395,002</b>	<b>22,151</b>	<b>371,911</b>	<b>363,331</b>	<b>24,056</b>	<b>12,476</b>

ENTIRE LINE—CONTINUED—STEAM ROADS

Cars Owned		Cars contributed to fast freight line service	Equipment Owned or Leased Not in Service of Respondent									
Equipped With—			Locomotives			Cars						
Train brake	Automatic coupler		Number	Equipped With— Train brake	Automatic coupler	Passenger service	Freight service	Companies' service	Total	Equipped With— Train brake	Automatic coupler	
54,640	54,640		65	65	65			7,811		7,811	7,811	7,811
6	6											
4	4											
57,439	57,968											
12,445	12,443											
46,592	46,592											
64,511	64,511	51										
12,524	12,523											
24,329	25,248											
6	6											
35	35											
124	124											
251	251											
48,804	48,804											
3,769	3,769											
1	1											
3,100	3,024		4	4	4							
412	412											
1	1											
2	2											
20,000	20,014		8	8	8							
20,350	20,002							955		955	955	1,955
2	2											
369,110	371,885	51	77	77	77			8,806		8,806	8,806	8,806

TABLE No. 70—MILEAGE—

Railroads	Mileage—All Tracks		Mileage of		
	Total mileage operated	New line constructed during year	Line Owned		Line of proprietary companies
			Main line	Branches and spurs	
Atchison, Topeka & Santa Fe	10,956.00	383.82	3,753.81	2,925.64	158.30
Atlantic, Northern & Southern	654.08		54.08		
Charles City Western	14.82		13.10		
Chicago, Anamosa & Northern	20.20		19.60		
Chicago, Burlington & Quincy	12,552.32	223.80	822.41	7,914.00	71.24
Chicago Great Western	2,145.58	59.78	713.83	36.37	661.3
Mason City & Ft. Dodge					
Wisconsin, Minnesota & Pacific					
Chicago, Milwaukee & St. Paul	10,559.29		7,281.05		
Chicago & North-Western	11,925.53	202.63	3,049.59	4,451.18	18.04
Chicago, St. Paul, Minneapolis & Omaha	2,405.11	14.79	1,671.44		
Chicago, Rock Island & Pacific	9,793.72	84.06	3,579.72	1,788.40	
Colfax Northern	14.00		6.00		7.00
Crooked Creek	20.28		17.61		
Davenport, Rock Island & N. W.	50.06		41.08	5.08	
Dubuque & Sioux City (Ill. Cent.)	977.20	2.42	326.26	433.62	
Great Northern	9,318.23	152.00	6,405.60	78.25	545.36
Iowa Central	695.14		375.30	127.68	
Manchester & Oneida	8.75		8.00		
Minneapolis & St. Louis	1,255.41		629.47	1.14	
Muscatine, North & South	47.67	10.00	38.67		
St. Paul & Des Moines	128.72		114.24		
Southern Iowa Traction	27.68		24.17		
Tabor & Northern	11.75		8.79		
Union Pacific	5,377.85	196.46	1,959.09	1,480.68	
Wabash	3,429.55	9.32	1,743.67	202.05	88.83
<b>Total</b>	<b>81,788.84</b>	<b>1,339.08</b>	<b>32,657.18</b>	<b>19,488.18</b>	<b>1,550.14</b>

a Includes 42.78 miles connecting track.  
 b Does not include yard track and sidings.  
 c No data showing this information.

ENTIRE LINE—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
					Iron	Steel						
602.72		109.22	7,549.69	114.79	3.53	7,436.94	6,679.45	638.47	6.20	5.92	2,364.29	9,694.33
			54.08			54.08	54.08				c	654.08
			13.10			13.10	13.10				1.72	14.82
			19.60			19.60	19.60				.60	20.20
		267.10	9,074.84	81.59	18.31	8,789.43	8,736.50	660.60	23.55		2,722.74	12,143.39
		84.65	1,496.22	6.43		1,411.57	750.20	57.43			353.45	1,161.08
		230.39	7,511.44		63.59	7,217.46	7,181.05	575.35	12.83	3.55	a 2,335.30	10,208.08
	126.34	54.33	7,743.48	38.68	72.35	7,616.80	7,544.77	777.10	103.91	95.36	3,045.15	11,566.29
		72.38	1,743.82	4.93	4.62	1,666.82	1,671.44	85.29	3.18	2.50	570.32	2,332.73
1,407.04	162.31	613.69	7,551.16	1.46		6,937.47	5,368.12	282.24	8.01		1,480.81	7,139.18
			13.00			13.00	6.00				1.00	7.00
			17.61			17.61	17.61				2.67	20.28
		2.24	49.00			49.00	46.76	1.06			35.17	82.99
		6.70	766.58			759.88	759.88	3.75			206.87	970.50
	17.84	247.20	7,294.25	53.19	6.71	7,040.34	6,483.85	178.84	9.28	9.29	1,743.96	8,425.22
	36.60	19.24	558.82		7.96	531.62	502.98				132.93	635.91
			8.00			8.00	8.00				.75	8.75
	367.22	29.21	1,027.04		.14	997.69	630.61	9.91			154.88	795.40
		4.00	42.67	10.00		42.67	38.67				5.00	43.67
		6.76	121.00			114.24	114.24				7.72	121.96
			24.17			24.17	24.17				2.91	27.08
		1.96	10.75			8.79	8.79				1.00	9.79
	6.80	26.20	3,472.77	56.44		3,446.57	3,439.77	651.30	2.07	2.07	1,246.94	5,342.15
6.17		473.88	2,514.60			2,040.72	1,945.72	99.72			805.41	2,850.85
2,015.93	717.11	2,249.15	58,677.69	367.47	177.21	56,257.57	52,145.36	4,021.06	169.03	118.69	17,221.59	73,675.73

TABLE NO. 71—MILEAGE—

Railroads	Mileage— All Track		Mileage of Road		
	Total mileage operated	New line con- structed during year	Line Owned		
			Main line	Branches and spurs	Line of proprie- tary companies
Atchafalaya, Toledo & Santa Fe	61.87	.14	19.86		
Atlantic, Northern & Southern	754.08		24.08		
Charles City Western	13.10		13.10		
Chicago, Anamosa & Northern	30.29		19.60		
Chicago, Burlington & Quincy	1,998.69		374.55	1,990.43	
Chicago Great Western	1,696.12		370.79	29.42	373.30
Mason City & Ft. Dodge					
Wisconsin, Minnesota & Pacific					
Chicago, Milwaukee & St. Paul	2,428.67		1,870.08		
Chicago & North Western	2,997.63	59.73	268.78	1,238.59	
Chicago, St. Paul, Minneapolis & Omaha	159.12	3.18	74.54		
Chicago, Rock Island & Pacific	2,656.62	9.44	1,302.82	756.33	
Colfax Northern	15.00		6.00		
Crooked Creek	39.58		17.61		
Farmington, Rock Island & Northwestern	53.41		34.50		
Dubuque & Sioux City (Ill. Cent.)	916.58	2.18	325.26	388.68	
Great Northern	169.14	.05	77.86		
Iowa Central	594.19		286.10	127.68	
Manchester & Oquida	8.75		8.00		
Minneapolis & St. Louis	428.53		211.12	1.14	
Monmouth, North & South	47.67	10.00	38.67		
St. Paul & Des Moines	138.72		114.24		
Southern Iowa Traction	27.08		24.17		
Taber & Northern	11.75		8.79		
Union Pacific	61.21	.60	2.46		
Wabash	241.48		167.33	26.05	
Total	13,544.39	81.41	5,486.21	3,068.67	373.20

a Connection track.

b Includes sidings on "Branches and Spurs."

c Does not include yard track and sidings.

d No data showing this information.

## IOWA—STEAM ROADS

Operated—Single Track						Mileage of Road Owned									
Line operated under lease	Line operated under con- tract, etc.	Line operated trackage rights	Total mileage operated	New line con- structed during year	Ratio— Miles of		Single track	Second track	Third track	Fourth track	Yard track and sidings	Total mileage all tracks			
					Iron	Steel									
			19.86		19.86	19.86	19.57				55.41	64.87			
			64.08		64.08	64.08	54.68				4	64.08			
			13.10		13.10	13.10	13.10				1.72	14.82			
			19.60		19.60	19.60	19.60				.80	20.40			
			73.47	1,438.45	1,564.68	1,964.98	244.46				213.25	1,955.23			
			5.82	779.33	779.33	400.21	14.85				141.37	256.43			
			69.91	1,639.99	1,639.99	1,870.08	28.29	.55	611.63	415.71	2,326.36	2,326.36			
			17.59	1,629.60	28.17	1,692.70	848.39			6,026.86	2,477.56	2,477.56			
			37.66	102.04		74.44	74.54				37.68	111.62			
			162.31	89.85	2,102.23	2,031.48	1,859.17	85.60			448.96	2,203.22			
	7.00		13.00		13.00	6.00				1.00	7.00	7.00			
			17.61		17.61	17.61				2.67	39.28	39.28			
		.79	35.29		35.29	34.50	1.00			17.06	22.62	22.62			
			714.94		714.94	714.94	3.73			197.29	916.28	916.28			
			77.86		77.86	77.86				34.28	112.14	112.14			
		7.96	434.22		442.42	413.78				90.58	519.36	519.36			
			8.00		8.00	8.00				.75	8.75	8.75			
		.14	249.74		249.74	215.20				34.83	247.99	247.99			
			4.00	45.67	10.00	45.67	38.67			5.63	43.67	43.67			
			6.70	121.00		114.24	114.24			7.72	121.64	121.64			
			24.17		24.17	24.17				2.51	27.08	27.08			
		1.66	10.75		8.79	8.79				1.00	9.79	9.79			
			2.46		2.46	2.46	1.62			.47	3.21	3.21			
			5.58	208.96		203.28	203.28			34.62	237.90	237.90			
			7.00	226.63	817.48	10,189.29	28.17	27.65	9,848.96	9,154.98	747.12	.55	11.63	2,286.12	12,300.40

TABLE NO. 72—RENEWALS OF RAILS AND TIES—IOWA—STEAM ROADS

Railroads	New Rails Laid During Year						New Ties Laid During Year	
	Iron		Steel		Weight per ton of tie	Number	AV. price per cent.	AV. price per cent.
	Weight per yard	AV. price per ton at dist.	Tons	Weight per pound				
Atchison, Topeka & Santa Fe			4.28	85	29.94	14,280	62.56	
Atlantic, Northern and Southern								
Charles City, Woodstock & Northern			31.46	85.70	60.35	531,000	62.65	
Chicago, Burlington & Quincy			16,989.80	85.75	60.56	72,417	60.97	69.16
Chicago Great Western								
Mason City & Ft. Dodge			15	16.00	815.16	100,000	65.65	75.26
Wisconsin, Milwaukee & Pacific								
Chicago, Milwaukee & St. Paul								
Chicago & North-Western								
Chicago, St. Paul, Minneapolis & Omaha								
Chicago and Pacific								
Chicago, Northern			1,811.14		39	50,462	50.782	55.90
Crookston Creek			200.00		35	31,500	45.112	52.30
Davenport, Rock Island & North-western			708.00		19	24,000	45.577	54.86
Des Moines & Sioux City (Iowa Central)			5,628.00		89.29	31,156	60.152	63.90
Iowa Central								
Manchester and Oquida								
Minneapolis & St. Louis								
Mountaineer, North and South								
Northwestern, Milwaukee								
Southern Iowa Traction								
Tabor & Northern								
Union Pacific								
Wabash								
<b>Total</b>			53	16.00	35,563.66		4,280,672	

TABLE NO. 73—CONSUMPTION OF FUEL BY LOCOMOTIVES—IOWA—STEAM ROADS

Railroads	Bituminous Coal—Tons—Consumption by										Wood—Cords		Fuel Oil—Gallons		Total Fuel Consumed—Tons										
	Freight service loco-		Passenger service loco-		Mixed service loco-		Special service loco-		Switching service loco-		Non-revenue service		Total		Hard		Soft		Average cost at distributing point		Average cost per ton				
	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost at distributing point	Amount	Average cost per ton					
A. T. & S. P.	11,871	5.861	417	4	5,612	3,220	27,651	1.02	64	2.05															
A. N. & S.																									
C. A. & N.	6,931					6,931	3.59																		
C. & N. W.	53,781	1,360,268	40,628	1,315	273,540	77,254	2,811,313	1.29	39,373	1.86															
C. & M. W. & Q.	200,000	1,061,447	7,251	70	21,506	6,156	203,130	1.97																	
M. C. & Ft. D.																									
M. & M. & P.																									
C. & M. & S. P.	2,080,000	683,848	97,830	2,230	300,810	85,639	3,276,774	2.37																	
C. & M. & S. P. & O.	100,000	374,202	16,222	232	81,572	15,727	1,161,714	4.12																	
C. & S. P. M. & O.	10,000	34,502	1,000	10	3,500	3,000	94	4.25	146	1.52															
C. R. I. & P.	312,627	945,097	58,848	279	77,714	11,529	670,177	2.90	2,604	1.78															
Collins Northern																									
Crookston Creek	1,370	867				1,370	867																		
D. & S. C. (Ia. Cent.)																									
D. & S. C. (Ill. Cent.)	161,674	130,873	2,956	50	35,889	4,024	311,706	1.58	678	2.70															
Great Northern																									
Iowa Central	133,578	28,276	15,814	289	10,410	3,075	184,072	1.75																	
M. & S. I.	46,304	60,588	950	50	5,516	793	6,215	2.00																	
M. & S. I. & N.																									
M. N. & S.																									
St. P. & D. M.	14,700	2,416	8,285		2,254	310	19,237	1.95	71	2.06															
Union Pacific Traction																									
Union Pacific	2,320	1,864	201		19,609	45	17,261	1.65																	
Wabash	79,097	30,827	900	26	7,691	445	87,267	2.61	65	7.62															
<b>Total</b>	4,461,007	2,141,015	221,256	4,733	1,664,766	211,606	5,668,527	6.25	37,600	435.66															

\* Includes passenger service locomotives.

† Includes M. &amp; M. &amp; P.

‡ In addition to this amount motor cars consumed 6,655 gallons of gasoline, the average cost per gallon being nine and one fifth cents.

TABLE NO. 74—CONSUMPTION OF FUEL BY

Railroads	Miles Run by Locomotives			
	Freight		Passenger	
	Miles	Average lbs. consumed per mile.	Miles	Average lbs. consumed per mile.
Atchison, Topeka & Santa Fe.....	110,612	215.45	120,214	98.42
Atlantic, Northern & Southern.....				
Charles City Western.....				
Chicago, Anamosa & Northern.....	<sup>a</sup> 24,539	26.60		
<sup>b</sup> Chicago, Burlington & Quincy.....	11,377,402	97.88	11,513,280	220.78
Chicago Great Western.....	1,705,630	239.40	1,009,733	128.52
Mason City & Ft. Dodge.....				
Wisconsin, Minnesota & Pacific.....				
Chicago, Milwaukee & St. Paul.....	20,285,062	205.16	13,538,053	95.12
Chicago & North-Western.....	5,478,322	232.44	4,813,057	115.64
Chicago, St. Paul, Minneapolis & Omaha.....	244,815	164.02	306,914	96.89
Chicago, Rock Island & Pacific.....	4,602,246	224.02	4,642,477	105.59
Colfax Northern.....	13,006	209.99	7,571	209.75
Crooked Creek.....				
Davenport, Rock Island & Northwestern.....				
Dubuque & Sioux City (Ill. Cent.).....	1,994,352	162.51	1,614,576	162.49
Great Northern.....				
Iowa Central.....	1,389,401	196.04	521,197	72.54
Manchester & Onida.....				
Minneapolis & St. Louis.....	387,651	212.00	454,670	99.00
Muscatine, North & South.....				
St. Paul & Des Moines.....	179,225	164.63	72,473	105.46
Southern Iowa Traction.....				
Tabor & Northern.....				
Union Pacific.....	25,490	295.35	56,833	143.30
Wabash.....	304,437	185.15	231,952	93.84
<b>Total</b> .....	<b>48,122,860</b>		<b>39,503,000</b>	

<sup>a</sup>Includes passenger.  
<sup>b</sup>Lines east of Missouri River.

LOCOMOTIVES—IOWA—CONTINUED—STEAM ROADS

Miles Run by Locomotives									
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
8,044	104.18	60	133.40	112,144	100.82	31,211	209.35	382,285	142.17
								24,539	26.60
368,294	220.79	10,165	220.75	6,822,511	309.95	1,415,135	110.26	31,576,787	147.35
60,096	238.98	1,230	128.46	444,585	141.87	160,076	109.40	3,981,350	178.41
1,516,084	129.04	42,466	109.26	8,942,076	80.70	1,639,201	103.75	45,963,542	142.32
234,949	137.50	3,499	135.47	1,288,159	131.67	293,135	108.37	12,111,121	170.43
15,297	93.11	237	101.27	199,080	96.59	22,615	81.08	788,868	117.15
566,364	217.51	3,634	208.59	1,243,092	117.68	144,107	161.17	10,901,920	160.47
6,379	210.06					37	216.22	27,083	209.95
								17,415	123.57
								77,186	107.80
25,497	163.23	2,620	154.20	442,639	162.53	50,270	162.84	4,129,934	162.51
200,685	158.12	3,676	157.99	191,732	108.19	36,510	168.99	2,343,201	157.63
24,950	77.15							24,950	77.15
		671	149.00	92,504	121.00	10,887	140.00	946,443	148.00
66,207	128.05							66,207	128.05
106,659	155.60			44,617	102.60	5,941	104.70	408,315	144.21
15,340	96.97							15,340	96.97
		11	181.82	218,128	180.80	507	165.84	300,060	183.40
3,681	163.67	282	182.41	104,484	148.14	8,287	107.56	653,123	145.69
2,918,436		68,551		20,279,117		3,831,199		114,740,578	











TABLE No. 79—BRIDGES, TRESTLES.

Railroads	Bridges							
	Stone		Iron		Wooden		Combina- tion	
	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length	Number	Aggregate length
Atchison, Topeka & Santa Fe	10	128	5	1,086				
Atlantic, Northern & Southern								
Charles City Western	a 1	312					8	254
Chicago, Anamosa & Northern			6	600				
Chicago, Burlington & Quincy	b 20	858	199	27,320	7	1,072		
Chicago Great Western			69	6,541				
Mason City & Ft. Dodge								
Wisconsin, Minnesota & Pacific								
Chicago, Milwaukee & St. Paul	51	4,267	386	43,818	24	2,326		
Chicago & North-Western	1	48	463	31,237	72	4,311		
Chicago, St. Paul, Minneapolis & Omaha	25	680	12	522	1	60		
Chicago, Rock Island & Pacific	b 4	441	539	54,405	23	347	5	1,388
Colfax Northern					23	738		
Crooked Creek			1	306				
Davenport, Rock Island & Northwestern			8	2,808				
Dubuque & Sioux City (Ill. Cent.)	52	586	103	15,935				
Great Northern			1	36	1	100		
Iowa Central			32	8,301				
Manchester & Onelda	b 3	24			2	16	1	8
Minneapolis & St. Louis			13	2,450				
Muscatine, North & South			1	900				
St. Paul & Des Moines			4	730	52	6,572		
Southern Iowa Traction			1	222				
Tabor & Northern			1	128	12	1,056		
Union Pacific			3	1,090				
Wabash			c 4	296	17	1,751		
<b>Total</b>	167	7,347	1,851	198,731	234	18,349	14	1,650

a Concrete  
b Stone and concrete.  
c Iron and steel.

TUNNELS, ETC.—IOWA STEAM ROADS

Bridges		Trestles		Overhead Highway Crossings				Overhead Railway Crossings			
Total		Number	Aggregate length	Bridges— Number	Conduits— Number	Trestles— Number	Total— Number	Bridges— Number	Conduits— Number	Trestles— Number	Total— Number
Number	Aggregate length										
15	1,214	8	622	1			1	1			1
9	566										
6	600	30	2,400								
226	29,250	1,151	93,819	11		63	74	4		6	10
69	6,541	283	21,862			13	13			1	1
461	50,411	1,783	124,675	1		54	55	5		5	14
536	35,596	2,202	147,360	15		21	36	22		5	27
38	1,262	59	6,399	1			1				
571	56,584	849	50,680	9	1	39	49	9	1	9	19
23	738	1	300								
1	303	16	1,175								
8	2,808	19	2,692								
155	16,521	834	16,591	1		21	22	4		3	7
2	126	106	15,476				2				
32	8,301	524	37,953			12	12	6		1	7
6	48										
13	2,450	199	23,054	2		4	7	3			3
1	900	34	5,579								
56	7,302			2			2	1			1
1	222	12	1,826			2	2			2	2
13	1,184			1			1				
3	1,090	13	263								
21	2,047	378	31,541	1			1	1			1
2,266	226,077	8,441	584,176	40	1	229	278	56	1	36	93

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COMPILED RETURNS  
OF  
Terminal Railway Companies

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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	Amount paid during year
Des Moines Terminal .....									
Des Moines Union .....	\$ 800,000.00	\$ 671,000.00				\$ 671,000.00	5%	\$ 33,550.00	\$ 27,958.36
Des Moines Western .....									
Iowa Transfer .....									
Sioux City Terminal .....									
<b>Total</b> .....	\$ 800,000.00	\$ 671,000.00				\$ 671,000.00	5%	\$ 33,550.00	\$ 27,958.36

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 .....	\$ 288,800.00		\$ 288,800.00	\$ 288,800.00		\$ 288,800.00
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 .....	217,700.00		217,700.00	217,700.00		217,700.00
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
<b>Total</b> .....	\$ 1,040,500.00	\$ 671,000.00	\$ 1,711,500.00	\$ 1,040,500.00	\$ 671,000.00	\$ 1,711,500.00

TABLE NO. 5—ROAD AND EQUIPMENT—TERMINAL COMPANIES

Lines	Investment to June 30, 1907		Investment since June 30, 1907	Total	Reserve for accrued depreciation	Net total
	Road	Equip-ment				
Des Moines Terminal .....	\$ a 245,548.02		\$ b 49,776.23	\$ 295,324.25		\$ 295,324.25
Des Moines Union .....	1,253,107.55	\$ 31,386.63	24,919.50	1,309,413.44		1,309,413.44
Des Moines Western .....	59,059.99		29,315.33	88,375.32		88,375.32
Iowa Transfer .....	30,862.41		2,859.61	33,722.02		33,722.02
Sioux City Terminal .....			110,797.46	110,797.46		110,797.46
<b>Total</b> .....	\$ 1,588,577.97	\$ 31,386.63	\$ 217,867.89	\$ 1,837,632.49		\$ 1,837,632.49

a Investment to June 30, 1908.  
b Investment since June 30, 1908.

TABLE NO. 6—INCOME AC-

Lines	Rail Operations					
	Operating Revenues	Operating Expenses	Net Operating Revenue	Net Operating Deficit	Taxes Accrued	Operating Income
Des Moines Terminal	\$ 8,701.23	\$ 4,171.92	\$ 4,529.31		\$ 5,364.36	
Des Moines Union	82,925.49		82,925.49		40,483.51	\$83,459.08
Des Moines Western	4,463.36		4,463.36		2,634.99	1,828.37
Iowa Transfer	6,539.33	6,539.33			437.00	
Sioux City Terminal	118,666.30	97,135.84	21,530.46		600.00	20,930.46
Total	\$ 221,295.71	\$ 107,847.09	\$ 113,448.62		\$28,521.86	\$54,168.81

TABLE NO. 7—INCOME ACCOUNT—

Lines	Gross corporate income	Gross corporate loss	Deductions from Gross				
			Rents accrued from lease of other roads	Hire of equipment—Balance	Joint facilities	Miscellaneous—Rents	Separately operated property—Loss
Des Moines Terminal	\$ 124,993.29	\$ 835.05					
Des Moines Union	15,700.21						
Des Moines Western	1,686.12						
Iowa Transfer	20,930.46		\$ 290.16			\$10,290.00	
Sioux City Terminal							
Total	\$ 163,310.01	\$ 835.05	\$ 290.16			\$10,290.00	

COUNT—TERMINAL COMPANIES

Operating Loss	Other Rents					Other Income				
	Rents accrued from lease of road	Hire of equipment—Balance	Joint facilities	Miscellaneous rents	Separately operated properties—profit	Dividends declared on stocks owned or controlled	Int. accrued on funded debt owned or controlled	Interest on other securities, loans and accounts	Unextinguished prem. on outst'dg funded debt.	Miscellaneous income
\$ 835.05										
	\$83,035.31					\$ 325.50		\$ 8,195.23		\$ 91,555.24
	13,596.84					315.00				13,871.84
437.00	2,123.12									2,123.12
\$ 1,272.05						\$ 637.50		\$ 8,195.23		\$ 107,548.20

CONTINUED—TERMINAL COMPANIES

Corporate Income	Interest accrued on funded debt	Other interest	Extinguishment of discount on securities	Sinking and redemption funds	Other deductions	Total deductions	Net corporate income	Dividends declared on common stock	Balance for Year Carried Forward to Profit and Loss	
									Debit	Credit
\$ 33,550.00							\$ 91,443.22		\$ 835.05	\$ 91,443.22
							15,700.21			15,700.21
							1,686.12			1,686.12
							20,930.30			20,930.30
								9,595.00	\$ 835.05	2,530.30
\$ 33,550.00						\$ 43,950.16	\$ 119,350.85		\$ 835.05	\$ 109,764.85

TABLE NO. 8—PROFIT AND LOSS—

Lines	Debit			
	Balance June 30, 1910	Balance for year brought forward from income account	Deductions for year	Balance credit June 30, 1911
Des Moines Terminal		\$ 835.05		\$ 12,674.47
Des Moines Union				479,923.38
Des Moines Western				59,340.52
Iowa Transfer				1,237.77
Sioux City Terminal				
<b>Total</b>		\$ 835.05		\$ 553,176.14

TABLE NO. 9—OPERATING

Lines	Maintenance of Way and						
	Superintendence	Maintenance of roadway and track	Maintenance of track structures	Maintenance of buildings	Injuries to persons	Other maintenance of way and structures expense	Maintaining joint tracks, yards and other facilities—Dr.
Des Moines Terminal		\$ 4,155.99					
Des Moines Union	\$ 2,183.75	34,432.75	\$ 1,592.14	\$12,474.09	\$ 74.46	\$ 147.95	
Des Moines Western		6,553.24		369.39	1.00	107.50	
Iowa Transfer		148.51	12.63	13.33			
Sioux City Terminal		6,238.88	223.72	228.94		388.93	
<b>Total</b>	\$ 2,183.75	\$51,529.37	\$ 1,828.49	\$13,085.75	\$ 75.46	\$ 644.38	

TERMINAL COMPANIES

Debit	Credit					
	Total	Balance June 30, 1910	Balance for year brought forward from income account	Additions for year	Balance debit June 30, 1911	Total
\$ 13,509.52	\$ 13,509.52					\$ 13,509.52
479,923.38	388,480.16		91,443.22			479,923.38
59,340.52	34,417.46		15,700.21	9,222.85		59,340.52
1,237.77	1,146.65		91.12			1,237.77
<b>Total</b>	\$ 554,011.19	\$ 437,553.79	\$ 107,234.55	\$ 9,222.85		\$ 554,011.19

EXPENSES—TERMINAL COMPANIES

Structures		Maintenance of Equipment						Total
Maintaining joint tracks, yards and other facilities—Cr.	Total	Superintendence	Locomotives—repairs	Cars—repairs	Injuries to persons	Other maintenance of equipment expenses	Maintaining joint equipment at terminals—Dr.	
	\$ 4,155.99							
\$50,995.14		\$ 2,045.00	\$ 6,867.18		\$ 306.57	\$ 8,155.05		\$17,973.80
\$ 7,031.13						75.00		8,680.51
	\$ 174.47	7,200.00	1,405.51					
	7,080.47							
\$57,936.27	\$11,410.93	\$ 9,845.00	\$ 8,272.69		\$ 306.57	\$ 8,230.05		\$26,654.31

TABLE NO. 10—OPERATING EXPENSES—

Lines	Transportation Expenses						
	Traffic expenses	Superintendence and dispatching trains	Station service	Yard engine-men	Other yard employes	Fuel for yard locomotives	All other yard expenses
Des Moines Terminal							
Des Moines Union	\$ 3,340.50	\$71,517.50	\$13,638.90	\$38,047.76	\$19,333.37	\$32,200.03	
Des Moines Western		9,183.31				\$ 3,034.48	
Iowa Transfer			\$ 8,170.00	\$17,214.91	\$12,136.16	\$ 5,568.10	
Sioux City Terminal							
Total	\$ 3,340.50	\$81,101.30	\$21,808.90	\$56,162.67	\$31,629.53	\$40,822.61	

TABLE NO. 11—OPERATING EXPENSES

Lines	General Expenses					
	Administration	Insurance	Other general expenses	General administration joint tracks, yards and terminals—Dr.	General administration joint tracks, yards and terminals—Cr.	
Des Moines Terminal						
Des Moines Union	\$ 15,425.91	\$ 2,557.32	\$ 15.03		\$ 18,090.03	
Des Moines Western	609.66	7.56	706.00		602.12	
Iowa Transfer	500.50		44.50			
Sioux City Terminal	1,139.45		7.50			
Total	\$ 17,675.52	\$ 2,565.08	\$ 2,638.53		\$ 19,352.15	

CONTINUED—TERMINAL COMPANIES

Lines	Transportation Expenses										
	Operating joint yards and terminals—Dr.	Operating joint yards and terminals—Cr.	Train supplies and expenses	Injuries to persons	Loss and damage	Other casualties	All other transportation expenses	Operating joint tracks and facilities—Dr.	Operating joint tracks and facilities—Cr.	Total	Ratio of operating expenses to operating revenues—per cent.
Des Moines Terminal											
Des Moines Union	\$ 440.48	\$42,239.79	\$14,407.90	\$ 2,624.25	\$ 180.01	\$ 2,149.97	\$12,112.34		\$ 168,601.23	12.743.27	\$ 5,856.86
Des Moines Western			65.00						615.02		78,372.11
Iowa Transfer			5,241.84						35,017.50		
Sioux City Terminal											
Total	\$ 440.48	\$42,239.79	\$19,714.74	\$ 2,626.25	\$ 329.66	\$ 2,202.73	\$47,129.84	\$ 615.02	\$ 181,434.50	\$84,228.97	80.64

CONTINUED—TERMINAL COMPANIES

Lines	Recapitulation of Expenses										
	General Expenses	Maintenance of way and structures	Maintenance of equipment	Traffic expense	Transportation expenses	General expenses	Total operating expenses	Ratio of operating expenses to operating revenues—per cent.			
Des Moines Terminal											
Des Moines Union	\$ 15.03	\$ 4,135.09				\$ 15.03	\$ 4,171.62	47.00			
Des Moines Western	608.00	174.47			\$ 5,836.86	608.00	6,530.33				
Iowa Transfer	3,092.75	7,080.47			78,372.11	3,092.75	97,135.84	81.86			
Sioux City Terminal											
Total	\$ 3,626.08	\$ 11,410.93	\$ 8,690.51		\$ 84,228.97	\$ 3,626.08	\$ 107,847.00	80.64			



TABLE NO. 12—COMPARATIVE GENERAL

Lines	Property Investment			
	Road and Equipment			
	Investment to June 30, 1907		Investment since June 30, 1907	
	Road	Equip-ment	Road	
1910			1911	
Des Moines Terminal	\$ a 245,548.02		\$ b 10,713.16	\$ b 49,776.23
Des Moines Union	1,253,107.55	21,386.63	1,869.26	1,869.26
Des Moines Western	c 59,059.99		21,384.58	29,315.33
Iowa Transfer	30,862.41		2,859.61	2,859.61
Sioux City Terminal			93,499.57	94,325.66
<b>Total</b>	<b>\$ 1,588,577.97</b>	<b>\$ 31,886.63</b>	<b>\$ 130,326.18</b>	<b>\$ 178,145.09</b>

a Investment to June 30, 1908.

b Investment since June 30, 1908.

c Does not include \$152,700, property retired or converted during year.

TABLE NO. 13—COMPARATIVE GENERAL BALANCE

Lines	Property Investment—Continued				Working	
	Securities				Cash	
	Stocks of Proprietary, Affiliated and Controlled Companies		Increase	Decrease		
	1910	1911	1911	1911	1910	1911
Des Moines Terminal					\$ 34.87	\$ 1,935.36
Des Moines Union	\$ 6,800.00	\$ 6,800.00			31,057.58	31,265.38
Des Moines Western	6,200.00	6,800.00	\$ 600.00		7,538.52	56,968.05
Iowa Transfer					417.69	1,016.21
Sioux City Terminal					7,919.59	11,621.84
<b>Total</b>	<b>\$ 13,000.00</b>	<b>\$ 13,839.72</b>	<b>\$ 839.72</b>		<b>\$ 46,968.25</b>	<b>\$ 102,805.84</b>

a Unmatured interest, dividends and rents receivable.

BALANCE SHEET—ASSETS—TERMINAL COMPANIES

Property Investment							
Road and Equipment							
Investment since June 30, 1907				Total		Increase	Decrease
Equipment		General Expenditures					
1910	1911	1910	1911	1910	1911	1911	1911
				\$ 256,261.18	\$ 295,324.25	\$ 39,063.07	
\$ 23,050.00	\$ 23,050.00			1,309,413.44	1,309,413.44		
				233,144.57	88,375.32		144,769.25
				33,722.02	33,722.02		
\$ 16,461.90	\$ 16,471.80			109,961.47	110,797.46	835.99	
\$ 39,511.90	\$ 39,521.80			\$ 1,942,502.68	\$ 1,837,632.49	\$ 39,899.06	\$ 144,769.25

SHEET—ASSETS—CONTINUED—TERMINAL COMPANIES

Assets									
Marketable Securities		Loans and Bills Receivable		Miscellaneous Accounts Receivable		Materials and Supplies		Other Working Assets	
Funded Debt									
1910	1911	1910	1911	1910	1911	1910	1911	1910	1911
				\$ 1,250.00	\$ 4,413.47	\$ 2,964.86			
		\$ 255,953.41	\$ 362,427.01	\$ 155,611.92	\$ 124,584.34	9,319.89	14,928.56		\$18,575.46
		20,367.68	116,000.00		9,820.55	5,302.51	839.90	1,116.70	443.39
				1,001.84	937.85	62.93	50.11		
				22,918.58	52,900.35	1,876.83	1,756.43		
		\$ 276,321.09	\$ 478,427.01	\$ 179,532.34	\$ 180,493.09	\$20,975.63	\$20,539.86	\$ 1,116.70	\$19,018.85

TABLE NO. 14—COMPARATIVE GENERAL BALANCE

Lines	Working Assets—Continued				Deferred	
	Total		Increase	Decrease	Rents and Insurance Paid in Advance	
	1910	1911	1911	1911	1910	1911
Des Moines Terminal	\$ 4,468.31	\$ 6,109.22	\$ 1,591.98			
Des Moines Union	431,917.80	551,790.75	119,872.95			
Des Moines Western	94,855.41	161,651.88	149,710.48			
Iowa Transfer	1,482.86	2,594.17	571.71			
Sioux City Terminal	32,710.00	66,278.61	32,568.62			
Total	\$ 504,914.01	\$ 818,385.63	\$ 313,471.64		\$ 151.47	\$ 239.82

TABLE No. 15—COMPARATIVE GENERAL

Lines	Capital Stock		Funded Debt		Working	
					Loans and Bills Payable	
	1910	1911	1910	1911	1910	1911
Des Moines Terminal	\$ 217,300.00	\$ 228,800.00				
Des Moines Union	400,000.00	400,000.00	\$ 671,000.00	\$ 671,000.00		
Des Moines Western	217,500.00	217,500.00			7,000.00	
Iowa Transfer	51,000.00	51,000.00			14,500.00	20,000.00
Sioux City Terminal	100,000.00	100,000.00				
Total	\$ 985,800.00	\$ 1,040,300.00	\$ 671,000.00	\$ 671,000.00	\$ 21,500.00	\$ 30,000.00

<sup>a</sup>Other working liabilities.

SHEET—ASSETS—CONTINUED—TERMINAL COMPANIES

Debit Items		Total		Increase	Decrease	Grand Total		Increase	Decrease
Other Deferred Debit Items									
1910	1911	1910	1911	1911	1911	1910	1911	1911	1911
						\$ 260,709.52	\$ 201,474.47	\$ 40,264.05	
\$ 8,315.21		\$ 8,315.21			\$ 88,315.21	1,776,474.45	1,807,984.19	91,502.74	
						375,669.58	279,247.21	9,577.25	
						55,094.48	25,776.19	557.71	
						147,827.85	177,616.63	24,788.78	
\$ 8,315.21		\$ 8,496.60	\$ 300.82	\$ 149.41	\$ 88,315.21	\$ 2,668,883.27	\$ 2,662,658.69	\$ 6173.175.37	

BALANCE SHEET—CONTINUED—LIABILITIES

Liabilities		Miscellaneous Accounts Payable		Matured Interest, Dividends and Rents Unpaid		Total		Increase	Decrease
Audited Vouchers and Wages Unpaid									
1910	1911	1910	1911	1910	1911	1910	1911	1911	1911
						\$ 62,054.05	\$ 72,437.37	\$ 10,403.32	
\$ 50,407.41	\$ 60,854.73			\$ 8,011.00	\$ 5,501.61	\$ 7,501.44			\$ 10,122.56
5,275.67	2,036.09					12,329.67	2,206.69		2,589.41
2,057.82	488.42					2,057.82	488.42		
8,823.62	19,120.10	8,163.09	8,283.47			31,486.11	57,867.87	26,881.26	
\$ 77,672.50	\$ 85,880.74	\$ 8,163.09	\$ 11,244.47	\$ 5,501.64	\$ 5,501.61	\$ 108,927.06	\$ 132,519.85	\$ 30,284.55	\$ 12,692.20

TABLE No. 16—COMPARATIVE GENERAL BALANCE

Lines	Accrued Liabilities Not Due			
	Taxes Accrued		Increase	Decrease
	1910	1911	1911	1911
Des Moines Terminal				
Des Moines Union				
Des Moines Western				
Iowa Transfer				
Sioux City Terminal				
Total	\$ 1,094.24	\$ 912.38		\$ 181.86

<sup>a</sup> Amount applied from profit and loss account to additions and betterments.

TABLE NO. 17—COMPARATIVE GENERAL BALANCE SHEET—

Lines	Appropriated Surplus—Continued			
	Total		Increase	Decrease
	1910	1911	1911	1911
Des Moines Terminal				
Des Moines Union				
Des Moines Western	\$ 244,613.44	\$ 244,613.44		
Iowa Transfer	9,222.85			9,222.85
Sioux City Terminal	9,170.88	15,729.92	6,559.04	
Total	\$ 263,007.17	\$ 260,343.36	\$ 6,559.04	\$ 9,222.85

SHEET—LIABILITIES—CONTINUED—TERMINAL COMPANIES

Deferred Credit Items				Appropriated Surplus			
Amount		Increase	Decrease	Additions to Property Since June 30, 1907 Through Income		Reserves from Income or Surplus Not Specifically Invested	
1910	1911	1911	1911	1910	1911	1910	1911
\$ 10,323.80			\$ 10,323.80	\$ 24,919.26	24,919.26	\$ 219,694.18	\$ 219,694.18
						\$ 9,222.85	
						9,170.88	15,729.92
\$ 10,323.80			\$ 10,323.80	\$ 24,919.26	\$ 24,819.26	\$ 238,087.91	\$ 235,424.10

LIABILITIES—CONTINUED—TERMINAL COMPANIES

Profit and Loss				Grand Total		Increase	Decrease
Balance		Increase	Decrease				
1910	1911	1911	1911	1910	1911	1911	1911
\$ 13,509.52	\$ 12,674.47		\$ 835.05	\$ 260,709.52	\$ 301,474.47	\$ 40,764.95	
388,480.16	479,923.38	91,443.22		1,776,471.45	1,867,994.19	91,522.74	
34,417.46	59,340.52	24,923.06		273,669.18	279,247.21	5,577.23	
1,146.65	1,237.77	91.12		25,204.48	35,726.19	521.71	
1,076.66	3,606.96	2,530.30		142,827.89	177,616.63	34,788.74	
\$ 438,630.45	\$ 556,783.10	\$ 118,987.70	\$ 835.05	\$ 2,488,883.32	\$ 2,662,058.69	\$ 173,175.37	

TABLE NO. 18—EMPLOYES AND SALARIES—

Lines	Employees and Salaries							
	General Officers				All Other Employees			
	Number on June 30	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30	Total number days worked	Total yearly compensation	Average daily compensation
Des Moines Terminal .....	1	365	\$ 325.00	\$.89	37	2,095	\$ 4,882.46	\$ 1.95
Des Moines Union .....	6	730	5,600.00	7.67	341	114,276	261,902.89	2.29
Des Moines Western .....	4	365	399.96	1.09	25	8,431	16,637.90	1.96
Iowa Transfer .....	4	1,460	480.00	.66	6	1,974	4,819.78	2.44
Sioux City Terminal .....	2	730	3,199.95	4.38	38	12,391	31,601.46	2.55
<b>Total .....</b>	<b>17</b>	<b>3,650</b>	<b>\$ 10,004.91</b>	<b>\$ 2.74</b>	<b>447</b>	<b>139,167</b>	<b>\$ 319,044.49</b>	<b>\$ 2.29</b>

DESCRIPTION OF EQUIPMENT—TERMINAL COMPANIES

Number on June 30	Employees and Salaries				Equipment Owned								
	Total				Locomotives			Cars					
	Total number 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	Train brake	Automatic coupler	Train brake	Automatic coupler	Train brake	Automatic coupler
38	9,460	\$ 4,407.46	\$ 1.79	—	—	—	—	—	—	—	—	—	—
347	115,001	267,502.89	2.33	—	—	—	—	—	—	17	7	23	24
29	8,796	17,037.86	1.93	—	—	—	—	—	—	—	—	—	—
10	3,434	5,299.78	1.96	—	—	—	—	—	—	—	—	—	—
40	13,121	34,801.41	2.65	—	—	3	1	3	—	—	—	—	—
<b>464</b>	<b>142,817</b>	<b>\$ 329,049.40</b>	<b>\$ 2.33</b>	<b>—</b>	<b>—</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>—</b>	<b>19</b>	<b>7</b>	<b>23</b>	<b>24</b>

TABLE NO. 19—TRAFFIC AND CAR STATISTICS—TERMINAL COMPANIES

Lines	Car Statistics											
	Switching Traffic—Freight					Terminal Operations—Freight		Terminal Operations—Passenger				
	Number of cars handled earning revenue—Loaded	Number of cars handled earning revenue—Empty	Number of cars handled at cost for tenant companies	No. of cars handled not earning revenue—Loaded	No. of cars handled not earning revenue—Empty	Total number of cars handled	Number of cars handled earning revenue	No. of cars handled at cost for tenant companies	Total number of cars handled	Number of cars handled earning revenue	No. of cars handled at cost for tenant companies	Total number of cars handled
Des Moines Terminal												
Des Moines Union							31,886	93,956	125,842	31,428	31,428	62,856
Des Moines Western							730	37,026	38,336	3,742	3,742	7,484
Iowa Transfer												
Sioux City Terminal												
<b>Total</b>	67,026	25	155,608	4,691	71,892	290,212	32,616	131,582	164,198	35,170	35,170	70,348

TABLE NO. 20—TRAFFIC AND CAR STATISTICS—CONTINUED—TERMINAL COMPANIES

Lines	Summary—Car Statistics					Revenue and Expense Statistics—Switching Traffic and Terminal Operations								
	Total number cars handled earning revenue—Loaded	Total number cars handled earning revenue—Empty	Total number cars handled not earning revenue—Loaded	Total number cars handled not earning revenue—Empty	Total number cars handled at cost for tenant companies	Total number of cars handled	Revenue from revenue cars	Other revenue	Total revenue	Average revenue per 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														
Des Moines Union	15,943	365		15,943	115,384	147,270	\$ 42,261.44		\$ 42,261.44	\$ 2.631	\$ 249,309.12	\$ 2.163	\$ 90,436.32	\$ .485
Des Moines Western	365	365			41,368	42,098	800.00	3,573.36	4,463.36	1.290	33,963.36	.820	6,530.33	.912
Iowa Transfer					155,608	155,608								
Sioux City Terminal	67,026	25		4,691	71,892	143,631	56,637.00	22,009.30	118,666.30	1.770	97,135.81	.670	97,135.81	.670
<b>Total</b>	83,334	360		20,634	384,232	488,610	\$ 139,908.44	\$ 25,582.66	\$ 165,391.10	\$ 1.670	\$ 283,562.48	\$ 1.800	\$ 124,111.69	\$ .364



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			
Omaha Bridge & Terminal	75,000	7,500,000.00	5,000,000.00				5,000,000.00		115,800.00	
Sioux City Bridge	22,500	2,250,000.00	945,800.00				945,800.00		75,614.00	
<b>Total</b>	<b>137,500</b>	<b>\$13,750,000.00</b>	<b>\$ 9,875,800.00</b>				<b>\$ 9,875,800.00</b>		<b>\$ 331,464.00</b>	

TABLE No. 2—FUNDED DEBT—BRIDGE COMPANIES

Name	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
Dunleith & Dubuque	\$ 1,000,000.00	\$ 1,000,000.00						
Keokuk & Hamilton								
Missouri Valley & Blair								
Omaha Bridge & Terminal	5,000,000.00	1,750,000.00				\$ 1,000,000.00	8%	
Sioux City Bridge						1,750,000.00	5%	\$ 87,500.00
<b>Total</b>	<b>\$ 6,000,000.00</b>	<b>\$ 2,750,000.00</b>				<b>\$ 2,750,000.00</b>		<b>\$ 87,500.00</b>

TABLE NO. 3—RECAPITULATION OF CAPITALIZATION—BRIDGE COMPANIES

Name	Total Par Value Outstanding			Assignment						
	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	1,750,000.00	6,750,000.00	5,000,000.00	1,750,000.00	6,750,000.00				
Sioux City Bridge	945,800.00		945,800.00	945,800.00		945,800.00				
<b>Total</b>	<b>\$ 9,875,800.00</b>	<b>\$ 2,750,000.00</b>	<b>\$12,625,800.00</b>	<b>\$ 9,875,800.00</b>	<b>\$ 2,750,000.00</b>	<b>\$12,625,800.00</b>				

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		3,781.81	1,933,781.81		1,933,781.81
Omaha Bridge & Terminal	6,781,313.86	\$ 18,785.01		6,800,098.87		6,800,098.87
Sioux City Bridge	945,800.00			945,800.00	\$ 40,434.62	905,365.38
<b>Total</b>	<b>\$12,673,976.68</b>	<b>\$ 18,785.01</b>	<b>\$ 36,923.58</b>	<b>\$12,729,685.27</b>	<b>\$ 40,434.62</b>	<b>\$12,689,250.65</b>

TABLE NO. 5—INCOME ACCOUNT—

Lines	Rail Operations			Taxes accrued	Operating income	Other Joint facilit- ties
	Operating revenues	Operating expenses	Net operating revenues			
Dunleith & Dubuque -----				\$33,079.26	\$ 33,079.26	\$ 176,428.52
Keokuk & Hamilton -----	\$ 55,944.39	\$16,508.97	\$ 39,435.42	3,885.46	35,549.96	
Missouri Valley & Blair -----				9,504.62	a 9,504.62	
Omaha Bridge & Terminal -----	105,144.41	9,583.46	95,560.95	16,807.63	78,753.32	27,438.58
Sioux City Bridge -----		b 1,022.58	1,022.58	14,261.10	a 13,238.52	95,911.68
Total -----	\$ 161,088.80	\$25,069.85	\$ 136,018.95	\$77,538.07	\$ 58,480.88	\$ 299,778.78

a Loss.  
b Credit.

## 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
			\$ 176,428.52	\$ 143,349.26		\$ 140,000.00	\$ 3,349.26	
	\$ 224.44	\$11,327.62	11,552.06	47,102.02			47,102.02	
149,457.15	1,854.16		151,311.31	141,806.69		115,800.00	26,006.69	
45,000.00			72,438.58	151,191.00	87,500.00		63,691.00	
	1,532.00		97,443.68	84,205.16		75,664.00	8,541.16	
\$ 194,457.15	\$ 3,610.60	\$11,327.62	\$ 509,174.15	\$ 567,655.03	\$ 87,500.00	\$ 331,464.00	\$ 148,691.03	



TABLE NO. 6—PROFIT AND LOSS ACCOUNT—BRIDGE COMPANIES

Name	Debit				Credit					
	Balance June 30, 1910	Balance for profit brought forward	Deductions for year	Balance credit June 30, 1911	Total	Balance June 30, 1910	Balance for profit brought forward	Additions for year	Balance debit June 30, 1911	Total
Dunkleth & Dubuque				\$ 74,945.32	\$ 74,945.32	\$ 71,596.27	\$ 3,349.06			\$ 74,945.32
Keokuk & Hamilton			\$ 80,000.00	21,867.24	101,867.24	14,700.22	47,167.02			148,934.24
Missouri Valley & Blair				190,827.74	190,827.74	74,241.07	29,006.79			294,075.50
Omaha Bridge & Terminal				30,714.57	30,714.57	125,074.88	43,304.00	93.76		198,487.21
Sioux City Bridge						47,174.41	8,541.10			55,715.51
<b>Total</b>			\$ 80,000.00	\$ 424,612.84	\$ 474,612.84	\$ 225,825.85	\$ 149,001.93	\$ 93.76		\$ 474,612.84

TABLE NO. 7—OPERATING EXPENSES—ENTIRE LINE—BRIDGE COMPANIES

Name	Maintenance of Way and Structures						Transportation Expenses						
	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	Maintaining joint tracks, yards and other facilities—Cr.	Total	Supplies and dispatching trains	Station service	Casualties	All other transportation expenses	Operating joint tracks and facilities—Cr.	Total
Dunkleth & Dubuque					\$ 10,350.42	\$ 10,350.42		\$ 2,761.75					\$ 13,112.17
Keokuk & Hamilton		\$ 3,011.58					\$ 3,011.58				\$ 3,347.15	\$ 8,168.00	\$ 14,526.73
Missouri Valley & Blair													
Omaha Bridge & Terminal	\$ 3,888.64	\$ 2,878.59	\$ 2.65				\$ 7,357.90	\$ 4,827.68	\$ 2,780.27	\$ 15.23			\$ 15,081.17
Sioux City Bridge											480.87	4,454.16	\$ 4,935.03
<b>Total</b>	\$ 3,888.64	\$ 5,890.17	\$ 2.65		\$ 10,350.42	\$ 10,350.42	\$ 21,867.24	\$ 7,357.90	\$ 4,827.68	\$ 15.23	\$ 5,888.02	\$ 12,562.06	\$ 47,012.70

\* Credit.

TABLE NO. 8—OPERATING EXPENSES—ENTIRE LINE—CONTINUED—BRIDGE COMPANIES

Name	General Expenses				Recapitulation of Expenses				Ratio of operating expenses to main revenue—Per cent.
	Administration	Other general expenses	General administration, yards and terminals—Cr.	Total	Maintenance of way and structures	Transportation expenses	General Expenses	Total operating expenses	
Dunkleth & Dubuque	\$ 2,730.56	\$ 198.00	\$ 3,028.56	\$ 15,497.30	\$ 3,011.58		\$ 13,485.72	\$ 16,497.28	39.34
Keokuk & Hamilton									
Missouri Valley & Blair	9,388.14	383.35		9,771.49			9,583.46	9,583.46	9.11
Omaha Bridge & Terminal		342.00	501.01	843.01	4,827.68	4,177.70	4,177.70	4,177.70	11.07
Sioux City Bridge									
<b>Total</b>	\$ 25,426.00	\$ 1,923.35	\$ 3,529.56	\$ 32,878.91	\$ 3,183.00	\$ 4,177.70	\$ 27,662.74	\$ 29,699.83	13.56

\* Credit.

TABLE NO. 9—TAXES AND ASSESSMENTS—BRIDGE COMPANIES

Name	Iowa	Illinois	Nebraska	Internal Revenue U. S. Government	Total Taxes
Dunleith & Dubuque	\$ 18,336.99	\$ 13,380.00		\$ 1,362.27	\$ 33,079.26
Keokuk & Hamilton	1,229.00	2,656.46			3,885.46
Missouri Valley & Blair	2,820.00		5,324.14	1,360.48	9,504.62
Omaha Bridge & Terminal	3,258.45		13,549.18		16,807.63
Sioux City Bridge	6,131.12		7,337.82	752.16	14,261.10
<b>Total</b>	<b>\$ 31,775.56</b>	<b>\$ 16,036.46</b>	<b>\$ 26,211.14</b>	<b>\$ 3,514.91</b>	<b>\$ 77,538.07</b>

TABLE NO. 10—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—BRIDGE COMPANIES

Name	Property Investment							
	Investments to June 30, 1907		Investment since June 30, 1907				Reserved for Accrued Depreciation—Cr.	
	Road	Equip-ment	Road		Equipment		1910	1911
			1910	1911	1910	1911		
Dunleith & Dubuque	\$ 1,016,862.82		\$ 33,141.30	\$ 33,141.77				
Keokuk & Hamilton	2,000,000.00							
Missouri Valley & Blair	1,930,000.00			\$ 3,781.81				
Omaha Bridge & Terminal	6,763,906.37	18,785.01		17,407.49				
Sioux City Bridge	945,800.00					\$ 30,027.37	\$ 40,434.62	
<b>Total</b>	<b>\$12,656,569.19</b>	<b>\$ 18,785.01</b>	<b>\$ 33,141.30</b>	<b>\$ 54,331.07</b>		<b>\$ 30,027.37</b>	<b>\$ 40,434.62</b>	

TABLE No. 11—COMPARATIVE GENERAL BALANCE SHEET—

Name	Property Investment—Continued					
	Miscellaneous Investments		Total		Increase	Decrease
	1910	1911	1910	1911	1911	1911
Dunleith & Dubuque	\$ 1.00	\$ 1.00	\$ 1,050,005.12	\$ 1,050,005.59	\$ .47	
Keokuk & Hamilton			2,000,000.00	2,000,000.00		
Missouri Valley & Blair			1,930,000.00	1,933,781.81	3,781.81	
Omaha Bridge & Terminal			6,782,691.38	6,800,088.87	17,407.49	
Sioux City Bridge			915,772.63	905,365.38		\$10,407.25
<b>Total</b>	<b>\$ 1.00</b>	<b>\$ 1.00</b>	<b>\$12,678,469.13</b>	<b>\$12,689,251.65</b>	<b>\$21,189.77</b>	<b>\$10,407.25</b>

TABLE No. 12—COMPARATIVE GENERAL BALANCE SHEET—

Name	Working Assets—Continued			
	Marketable Securities		Other Working Assets	
	1910	1911	1910	1911
Dunleith & Dubuque				
Keokuk & Hamilton				
Missouri Valley & Blair				
Omaha Bridge & Terminal			\$ 3,609.34	\$ 2,931.74
Sioux City Bridge				
<b>Total</b>			<b>\$ 3,609.34</b>	<b>\$ 2,931.74</b>

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	
1910	1911	1910	1911	1910	1911	1910	1911	1910	1911
\$ 15,150.22	\$ 22,152.24							\$21,591.15	\$24,939.94
61,624.37	83,953.66							13,333.33	13,348.33
21,362.39	27,377.74	\$69,971.97	\$97,649.81	\$ 5,913.05	\$14,132.15	\$ 4,806.96	\$ 2,261.46		
56,335.88	50,913.09							18,627.04	47,857.16
<b>\$154,472.86</b>	<b>\$184,396.73</b>	<b>\$69,971.97</b>	<b>\$97,649.81</b>	<b>\$ 5,913.05</b>	<b>\$14,132.15</b>	<b>\$ 4,806.96</b>	<b>\$ 2,261.46</b>	<b>\$53,551.52</b>	<b>\$86,145.43</b>

ASSETS—CONTINUED—BRIDGE COMPANIES

Working Assets—Continued				Grand Total		Increase	Decrease
Total		Increase	Decrease				
1910	1911	1911	1911	1910	1911	1911	1911
\$ 21,591.15	\$ 24,939.94	\$ 3,348.79		\$ 1,071,596.27	\$ 1,074,945.53	\$ 3,349.26	
15,150.22	22,152.24	7,002.02		2,015,150.22	2,022,152.24	7,002.02	
74,957.70	97,301.99	22,344.29		2,004,957.70	2,031,083.80	26,126.10	
105,663.71	144,352.90	38,689.19		6,888,355.09	6,944,451.77	56,096.68	
74,962.92	98,770.25	23,807.33		990,735.55	1,004,135.63	13,400.08	
<b>\$ 292,325.70</b>	<b>\$ 387,517.32</b>	<b>\$ 95,191.62</b>		<b>\$12,970,794.83</b>	<b>\$13,076,768.07</b>	<b>\$ 105,974.14</b>	

TABLE NO. 13—COMPARATIVE GENERAL BALANCE

Name	Capital Stock		Funded Debt		Working	
					Audited Vouch- ers and Wages Unpaid	
	1910	1911	1910	1911	1910	1911
Dunleith & Dubuque ---	\$ 1,000,000.00	\$ 1,000,000.00				
Keokuk & Hamilton ---	1,000,000.00	1,000,000.00	\$ 1,000,000.00	\$ 1,000,000.00		
Missouri Valley & Blair ---	1,930,000.00	1,930,000.00			\$ 716.63	\$ 836.04
Omaha Bridge & T. ---	5,000,000.00	5,000,000.00	1,750,000.00	1,750,000.00	15,330.21	7,639.03
Sioux City Bridge ----	945,800.00	945,800.00			2,762.14	7,621.06
<b>Total -----</b>	<b>\$ 9,875,800.00</b>	<b>\$ 9,875,800.00</b>	<b>\$ 2,750,000.00</b>	<b>\$ 2,750,000.00</b>	<b>\$18,808.98</b>	<b>\$16,096.13</b>

SHEET—CONTINUED—LIABILITIES—BRIDGE COMPANIES

Liabilities							
Matured Interest, Dividends and Rents Unpaid		Other Working Lia- abilities		Total		Increase	Decrease
1910	1911	1910	1911	1910	1911	1911	1910
\$ 360.00	\$ 260.00			\$ 360.00	\$ 260.00		\$ 100.00
				716.63	836.04	\$ 119.41	
				15,330.21	7,639.03		\$ 7,691.18
				2,762.14	7,621.06	4,858.92	
<b>\$ 360.00</b>	<b>\$ 260.00</b>			<b>\$ 19,168.98</b>	<b>\$ 16,356.13</b>	<b>\$ 4,978.33</b>	<b>\$ 7,791.18</b>

TABLE NO. 14—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—CONTINUED—BRIDGE COMPANIES

Name	Profit and Loss				Grand Total			
	Balance		Increase	Decrease	Amount		Increase	Decrease
	1910	1911	1911	1911	1910	1911	1911	1911
Dunleith & Dubuque	\$ 71,596.27	\$ 74,945.53	\$ 3,349.26		\$ 1,071,596.27	\$ 1,074,945.53	\$ 3,349.26	
Keokuk & Hamilton	14,790.22	21,892.24	7,102.02		2,015,150.22	2,022,152.24	7,002.02	
Missouri Valley & Blair	74,241.07	100,247.76	26,006.69		2,004,957.70	2,031,083.80	26,126.10	
Omaha Bridge & Terminal	123,024.88	186,812.74	63,787.86		6,888,355.09	6,944,451.77	56,096.68	
Sioux City Bridge	42,173.41	50,714.57	8,541.16		990,735.55	1,004,135.63	13,400.08	
Total	\$ 325,825.85	\$ 434,612.84	\$ 108,786.99		\$12,970,794.83	\$13,076,768.97	\$ 105,974.14	

TABLE NO. 15—EMPLOYEES AND SALARIES—ACCIDENTS TO PERSONS—BRIDGE COMPANIES

Name	Employees and Salaries								Accidents to Persons											
	General Officers				All Other Employees				Total				Killed		Injured					
	Number on June 30, 1911	Total number of days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1911	Total number days worked	Total yearly compensation	Average daily compensation	Number on June 30, 1911	Total number of days worked	Total yearly compensation	Average daily compensation	Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total
Dunleith & Dubuque	2	626	\$ 1,400.00	\$ 2.24	12	4,276	\$ 8,928.45	\$ 2.09	14	4,902	\$10,328.45	\$ 2.11								
Keokuk & Hamilton	3	939	5,100.00	5.43	8	2,520	5,714.00	1.96	11	3,859	10,814.00	2.80								
Missouri Valley & Blair					6	2,290	4,093.08	1.79	6	2,290	4,093.08	1.79								
Omaha Bridge & Terminal	3	1,095	5,000.00	4.57	6	1,095	3,146.46	2.87	9	2,190	8,146.46	3.72								
Sioux City Bridge	6	1,878			10	4,344	8,061.33	1.86	16	6,222	8,061.33	1.86								
Total	14	4,538	\$11,500.00	\$ 4.32	42	14,925	\$19,943.32	\$ 2.01	56	19,463	\$41,443.32	\$ 2.13								

TABLE NO. 16—MILEAGE—BRIDGES, TRESTLES AND CROSSINGS—BRIDGE COMPANIES

Name	Mileage Owned							Bridges						Trestles		Overhead Crossings					
	Main Line			Branches, Spurs and all Other tracks				Stone		Iron		Wooden		Combination		Total		Number	Aggregate length—feet	Highway	Railway
	Iowa	Illinois	Nebraska	Iowa	Illinois	Nebraska	Total mileage—Entire line	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet	Number	Aggregate length—feet				
Dunleith & Dubuque	1.2	.08					1.30			2	1,565					2	1,565				
Keokuk & Hamilton	.6	.30					.60			1	2,500					1	2,500				
Missouri Valley & Blair	2.11		1.25	2.08		1.62	7.06			1	636		100			1	636				
Omaha Bridge & Terminal	.50		1.45	2.29		12.98	17.22									1	636				
Sioux City Bridge	1.74		2.14	.93		.53	5.34			3	725		2	147	4	1,608			2	2,284	
Total	5.93	.38	4.84	5.30		15.13	31.58			7	5,426		3	247	1	1,608	11	7,281	2	2,284	

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COMPILED RETURNS  
OF  
Electric Interurban Railway  
Companies

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TABLE NO. 1—MILEAGE—ELECTRIC LINES

Lines	Mileage of Road Operated—All Tracks																		
	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			
Albia Interurban	10.00			10.00					10.00				10.00						
Boone Suburban	7.00		.50	7.50					7.00		.50	7.50							
Cedar Rapids & Iowa City	28.35		3.08	31.43		.86			29.21		3.08	32.29		.72					
<sup>a</sup> Cedar Rapids & Marion City	2.80			2.80					2.80			2.80							
Centerville Light & Traction	6.48		.10	6.58					6.48		.10	6.58							
Colfax Springs	1.00			1.00					1.00			1.00							
Ft. Dodge, Des Moines & Southern	118.57		23.74	142.31	3.35			4.80	125.16		24.50	150.46				1.10	1.10		
Inter-Urban	64.18	5.06	3.30	72.54				3.62	84.93	5.06	3.30	93.29	.02						.02
Iowa & Illinois	32.54	1.61	2.07	36.22					36.17	1.61	2.07	39.85							
<sup>d</sup> Mason City & Clear Lake Ry.	14.62		3.77	18.39					14.62		3.77	18.39							
<sup>e</sup> Mason City & Clear Lake R. R.	14.62		3.77	18.39					14.62		3.77	18.39							
<sup>e</sup> Oskaloosa & Buxton El. Ry. Co.	2.30			2.30					2.30			2.30							
Oskaloosa Traction & Light Co.					2.30							2.30							
Tama & Toledo El. Ry. Co.	2.75			2.75					2.75			2.75							
Waterloo, Cedar Falls & Northern	50.07	3.04	6.33	59.44					50.07	3.04	6.33	59.44	7.49	.32	.89	8.70			
<b>Total</b>	<b>340.60</b>	<b>9.71</b>	<b>42.89</b>	<b>393.26</b>	<b>3.35</b>	<b>3.16</b>	<b>29.18</b>	<b>373.19</b>	<b>9.71</b>	<b>43.65</b>	<b>426.65</b>	<b>8.23</b>	<b>.32</b>	<b>1.99</b>	<b>10.54</b>				

<sup>a</sup>Mileage from city limits of Cedar Rapids to Marion City.  
<sup>b</sup>This report covers the seven months, July 1, 1910, to January 31, 1911.  
<sup>c</sup>This report covers the five months, February 1, 1911, to June 30, 1911.  
<sup>d</sup>The mileage of this company is not included in the totals.  
<sup>e</sup>This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 2—CAPITAL STOCK—ELECTRIC LINES

Lines	Number of Shares Authorized			Par value of one share	Total Par Value Authorized			Total Par Value Outstanding		
	Common	Preferred	Total		Common	Preferred	Total	Common	Preferred	Total
Albia Interurban	2,500		2,500	\$ 100.00	\$ 250,000.00		\$ 250,000.00	\$ 250,000.00		\$ 250,000.00
Boone Suburban										
<sup>a</sup> 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	417,362.40	2,117,362.40
Cedar Rapids & Marion City										
<sup>b</sup> Centerville Light & Traction	5,000		5,000	100.00	500,000.00		500,000.00	175,000.00		175,000.00
Colfax Springs	250		250	100.00	25,000.00		25,000.00	25,000.00		25,000.00
Ft. Dodge, Des Moines & So.	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
Inter-Urban	12,000		12,000	100.00	1,200,000.00		1,200,000.00	1,160,000.00		1,160,000.00
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
<sup>g</sup> Mason City & Clear Lake Ry.	2,000		2,000	100.00	200,000.00		200,000.00	200,000.00		200,000.00
<sup>e</sup> Mason City & Clear Lake R. R.	4,000		4,000	100.00	400,000.00		400,000.00	400,000.00		400,000.00
<sup>f</sup> Oskaloosa & Buxton	5,000		5,000	100.00	500,000.00		500,000.00	159,425.00		159,425.00
Oskaloosa Traction & Light										
<sup>c</sup> Tama & Toledo Elec. Ry. Co.	800		800	100.00	80,000.00		80,000.00	80,000.00		80,000.00
Waterloo, Cedar Falls & No.	22,500		22,500	100.00	2,250,000.00		2,250,000.00	1,875,000.00		1,875,000.00
<b>Total</b>	<b>139,050</b>	<b>30,000</b>	<b>169,050</b>		<b>\$13,905,000.00</b>	<b>\$ 3,000,000.00</b>	<b>\$16,905,000.00</b>	<b>\$12,824,425.00</b>	<b>\$ 2,171,562.40</b>	<b>\$14,995,987.40</b>

<sup>a</sup>The capital stock of this company covers the lighting, power and steam plant as well as railway owned by this company.  
<sup>b</sup>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.  
<sup>c</sup>The capital stock of this company covers both the railway and the light plant owned by the corporation.  
<sup>d</sup>This report covers the seven months, July 1, 1910, to January 31, 1911.  
<sup>e</sup>This report covers the five months, February 1, 1911, to June 30, 1911.  
<sup>f</sup>This company owns the line that is operated by the Oskaloosa Traction & Light Co.  
<sup>g</sup>The capital stock of this company is not included in the total.

TABLE NO. 3—CAPITAL STOCK—CONTINUED—ELECTRIC LINES

Lines	Total Par Value Held by Respondent Corporation					Total Par Value Not Held by Respondent			Dividends Declared During Year			
	In Treasury			Sinking or Other Funds		Common	Preferred	Total	Rate		Amount	
	Common	Preferred	Total	Common	Preferred				Total	Common	Preferred	Common
Albia Interurban	\$47,800.00		\$47,800.00			\$ 202,200.00		\$ 202,200.00				
Boone Suburban						1,700,000.00	417,362.40	2,117,362.40	<i>h</i>	6%	\$ 8,500.00	\$24,138.71
<i>a</i> Cedar Rapids & Iowa City						175,000.00		175,000.00				
Cedar Rapids & Marion City						25,000.00		25,000.00				
<i>b</i> Centerville Light & Traction						5,500,000.00	1,200,000.00	6,700,000.00				
Colfax Springs						1,160,000.00		1,160,000.00				
Ft. Dodge, Des Moines & Southern						1,500,000.00	554,200.00	2,054,200.00				
Inter-Urban						200,000.00		200,000.00				
Iowa & Illinois						400,000.00		400,000.00				
<i>g</i> Mason City & Clear Lake Ry.						159,425.00		159,425.00				
<i>c</i> Mason City & Clear Lake R. R.						80,000.00		80,000.00	1		800.00	
<i>f</i> Oskaloosa & Buxton						1,875,000.00		1,875,000.00				
Oskaloosa Traction & Light Co.												
<i>e</i> Tama & Toledo Electric Ry. Co.												
Waterloo, Cedar Falls & Northern												
<b>Total</b>	\$47,800.00		\$47,800.00			\$12,776,625.00	\$ 2,171,562.40	\$14,948,187.40			\$ 9,300.00	\$24,138.71

*a* 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* The capital stock of this company covers both the railway and the light plant owned by the corporation.  
*d* This report covers the seven months, July 1, 1910, to January 31, 1911.  
*e* This report covers the five months, February 1, 1911, to June 30, 1911.  
*f* This company owns the line that is operated by the Oskaloosa Traction & Light Co.  
*g* The capital stock of this company is not included in the total.  
*h* One-half of 1 per cent.

TABLE NO. 4—FUNDED DEBT—ELECTRIC LINES

Lines	Total Funded Debt							
	Total par value authorized	Total par value outstanding	Total Par Value Held by Respondent Corporation		Total par value not held by respondent corporation	Interest		
			In treasury	In sinking or other funds		Rate	Amount accrued during year	Amount paid during year
Albia Interurban	\$ 365,000.00	\$ 365,000.00	\$ 137,500.00		\$ 227,500.00	6%	9,000.00	\$ 9,000.00
Boone Suburban								
<i>b</i> Cedar Rapids & Iowa City	2,000,000.00	1,405,000.00	92,000.00		1,313,000.00	5	70,233.33	69,100.00
Cedar Rapids & Marion City								
<i>c</i> Centerville Light & Traction	125,000.00	125,000.00			125,000.00	6	3,750.00	3,750.00
Colfax Springs								
Ft. Dodge, Des Moines & Southern	10,000,000.00	5,773,900.00	571,000.00		5,202,900.00	5		
inter-Urban	<i>a</i>	1,160,000.00		\$ 7,000.00	1,153,000.00	5	58,000.00	58,000.00
Iowa & Illinois	2,000,000.00	1,050,000.00			1,050,000.00	5	52,500.00	52,500.00
<i>h</i> e Mason City & Clear Lake Ry.	276,000.00	240,000.00	104,000.00		136,000.00	6	5,467.50	6,270.00
<i>f</i> Mason City & Clear Lake R. R.	276,000.00	240,000.00	104,000.00		136,000.00	6	6,000.00	5,280.00
<i>g</i> Oskaloosa & Buxton								
Oskaloosa Traction & Light Co.								
<i>d</i> Tama & Toledo Elec. Ry. Co.	28,000.00	28,000.00			28,000.00	6-7	1,711.82	1,711.82
Waterloo, Cedar Falls & Northern	6,250,000.00	1,966,000.00	299,000.00		1,667,000.00	5	72,500.00	72,500.00
<b>Total</b>	\$27,044,000.00	\$12,112,900.00	\$ 1,203,500.00	\$ 7,000.00	\$10,902,400.00		\$ 279,162.65	\$ 278,911.82

*a* Unlimited.  
*b* Funded debt of this company covers the lighting, power and steam plant as well as railway owned by this company.  
*c* The 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.  
*d* The funded debt of this company covers both the railway and the light plant owned by the corporation.  
*e* This report covers the seven months, July 1, 1910, to January 31, 1911.  
*f* This report covers the five months, February 1, 1911, to June 30, 1911.  
*g* This company owns the line that is operated by the Oskaloosa Traction & Light Co.  
*h* The funded debt of this company is not included in the total.



TABLE NO. 5—RECAPITULATION OF CAPITALIZATION—ELECTRIC LINES

Lines	Capital Stock			Funded Debt			Total—Stock and Debt		
	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
Albia & Interurban	\$ 250,000.00	10.00	\$25,000.00	\$ 365,000.00	10.00	\$36,500.00	\$ 615,000.00	10.00	\$61,500.00
Boone Suburban	2,117,362.40	28.35	74,687.00	1,405,000.00	28.35	49,559.00	3,522,362.40	28.35	124,246.00
a Cedar Rapids & Iowa City	175,000.00	6.48	27,006.17	125,000.00	6.48	19,290.12	300,000.00	6.48	46,296.29
Cedar Rapids & Marion City	25,000.00	1.00	25,000.00				25,000.00	1.00	25,000.00
b Centerville Light & Traction	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
Colfax Springs	1,160,000.00	72.54	15,991.17	1,160,000.00	72.54	15,991.17	2,320,000.00	72.54	31,982.34
Ft. Dodge Des Moines & Southern	2,054,200.00	36.22	56,717.65	1,050,000.00	36.22	28,991.11	3,104,200.00	36.22	85,708.76
Inter-Urban	200,000.00	18.39	10,875.47	240,000.00	18.39	13,050.57	440,000.00	18.39	23,926.04
Iowa & Illinois	400,000.00	18.39	21,750.95	240,000.00	18.39	13,050.57	640,000.00	18.39	34,800.52
d g Mason City, Clear Lake Ry.	159,425.00	2.30	69,315.21				159,425.00	2.30	69,315.21
e Mason City & Clear Lake R. R.	80,000.00	2.75	29,000.00	28,000.00	2.75	10,181.00	108,000.00	2.75	39,271.00
f Oskaloosa & Buxton	1,875,000.00	50.07	37,447.57	1,666,000.00	50.07	39,265.03	3,841,000.00	50.07	76,712.60
Oskaloosa Traction & Light									
c Tama & Toledo Electric Ry. Co.									
Waterloo, Cedar Falls & Northern									
<b>Total</b>	<b>\$14,995,987.40</b>	<b>389.84</b>	<b>\$38,467.03</b>	<b>\$12,112,900.00</b>	<b>386.54</b>	<b>\$31,336.73</b>	<b>\$27,108,887.40</b>	<b>389.84</b>	<b>\$60,538.50</b>

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 The capital stock and funded debt of this company covers both the railway and the light plant owned by the corporation.  
 d This report covers the seven months, July 1, 1910, to January 31, 1911.  
 e This report covers the five months, February 1, 1911, to June 30, 1911.  
 f This company owns the line that is operated by the Oskaloosa Traction & Light Company.  
 g The capital stock and funded debt of this company are not included in the total.

TABLE NO. 6—CURRENT ASSETS AND LIABILITIES—ELECTRIC LINES

Lines	Cash and Current Assets Available for Payment of Current Liabilities								Total
	Cash	Bills receivable	Accounts receivable	Materials and supplies	Prepaid Accounts	Miscellaneous	Total cash and current assets	Balance current liabilities	
Albia Interurban									
Boone Suburban									
Cedar Rapids & Iowa City	\$ 6,043.77	\$ 1,055.80	\$ 90,789.46	\$ 39,001.56			\$ 136,890.59	\$ 168,398.52	\$ 305,289.11
Cedar Rapids & Marion City									
Centerville Light & Traction	279.96		100.00				379.96	1,110.48	1,490.44
Colfax Springs	21,924.89		55,545.23	65,445.82			142,915.94	1,128,034.36	1,270,950.30
Ft. D., D. M. & Sou.	7,290.97	4,000.00	43,720.20	282.32	\$ 968.26		56,261.75	843.34	57,105.09
Inter-Urban	3,307.07		2,575.24	12,013.89	51,535.90		69,432.10	98,443.76	167,875.36
Iowa & Illinois	146.42		1,869.57	4,936.20		3,053.76	10,005.95	70,332.85	80,338.80
a Mason City & Clear Lake Ry.	336.18		2,475.25	7,029.74	6.93	3,754.69	13,662.79	65,467.14	79,129.93
b Mason City & Clear Lake R. R.									
c Oskaloosa & Buxton									
Oskaloosa Traction & Light									
Tama & Toledo El. Ry. Co.	1,044.94	146.10	2,979.27	1,470.97	584.61	309.94	6,535.92		6,535.92
Waterloo, Cedar Falls & Northern	132,964.59		1,687.99	26,024.57		304,715.98	465,693.13	166,426.40	632,119.53
<b>Total</b>	<b>\$ 173,338.79</b>	<b>\$ 5,201.99</b>	<b>\$ 202,042.21</b>	<b>\$ 156,205.07</b>	<b>\$ 53,155.70</b>	<b>\$ 311,834.37</b>	<b>\$ 901,778.13</b>	<b>\$ 1,699,056.35</b>	<b>\$ 2,600,834.48</b>

a This report covers the seven months, July 1, 1910 to January 31, 1911.  
 b This report covers the five months, February 1, 1911, to June 30, 1911.  
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 7—CURRENT ASSETS AND LIABILITIES—CONTINUED—ELECTRIC LINES

Lines	Current Liabilities Accrued to and Including June 30, 1911									
	Loans and other pay- able	Accounts payable	Matured in- terest on debt un- paid	Miscellan- eous ma- terial un- paid	Rents due and unpaid	Dividends unpaid	Miscellan- eous	Total cur- rent liabil- ities	Balance cash assets	Total
Albia Interurban										
Boone Suburban										
Cedar Rapids & Iowa City	\$ 275,425.00	\$ 31,821.31						\$ 307,246.31		\$ 307,246.31
Cedar Rapids & Marion City										
Centerville Light & Traction		1,490.44						1,490.44		1,490.44
Colfax Springs										
Pt. D., D. M. & Son	\$ 826,317.63	\$ 708,607.28	\$ 220,499.47	\$ 5,025.99				1,560,450.37		1,560,450.37
Inter-urban		22,105.49		2,917.19				25,022.68		25,022.68
Iowa & Illinois	152,555.58	12,282.29				\$ 16.00		167,853.87		167,853.87
a Mason City & Clear Lake Ry.	\$ 59,861.44	\$ 8,217.49	\$ 1,040.00			11,189.87		80,338.80		80,338.80
b Mason City & Clear Lake R. R.	\$ 58,030.44	\$ 11,009.92	\$ 1,700.00			8,263.57		79,129.93		79,129.93
c Oskaloosa & Huxton										
Oskaloosa Traction & Light	2,506.99	2,625.62	375.00					5,507.61	\$ 1,029.28	6,536.89
Tama & Toledo El. Ry. Co.	\$ 281,414.85	\$ 20,079.64						301,494.49		301,494.49
Waterloo, Cedar Falls & Northern						20,624.04		20,624.04		20,624.04
Total	\$ 1,964,160.42	\$ 365,219.56	\$ 223,674.47	\$ 8,473.10		\$ 40,177.45	\$ 2,599,805.58	\$ 1,929.28		\$ 2,600,824.85

a This report covers the seven months, July 1, 1910 to January 31, 1911.

b This report covers the five months, February 1, 1911, to June 30, 1911.

c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE No. 8—EXPENDITURES FOR ROAD, EQUIPMENT AND GENERAL EXPENDITURES—ELECTRIC LINES

Lines	Road				Equipment					
	Total cost to June 30, 1910	Additions dur- ing year	Deductions during year	Total Cost to June 30, 1911		Total cost to June 30, 1910	Additions dur- ing year	Deductions during year	Total cost to June 30, 1911	
				Total amount	Amount per mile of line				Amount	Amount of line
Albia Interurban	\$ 125,280.72	\$ 7,679.80		\$ 132,960.52	\$13,306.00	\$ 4,120.00	\$ 5,100.00	\$ 5,720.00	\$ 922.60	
Boone Suburban										
Cedar Rapids & Iowa City	2,841,449.56	119,820.40		3,061,270.00	104,434.00	100,829.73	1,862.53	106,692.06	3,728.00	
Cedar Rapids & Marion City										
Centerville Light & Traction	68,212.25	3,432.61		71,644.86	15,089.97	11,282.95	1,384.27	13,107.27	2,039.43	
Colfax Springs	22,260.45	9.44		22,269.89	27,969.87	2,730.72		2,730.72	2,730.72	
Pt. D., D. M. & Son	5,590,029.67	274,507.45		5,864,537.12	34,466.41	412,120.76	131,228.99	11.49	664,438.25	3,480.91
Inter-urban	1,384,169.61	4,871.77	\$ 120.00	1,389,161.38	16,146.56	157,573.22	8,827.14		166,400.86	2,283.27
Iowa & Illinois	225,737.54	4,122.52		229,860.07	36,718.71	85,641.64			85,641.64	2,264.61
a Mason City & Clear Lake Ry.										
b Mason City & Clear Lake R. R.										
c Oskaloosa & Huxton										
Oskaloosa Traction & Light										
Tama & Toledo El. Ry. Co.										
Waterloo, Cedar Falls & Northern										
Total	\$19,097,029.80	\$14,324.14	\$100.00	\$19,111,313.94	\$44,088.21	\$778,791.92	\$168,303.78	\$11.40	\$947,283.10	\$3,677.77

a This report covers the seven months, July 1, 1910 to January 31, 1911.

b This report covers the five months, February 1, 1911, to June 30, 1911.

c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 9—EXPENDITURES FOR ROAD, EQUIPMENT, AND GENERAL EXPENDITURES—CONTINUED—  
ELECTRIC LINES

Lines	General Expenditures					Total Expenditures for Road, Equipment and General Expenditures				
	Total cost to June 30, 1910	Additions during Year	Deductions during Year	Total Cost to June 30, 1911		Total cost to June 30, 1910	Additions during Year	Deductions during Year	Total Cost to June 30, 1911	
				Total amount	Amount payable of line				Total amount	Amount payable of line
Albia Interurban	\$ 10,000.00	\$11,500.00		\$ 22,800.00	\$ 2,380.00	\$ 140,400.72	\$ 24,679.89		\$ 165,080.61	\$16,568.05
Boone Suburban										
Cedar Rapids & Iowa City	751,300.49	37,815.31		789,205.80	27,838.00	3,696,609.78	159,638.13		3,856,167.91	136,920.00
Centerville Light & Traction	4,412.55			4,412.55	681.80		4,896.95		119,245.10	18,400.45
Colfax Springs						35,664.17	9.44		25,673.61	25,673.61
Fr. D., D. M. & Sou.	7,227,507.91	245.00		7,228,182.91	44,650.14	12,841,107.34	526,142.44	\$ 11.40	12,367,228.38	85,646.46
Inter-urban	564,290.01	577.66	\$ 400.10	564,867.60	12,156.98	2,446,933.34	14,276.54	610.10	2,509,699.78	31,667.46
Iowa & Illinois	101,749.67			101,749.67	2,809.37	1,515,128.85	4,122.50		1,517,751.38	41,892.19
oMason City & Clear Lake Ry.						428,446.29	39,391.16		468,837.95	31,384.32
oMason City & Clear Lake R. R.									663,800.25	45,403.59
oOskaloosa & Buxton						72,004.73	532.58		72,537.31	31,528.00
Oskaloosa Traction & Light										
Tama & Toledo El. Ry. Co.										
Waterloo, Cedar Falls & Northern						3,559,417.80	525,658.29		4,085,135.00	81,788.21
Total	\$ 9,650,681.03	\$50,538.00	\$ 669.10	\$ 9,100,738.03	\$ 229,339.30	\$ 24,887,441.07	\$ 1,300,047.86	\$ 621.50	\$ 26,188,068.55	\$ 81,834.25

a This report covers the seven months, July 1, 1910 to January 31, 1911.  
 b This report covers the five months, February 1, 1911, to June 30, 1911.  
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 10—INCOME ACCOUNT—ELECTRIC LINES

Lines	Operating revenues	Operating expenses	Net operating Revenue	Miscellaneous Income				
				Interest on deposits	Income from securities owned	Rents of leased lines	Other Miscellaneous income	Other income less operating expenses
Albia Interurban	\$ 33,297.21	\$ 19,417.32	12,879.89					\$ 12,879.89
Boone Suburban								
Cedar Rapids & Iowa City	159,569.52	111,095.30	48,474.22					
Centerville Light & Traction	53,071.57	34,573.30	18,498.27				\$ 141,956.29	136,530.71
Colfax Springs	32,640.42	17,675.77	14,964.65					18,438.27
Fr. D., D. M. & Sou.	3,912.54	2,738.63	1,173.91					14,964.65
Inter-urban	566,571.96	458,162.92	138,409.04					143.91
Iowa & Illinois	275,520.03	171,964.94	103,555.09					119,851.90
oMason City & Clear Lake Ry.	105,232.91	107,732.48	27,280.43	2.18				101,555.09
oMason City & Clear Lake R. R.	53,733.55	32,429.10	21,304.45				272.69	57,856.30
oOskaloosa & Buxton	38,296.30	21,973.80	17,322.50					23,632.15
Oskaloosa Traction & Light								17,322.50
Tama & Toledo El. Ry. Co.	19,501.95	6,920.77	12,581.18					3,981.18
Waterloo, Cedar Falls & Northern	16,003.24	15,181.11	1,422.13					8,978.04
Total	\$ 253,410.49	\$ 139,716.97	\$ 154,693.52	2.18			\$ 7,555.91	\$ 247,846.27

a This report covers the seven months, July 1, 1910 to January 31, 1911.  
 b This report covers the five months, February 1, 1911, to June 30, 1911.  
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 11—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES

Lines	Deductions From Income								Net Income	Net Loss	
	Taxes				Interest		Rents of leased lines	Other deductions from income			Total deductions
	On real and personal property	On capital stock	On earnings	Miscellaneous	On funded debt	On floating debt					
Albia Interurban	\$ 2,400.00				\$ 9,000.00				\$ 11,400.00	\$ 1,479.89	
Boone Suburban					65,650.00	\$14,138.48			83,240.77	104,289.94	
Cedar Rapids & Iowa City	6,452.29								1,922.35	16,575.92	
Cedar Rapids & Marion City	1,922.35				7,500.00				7,500.00	7,464.65	
Centerville Light & Traction										143.91	
Colfax Springs											108,808.74
Ft. D., D. M. & Sou.	15,000.00										36,632.37
Inter-Urban	8,266.71				58,000.00	656.01					4,359.27
Iowa & Illinois	3,409.23				52,500.00	6,305.34					
<sup>a</sup> Mason City & Clear Lake Ry.	1,118.64				5,467.50						17,026.01
<sup>b</sup> Mason City & Clear Lake R. R.	750.00				6,000.00	459.24					10,113.26
<sup>c</sup> Oskaloosa & Buxton							1,800.00				1,793.98
Oskaloosa Traction & Light	387.20										7,712.03
Tama & Toledo El. Ry. Co.	410.10				855.91	105.91					76,674.37
Waterloo, Cedar Falls & Northern	7,500.00			<sup>d</sup> 1,980.85	72,500.00						
Total	\$47,616.52				\$ 277,473.41	\$38,581.39	\$ 1,800.00		\$ 363,490.47	\$ 388,715.07	\$ 4,359.27

<sup>a</sup> This report covers the seven months, July 1, 1910 to January 31, 1911.  
<sup>b</sup> This report covers the five months, February 1, 1911, to June 30, 1911.  
<sup>c</sup> This company owns the line that is operated by the Oskaloosa Traction & Light Co.  
<sup>d</sup> Credit.

TABLE NO. 12—INCOME ACCOUNT—CONTINUED—ELECTRIC LINES

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 Common Stock		Dividends on Preferred Stock	Surplus	Deficit	Surplus	Deficit	Credits	Debits	Surplus	Deficit	
		Rate	Amount										Rate
Albia Interurban					\$ 1,479.89		\$ 13,688.72				\$ 15,168.61		
Boone Suburban													
C. R. & I. C.		\$ 8,500.00		6	\$24,138.71	71,651.23		185,054.26			256,705.49		
C. R. & M. C.													
Centerville L. & T. Co.						143.91						436.87	
Colfax Springs										580.78			
Ft. Dodge, D. M. & S.						108,808.74				43,394.12			
Inter-Urban	\$ 1,513.38					35,118.54		146,301.67	9.10	15,687.98	165,741.78		
Iowa & Illinois							4,359.27					85,418.48	
<sup>a</sup> Mason Cy. & C. L. Ry. Co.						17,026.01				90.00	16,936.01		
<sup>b</sup> Mason C. & C. L. R. R. Co.													
<sup>c</sup> Oskaloosa & Buxton													
Oskaloosa T. & L.													
Tama & Toledo El. Ry.						7,712.03					7,712.03		
Waterloo, C. F. & Nor.						76,674.37		31,424.07	\$ 6,606.78	\$30,002.07	\$ 84,703.15		
Total	\$ 1,513.38	\$ 8,500.00			\$24,138.71	\$ 318,615.17	\$ 4,359.27	\$ 376,468.72	\$ 125,034.11	\$ 6,615.88	\$57,366.37	\$ 600,795.37	\$ 85,855.35

<sup>a</sup> This report covers the seven months, July 1, 1910 to January 31, 1911.  
<sup>b</sup> This report covers the five months, February 1, 1911, to June 30, 1911.  
<sup>c</sup> This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE No. 13—OPERATING REVENUES—ELECTRIC LINES

Lines	Revenue From Transportation									Total revenue from transportation
	Passenger revenue	Baggage revenue	Parlor, chair and special car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous transportation revenue	
Albia Interurban	\$ 32,297.21									\$ 32,297.21
Boone Suburban										
Cedar Rapids & Iowa City	\$ 120,757.31	\$ 768.60		\$ 1,185.89	\$ 1,271.24	668.50	27,571.97	4,987.00	1,823.50	159,033.91
Cedar Rapids & Marion City	47,775.36				5,037.14				259.07	53,071.57
Centerville Light & Traction	31,688.90	119.63		235.73	596.16					32,640.42
Colfax Springs	3,819.65	76.25								3,895.90
Ft. D., D. M. & Sou.	283,001.91	1,195.00	144.50	3,672.00	5,000.00	197.18	257,983.78	7,310.31		558,504.68
Inter-Urban	142,991.66	408.79	683.35	719.02	2,644.26	3,930.65	91,673.58	14,893.51		257,944.83
Iowa & Illinois	132,202.39	599.95	195.00	1,156.14	3,702.45	512.34	17,928.01	3.00		156,299.30
a Mason City & Clear Lake Ry.	37,429.46	28.92		166.95		14.06	14,684.17	2,660.00		54,983.56
b Mason City & Clear Lake R. R.	26,679.32	25.05		127.95			8,386.98	2,634.00		37,853.30
c Oskaloosa & Buxton										10,901.95
Oskaloosa Traction & Light	10,901.95									10,901.95
Tama & Toledo El. Ry. Co.	12,349.42			250.00	1,100.05	5.22	2,419.39			16,133.08
Waterloo, Cedar Falls & Northern	222,267.42	153.68		591.10	1,837.30	242.55	52,051.50		8,266.94	285,410.49
Total	\$ 1,104,161.66	3,375.77	\$ 1,022.85	\$ 8,104.81	\$ 21,197.60	\$ 5,570.50	\$ 472,699.38	\$ 32,487.82	\$ 10,349.51	\$ 1,658,970.90

a This report covers the seven months, July 1, 1910 to January 31, 1911.

b This report covers the five months, February 1, 1911, to June 30, 1911.

c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 14—OPERATING REVENUES—CONTINUED—ELECTRIC LINES

Lines	Revenue From Operations Other Than Transportation										Total operating revenue	
	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 revenue from operations other than transportation
Albia Interurban												\$ 32,297.21
Boone Suburban												
Cedar Rapids & Iowa City	\$ 172.60	\$ .20	\$ 87.50	\$ 168.00			14.40	121.91		1.00	565.61	159,569.52
Cedar Rapids & Marion City												53,071.57
Centerville Light & Traction												32,640.42
Colfax Springs										16.64	16.64	3,912.54
Ft. D., D. M. & Sou.	3,241.30		33.10	1,606.93					3,185.95	8,067.28	566,571.96	
Inter-Urban	156.36		34.70	1,164.00		15,259.34	442.00		518.80	17,575.20	275,520.03	
Iowa & Illinois	40.21		32.87			4,108.35	1,021.00	3,831.18		9,033.61	165,332.91	
a Mason City & Clear Lake Ry.	175.00		5.25	119.00		350.00			100.44	749.69	55,733.25	
b Mason City & Clear Lake R. R.	125.00			168.00		250.00				543.00	38,396.30	
c Oskaloosa & Buxton												10,901.95
Oskaloosa Traction & Light												10,901.95
Tama & Toledo El. Ry. Co.	112.61								357.55	470.16	16,603.24	
Waterloo, Cedar Falls & Northern												285,410.49
Total	\$ 4,023.08	\$ .20	\$ 193.42	\$ 3,225.93		\$ 19,967.69	\$ 14.40	\$ 1,584.91	\$ 3,831.18	\$ 4,180.38	\$ 37,021.19	\$ 1,695,991.39

a This report covers the seven months, July 1, 1910 to January 31, 1911.

b This report covers the five months, February 1, 1911, to June 30, 1911.

c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 15—OPERATING EXPENSES—ELECTRIC LINES

Lines	Way and Structures							Total
	Superintendence	Maintenance of Way	Maintenance of Electric lines	Buildings and Structures	Depreciation of Way and Structure	Other Operations—Dr.	Other Operations—Cr.	
Albia Interurban		\$ 3,511.56						\$ 3,511.56
Boone Suburban								14,299.02
Cedar Rapids & Iowa City	938.90	11,692.78	1,546.52	120.82				5,398.09
Cedar Rapids & Marion City		4,022.26	1,052.10	323.73				2,407.15
Centerville Light & Traction	500.00	1,832.52	74.63					2,012.86
Colfax Springs	50.00	71,962.86						95,746.87
Ft. D., D. M. & Sou.	2,021.18	72,796.00	16,438.95	4,490.74				26,218.74
Inter-Urban	934.85	19,450.22	5,043.84	423.16	366.67			15,692.87
Iowa & Illinois	3,198.39	11,243.79	1,135.44	115.25				4,760.17
a Mason City & Clear Lake Ry.		4,112.97	305.30	341.90				2,281.43
b Mason City & Clear Lake R. R.		2,514.07	255.57	511.79				
c Oskaloosa & Buxton		144.39	16.71					161.10
Oskaloosa Traction & Light		463.64	53.20	30.67				547.51
Tama & Toledo El. Ry. Co.		4,540.70	2,011.04	336.25				7,481.89
Waterloo, Cedar Falls & Northern	593.90							
<b>Total</b>	<b>\$ 8,237.22</b>	<b>\$ 138,287.76</b>	<b>\$ 27,933.30</b>	<b>\$ 6,694.31</b>	<b>\$ 366.67</b>			<b>\$ 181,519.26</b>

a This report covers the seven months, July 1, 1910 to January 31, 1911.  
 b This report covers the five months, February 1, 1911, to June 30, 1911.  
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.  
 d Includes maintenance of electric lines.

TABLE No. 16—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES

Lines	Equipment								Total traffic expenses	
	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.		Total equipment
Albia Interurban			\$ 100.00	\$ 1,324.11					\$ 1,424.19	
Boone Suburban										
Cedar Rapids & Iowa City	\$ 667.72	\$ 609.95	7,502.41	1,921.62	771.12				11,532.82	\$ 2,523.60
Cedar Rapids & Marion City		1,500.75	2,191.46	499.24	104.38				4,295.83	
Centerville Light & Traction			1,141.50	690.00					1,831.90	708.93
Colfax Springs				172.52					172.52	
Ft. D., D. M. & Sou.	2,626.45	10,144.05	31,690.28	14,518.72	1,453.75				60,433.25	10,342.56
Inter-Urban		275.59	8,086.97	2,890.71	17.93	\$ 2,578.43			13,849.65	5,016.22
Iowa & Illinois		2,144.64	3,084.30	1,790.37	179.10				7,198.41	5,676.51
a Mason City & Clear Lake Ry.		307.95	1,644.62	1,346.86	508.25				3,807.68	1,294.58
b Mason City & Clear Lake R. R.		140.00	873.27	793.49	475.12				2,281.88	173.69
c Oskaloosa & Buxton										
Oskaloosa Traction & Light				581.04		139.24	\$ 487.13		1,207.41	
Tama & Toledo El. Ry. Co.		891.55	432.47	609.82	41.74				1,975.58	
Waterloo, Cedar Falls & Northern	371.25		5,432.96	345.21	479.31				6,628.73	5,923.27
<b>Total</b>	<b>\$ 3,665.42</b>	<b>\$16,074.48</b>	<b>\$62,180.64</b>	<b>\$27,483.79</b>	<b>\$ 4,030.70</b>	<b>\$ 2,717.67</b>	<b>\$ 487.13</b>		<b>\$ 116,633.83</b>	<b>\$31,659.26</b>

a This report covers the seven months, July 1, 1910 to January 31, 1911.  
 b This report covers the five months, February 1, 1911, to June 30, 1911.  
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 17—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES

Lines	Conducting Transportation											
	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	Total—Conducting transportation
Albia Interurban	\$ 1,080.00					\$ 4,800.00				\$ 7,141.57		\$ 13,021.57
Boone Suburban												
C. R. & I. C.	2,233.76		5,165.32		53.58			\$23,790.43		21,540.74	16,444.53	69,228.36
C. R. & M. C.		1,327.76		2,733.37	188.89					13,001.55	2,081.63	19,333.20
Centerville L. & T. Co.						5,972.17				2,522.22	2,169.50	10,663.89
Colfax Springs										1,450.76		1,450.76
Ft. Dodge, D. M. & S.	8,199.88	16,983.17	2,932.01	47,551.72	4,476.53					65,356.13	47,230.70	192,730.14
Inter-Urban	6,359.04		2,700.00			21,080.79				36,697.59	23,707.42	90,544.84
Iowa & Illinois	1,911.38	7,302.60	1,052.46	15,815.32	905.16	10.00				13,592.08	15,537.36	56,126.36
a Mason Cy. & C. L. Ry.	525.00	728.22	571.81	2,169.76	306.03	4,510.90				6,032.31	2,505.62	17,349.65
b Mason C. & C. L. R. R.	375.00		728.84	62.35	21.89	4,651.70				4,992.47	1,338.76	12,171.01
c Oskaloosa & Buxton												
Oskaloosa T. & L.						2,164.77				2,669.18		4,833.95
Tama & Toledo El. Ry.		1,395.26		4,204.37	629.97					2,516.91		8,646.51
Waterloo, C. F. & Nor.	2,782.77	5,230.26		27,558.48	713.35				\$11,516.62	\$ 48,157.38	\$ 23,830.83	\$ 96,756.45
Total	\$23,466.83	\$32,967.27	\$13,150.44	\$ 100,095.37	\$ 7,195.40	\$43,190.33		\$23,790.43	\$11,516.62	\$ 225,670.89	\$ 134,846.35	\$ 592,856.69

a This report covers the seven months, July 1, 1910 to January 31, 1911.

b This report covers the five months, February 1, 1911, to June 30, 1911.

c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 18—OPERATING EXPENSES CONTINUED—ELECTRIC LINES

Lines	General and Miscellaneous									Total
	General expenses	Other operations—Dr.	Other operations—Cr.	Injuries and damages	Insurance	Stationery and printing	Store and stable expenses	Rent of tracks and terminals	Rent of equipment	
Albia Interurban	\$ 500.00			\$ 500.00	\$ 250.00	\$ 200.00		\$ 10.00		\$ 1,460.00
Boone Suburban										
Cedar Rapids & Iowa City		\$ 9,099.57		3,543.90	1,892.11			1,083.30	a 2,180.48	13,441.40
Cedar Rapids & Marion City	3,903.69			1,092.00	411.31	139.18				5,546.18
Centerville Light & Traction	1,669.99			120.77	57.25	215.89				2,063.90
Colfax Springs	132.49									132.49
Ft. D., D. M. & Sou.	28,684.27			13,918.35	2,365.36	3,379.53	951.33	13,945.55	5,665.71	68,910.10
Inter-Urban	14,625.80			6,609.66	811.43	3,685.57		3,975.00	6,628.05	36,335.51
Iowa & Illinois	9,456.40			1,082.53	1,067.70	705.99		10,745.71		23,058.33
b Mason City & Clear Lake Ry.	2,563.69			1,375.87	711.03	258.43				4,909.02
c Mason City & Clear Lake R. R.	2,119.35			312.22	392.80	341.42				3,165.79
d Oskaloosa & Buxton										
Oskaloosa Traction & Light	130.64	324.95		219.00	43.72					718.31
Tama & Toledo El. Ry. Co.	2,639.47			726.63	193.70	77.63	118.58	255.50		4,011.51
Waterloo, Cedar Falls & Northern	8,580.68			2,031.05	1,980.22	197.27	1,137.41			13,926.63
Total	\$ 75,006.47	\$ 9,424.52		\$ 31,534.98	\$ 10,176.63	\$ 9,200.91	\$ 2,207.32	\$ 30,015.06	\$ 10,113.28	\$ 177,679.17

a Credit.

b This report covers the seven months, July 1, 1910, to January 31, 1911.

c This report covers the five months, February 1, 1911, to June 30, 1911.

d This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 19—OPERATING EXPENSES—CONTINUED—ELECTRIC LINES

Lines	Recapitulation of Expenses						Total Operating Expenses	
	Wires and structures	Equipment	Traffic	Conducting transportation	General and miscellaneous	Total Operating Expenses		
						Amount	Ratio to revenue—per cent	
Albia Interurban	\$ 2,511.56	\$ 1,474.19		\$ 15,021.57	\$ 1,469.90	\$ 19,417.22	69.00	
Boone Suburban							69.56	
Cedar Rapids & Iowa City	14,259.02	11,529.82	2,523.60	69,278.33	13,441.40	111,073.50	63.14	
Cedar Rapids & Marion City	5,398.09	4,256.83		19,333.29	5,346.18	34,573.39	54.10	
Centerville Light & Traction	2,407.15	1,831.96	708.98	39,663.89	2,003.10	47,615.77	85.32	
Colfax Springs	2,012.86	172.52		1,459.76	132.49	3,778.63	73.37	
Ft. D., D. M. & Nor.	95,746.87	69,433.25	19,342.56	192,739.14	68,939.10	428,162.92	62.41	
InterUrban	26,318.74	13,849.63	5,016.23	90,544.84	36,235.31	171,964.94	65.17	
Iowa & Illinois	15,692.87	7,198.41	5,675.51	56,139.26	23,038.23	107,252.48	57.63	
a Mason City & Clear Lake Ry. Co.	4,750.17	3,307.68	1,294.38	17,549.65	4,109.02	31,121.30	44.88	
b Mason City & Clear Lake R. R.	3,281.93	2,281.88	173.60	12,171.01	3,165.79	11,973.20	63.48	
c Oskaloosa & Buxton				4,823.35	718.21	5,541.56	91.00	
Oskaloosa Traction & Light	161.10	1,597.41		8,969.51	4,011.51	15,740.53	45.79	
Tama & Toledo El. Ry. Co.	347.31	1,975.58		9,069.51	4,011.51	15,740.53	45.79	
Waterloo, Cedar Falls & Northern	7,481.89	6,658.72	5,928.27	90,756.45	13,956.63	130,716.97	64.88	
Total	\$ 181,519.26	\$ 116,629.83	\$ 31,659.36	\$ 662,856.69	\$ 177,679.17	\$ 1,160,354.31		

a This report covers the seven months, July 1, 1910 to January 31, 1911.

b This report covers the five months, February 1, 1911, to June 30, 1911.

c This company owns the line that is operated by the Oskaloosa Traction &amp; Light Co.

TABLE NO. 20—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—ELECTRIC LINES

Lines	Cost of Road		Cost of Equipment		General Expenditures		Other Permanent Investments			
							Stocks Owned		Funded Debt Owned	
	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911
Albia Interurban	\$ 125,389.72	\$ 133,069.61	\$ 4,120.00	\$ 9,220.00	\$ 10,900.00	\$ 22,800.00				
Boone Suburban										
C. R. & I. C.	2,841,449.56	2,961,570.05	103,829.73	165,022.06	751,259.49	789,203.80	5,201.00	5,201.00		\$ 22,000.00
C. R. & M. C.										
Centerville L. & T. Co.										
Colfax Springs	22,990.45	21,969.89	2,703.72	2,703.72						
Ft. Dodge, D. M. & S.	2,200,028.67	5,374,367.12	413,129.26	664,428.35	7,227,937.67	7,228,182.01	44,550.00	46,750.00	571,000.00	571,000.00
InterUrban	1,284,169.61	1,388,891.32	337,573.72	166,400.86	354,250.01	654,467.00	800.00	400.00		
Iowa & Illinois	1,325,737.54	1,329,869.07	85,641.04	85,641.04	101,749.02	101,749.02				
a Mason City & C. L. Ry. Co.		456,157.50		1,900.29		680.26				104,000.00
c Mason C. & C. L. R. R. Co.		653,000.00		279.21		227.25				104,000.00
d Oskaloosa & Buxton	72,004.73	72,027.31								
Oskaloosa T. & L.										
Tama & Toledo El. Ry.	100,000.00	100,000.00								
Waterloo, C. F. & Nor.	43,459,339.68	43,542,077.04					1,000.00	4,200.00		
Total	\$14,921,071.16	\$16,614,371.37	\$67,608.37	\$93,080.12	\$ 9,046,208.09	\$ 9,097,292.59	\$ 149,616.78	\$ 398,997.50	\$ 571,000.00	\$ 663,000.00

a Includes equipment.

b This report covers the seven months, July 1, 1910, to January 31, 1911.

c This report covers the five months, February 1, 1911, to June 30, 1911.

d This company owns the line that is operated by the Oskaloosa Traction &amp; Light Co.







TABLE NO. 24—MILEAGE, TRAFFIC AND

Lines	Car Mileage		
	Passenger	Freight, mail and express	Total
Albia Interurban			
Boone Suburban			
Cedar Rapids & Iowa City	489,166	36,135	525,301
Cedar Rapids & Marion City	209,631	12,419	222,050
Centerville Light & Traction	89,425		89,425
Colfax Springs	36,500		36,500
Ft. Dodge, Des Moines & So.	895,881	725,560	1,621,441
Inter-Urban	539,253	125,806	665,059
Iowa & Illinois	406,439	45,449	451,888
<sup>a</sup> Mason City & Clear Lake Ry. Co.	152,480	5,792	158,272
<sup>b</sup> Mason City & Clear Lake R. R. Co.	13,322	12,762	26,084
<sup>c</sup> Oskaloosa & Buxton			
Oskaloosa Traction & Light	52,195		52,195
Tama & Toledo El. Ry. Co.	42,892	4,575	47,467
Waterloo, Cedar Falls & Nor.	889,307	150,687	1,079,994
<b>Total</b>	<b>3,816,501</b>	<b>1,159,185</b>	<b>4,975,686</b>

<sup>a</sup>This report covers the seven months, July 1, 1910, to January 31, 1911.  
<sup>b</sup>This report covers the five months, February 1, 1911, to June 30, 1911.  
<sup>c</sup>This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE NO. 25—MILEAGE, TRAFFIC AND MISCELLANEOUS

Lines	Passenger revenue	Average fare revenue passengers—cents	Total revenue from transportation	Revenue from transportation per car mile—cents
Albia Interurban				
Boone Suburban				
Cedar Rapids & Iowa City	\$ 120,757.31	\$ 17.69	\$ 159,033.91	\$ 30.20
Cedar Rapids & Marion City	47,775.26	10.95	53,071.57	23.90
Centerville Light & Traction	31,688.90	12.20	32,640.42	36.50
Colfax Springs	3,819.65	5.00	3,895.90	1.07
Ft. Dodge, Des Moines & Southern	283,001.91	20.93	558,504.68	34.44
Inter-Urban	142,991.66	25.61	257,944.83	38.78
Iowa & Illinois	132,202.39	27.57	156,299.30	34.59
<sup>a</sup> Mason City & Clear Lake Ry. Co.	37,429.46	9.30	54,983.56	3.47
<sup>b</sup> Mason City & Clear Lake R. R. Co.	26,679.32	6.80	37,853.30	1.45
<sup>c</sup> Oskaloosa & Buxton				
Oskaloosa Traction & Light	10,901.95		10,901.95	20.00
Tama & Toledo El. Ry. Co.	12,349.42	8.90	16,133.08	33.90
Waterloo, Cedar Falls & Nor.	322,267.42	5.20	285,410.49	26.40
<b>Total</b>	<b>\$ 1,071,864.75</b>	<b>\$ 11.18</b>	<b>\$ 1,626,672.99</b>	<b>\$ 32.69</b>

<sup>a</sup>This report covers the seven months, July 1, 1910, to January 31, 1911.  
<sup>b</sup>This report covers the five months, February 1, 1911, to June 30, 1911.  
<sup>c</sup>This company owns the line that is operated by the Oskaloosa Tract & Light Co.

MISCELLANEOUS STATISTICS—ELECTRIC LINES

Car Hours			Passengers Carried		
Passenger	Freight, mail and express	Total	Fare Passengers	Transfer Passengers	Total
			682,391		682,391
22,313	3,098	25,411	436,115		436,115
6,878		6,878	251,044		251,044
5,483		5,483	76,393		76,393
35,920	61,475	97,395	1,351,990		1,351,990
26,297	14,980	41,277	558,429		558,429
14,177	2,760	16,937	479,533	3,190	479,533
10,856	2,693	13,549	399,252	6,082	402,442
			384,076		390,158
6,834	700	7,534	137,532		137,532
108,678	27,693	136,371	4,275,115	444,718	4,719,833
237,436	113,399	350,835	9,031,870	453,990	9,485,860

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 revenues	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
	\$ 565.61	.11		\$ 159,599.52	30.38		\$ 111,025.20	21.10	
\$ 2.00				53,071.57	23.90	2.09	34,573.30	15.60	1.36
4.74				32,640.42	36.50	4.74	17,675.77	19.70	2.57
.71	16.64			3,912.54	1.07	.71	3,768.63	1.03	.69
5.73	8,067.28	.50	8.28	566,571.96	34.94	5.82	428,162.92	26.40	4.39
6.25	17,575.20	2.64	42.58	275,520.03	41.43	6.67	171,964.04	25.86	4.17
	9,033.61	2.00		165,332.91	36.59		107,752.48	23.84	
3.24	749.69	4.73	4.42	55,733.25	3.52	3.28	32,121.10	20.29	1.90
2.80	543.00	2.08	4.01	38,396.30	1.47	2.83	21,073.80	80.76	1.55
				10,901.95	20.00		6,920.77		
2.14	470.16	.90	6.20	16,603.24	32.20	2.20	15,181.11	31.90	2.01
2.08				285,410.49			130,716.97	12.10	.96
\$ 4.61	\$37,021.19	\$ 1.05	\$ 15.05	\$ 1,663,694.18	33.44	3.78	\$ 1,080,936.99	21.72	2.44

TABLE NO. 26—EMPLOYEES—ACCIDENTS TO PERSONS—ELECTRIC LINES

Lines	General Administration		Maintenance		Transportation		Total employees	Aggregate salaries and wages paid	Killed				Injured					
	General Officers	General office clerks	Superintendents	Other employees	Superintendents	Other employees			Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total		
Albia Interurban	1	1		8		8	18	\$ 11,400.00										
Boone Suburban																		
Cedar Rapids & Iowa City	3	16			5	147	171	143,191.18							3	1		4
Cedar Rapids & Marion City																		
Centerville Light & Traction	1	3	1	5	1	4	15	5,006.55										2
Colfax Springs	2	1	1	2		2	8	3,334.54										
Ft. Dodge, Des Moines & Southern	8	15	3	445	2	231	704	324,911.56		2	1	3	2	13	1			16
Inter-Urban	3	7	1	37	6	93	147	110,684.50			1	1	2	5	3			10
Iowa & Illinois	3	10		117	1	62	193	7,065.34		1		1			1			1
a Mason City & Clear Lake Ry. Co.	2	2	1	30	1	15	51	15,472.50										
b Mason City & Clear Lake R. R. Co.	2	2	1	26	1	20	52	13,043.84										
c Oskaloosa & Buxton																		
Oskaloosa Traction & Light	1	1	1				3											
Tama & Toledo El. Ry. Co.	2	2	1	4		9	18	14,332.94							1			1
Waterloo, Cedar Falls & Nor.	9	18	3	60	4	101	195	181,486.79							5	6	2	13
<b>Total</b>	<b>37</b>	<b>78</b>	<b>13</b>	<b>734</b>	<b>21</b>	<b>692</b>	<b>1,575</b>	<b>\$ 831,220.74</b>		<b>3</b>	<b>2</b>	<b>5</b>	<b>12</b>	<b>28</b>	<b>7</b>			<b>47</b>

a This report covers the seven months, July 1, 1910 to January 31, 1911.  
 b This report covers the five months, February 1, 1911, to June 30, 1911.  
 c This company owns the line that is operated by the Oskaloosa Traction & Light Co.

TABLE No. 27—DESCRIPTION OF EQUIPMENT—ELECTRIC LINES

Lines	Passenger Cars				All Other Cars												Total of all cars								
	Closed		Open		Freight	Mail	Express	Baggage	Combin-ation	Work	Snow plows	Sweep-ers	Miscel-laneous												
	a	b	a	b										a	b	a	b	a	b	a	b	a	b	a	b
Albia Interurban	6		1		7		1															8			
Boone Suburban																									
Cedar Rapids & Iowa City	8	2			8	2	3	11							4								11	17	
Cedar Rapids & Marion City																									
Centerville Light & Traction				1	2																		2	1	
Colfax Springs	2		1	1	3	1																	3	3	
Ft. Dodge, Des Moines & Southern	6	1			6	1	321	1						10	1	15						5	19	343	
Inter-Urban	11	1			11	1	70								1	1						3	1	17	73
Iowa & Illinois	4	3			4	3	2								1	5		1				13	6	25	
c f Mason City & Clear Lake Ry.	9	11	1	5	10	16	3															2	2	14	18
d Mason City & Clear Lake R. R.	8	11	1	5	9	16	3															2		15	16
e Oskaloosa & Buxton																									
Oskaloosa Traction & Light	1				1																			1	
Tama & Toledo El. Ry. Co.	2		1	2	3	2	1	3								6								4	11
Waterloo, Cedar Falls & Nor.	29	4	16	11	45	15	43								2							2	6	53	67
<b>Total</b>	<b>86</b>	<b>33</b>	<b>21</b>	<b>25</b>	<b>109</b>	<b>58</b>	<b>11</b>	<b>453</b>	<b>1</b>		<b>7</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>33</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>27</b>	<b>153</b>	<b>574</b>		

a With electric equipment.  
 b Without electric equipment.  
 c This report covers the seven months, July 1, 1910, to January 31, 1911.  
 d This report covers the five months, February 1, 1911, to June 30, 1911.  
 e This company owns the line that is operated by the Oskaloosa Traction & Light Co.  
 f The figures for this company are not included in the total.

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COMPILED RETURNS

OF

**Express Companies**

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TABLE NO. 1.—MILEAGE COVERED—ENTIRE LINE AND IOWA EXPRESS COMPANIES

Name	Entire Line						Iowa					
	Steam roads	Electric lines	Steamboat lines	Stage lines	Miscellaneous mileage	Total	Mileage in Outside Operations	Steam roads	Electric lines	Stage lines	Miscellaneous mileage	Total
Adams .....	32,784.94	314.26	3,428.00	23.00	36,600.20	36,600.20	430.00	2,319.95	54.40	3.00	.....	2,367.35
American .....	54,200.32	500.70	1,817.35	33.00	56,857.37	56,857.37	48,287.00	4,701.12	63.71	2.50	.....	2,767.34
Great Northern .....	15,038.11	337.20	610.00	.....	15,985.31	15,985.31	.....	77.88	.....	.....	.....	77.88
Pacific .....	28,808.69	1,444.59	469.70	.....	30,723.98	30,723.98	3,800.00	116.13	.....	.....	.....	3,916.13
United States .....	45,446.75	1,009.08	10,473.89	639.87	57,569.59	57,569.59	3,807.00	2,742.03	110.88	.....	.....	2,852.91
Wells-Fargo .....	185,812.56	1,695.91	16,956.15	668.37	205,142.99	205,142.99	6,432.00	10,191.46	135.09	5.50	.....	10,365.05
<b>Total</b> .....					310,442.99	310,442.99	32,783.00	10,191.46	335.09	5.50	.....	10,365.05

<sup>a</sup>Includes 30 miles not assignable to states or territories.

TABLE NO. 2.—CAPITAL STOCK—EXPRESS COMPANIES

Name	Number of shares authorized	Total par value authorized	Total par value outstanding	Total Par Value Held by Resident Corporation		Total Par Value Not Held by Resident Corporation	Dividends Declared During Year	
				In treasury	In sinking or other funds		Rate	Amount
Adams .....	120,000	\$ 9,120,000.00	\$ 6,119,000.00	.....	\$ 3,001,000.00	6 1/2	\$ 1,311,820.00	
American .....	180,000	18,000,000.00	18,000,000.00	240,000.00	.....	17,600,000.00	12	2,119,500.00
Great Northern .....	10,000	1,000,000.00	1,000,000.00	.....	.....	1,000,000.00	10	100,000.00
Pacific .....	100,000	10,000,000.00	10,000,000.00	.....	.....	10,000,000.00	4 1/2	600,000.00
United States .....	240,000	24,000,000.00	23,667,400.00	.....	.....	23,967,400.00	5-5	2,326,740.00
Wells-Fargo .....	710,000	59,000,000.00	59,667,400.00	359,160.00	.....	58,738,240.00	.....	7,267,200.00
<b>Total</b> .....								

<sup>a</sup>Shares have no par value.

<sup>b</sup>Number of shares not included in total.

<sup>c</sup>12 per share.

<sup>d</sup>First quarterly dividends at 1 1/2 per cent were declared on the capital stock and a special dividend of 10 per cent. A portion of these dividends came out of accumulated surplus.

TABLE NO. 3—FUNDED DEBT—EXPRESS COMPANIES

Name	Collateral Trust 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	In sinking or other funds		Rate	Amount accrued during year	Amount paid during year
Adams .....	\$36,000,000.00	\$36,000,000.00	\$15,546,000.00		\$20,454,000.00	4-4	\$20,229.45	\$20,932.77
American .....								
Great Northern .....								
Pacific .....								
United States .....								
Wells Fargo .....								
<b>Total</b> .....	<b>\$36,000,000.00</b>	<b>\$36,000,000.00</b>	<b>\$15,546,000.00</b>		<b>\$20,454,000.00</b>		<b>\$20,229.45</b>	<b>\$20,932.77</b>

TABLE NO. 4—CURRENT ASSETS AND LIABILITIES—EXPRESS COMPANIES

Name	Cash and Current Assets Available for Payment of Current Liabilities								Materials and supplies on hand	
	Cash	Bills receivable	Due from Agents	Due from solvent companies and individuals	Traffic balances due to companies	Other cash assets	Total cash and current assets	Balance current liabilities		Total
Adams .....	\$ 2,136,735.07	\$ 496,726.42	\$ 1,494,035.72	\$ 281,373.69	\$ 56,929.53	\$ 338,408.00	\$ 4,713,668.43	\$ 2,132,655.67	\$ 6,506,364.10	\$ 928.10
American .....	6,239,459.38		2,457,730.56	307,427.19	295,416.68	8,302,254.12	17,565,327.24	941,391.46	18,103,918.70	162,255.07
Great Northern .....	121,020.07		175,545.78	162,469.07	1,323.90		1,210,258.82		1,210,258.82	4,564.50
Pacific .....	416,628.89	389,413.72	309,843.15	27,356.72	32,764.58	1,392.92	1,073,310.38		1,075,310.38	18,864.10
United States .....	726,950.52	201,124.40	1,379,506.35	109,770.72	69,066.89	71,963.48	2,623,692.36	184,577.52	2,808,270.08	63,232.13
Wells Fargo .....	2,465,931.42		2,024,127.29	391,145.86	116,519.15	65,365.46	4,973,109.17	194,727.62	5,157,886.79	78,184.78
<b>Total</b> .....	<b>\$12,105,855.35</b>	<b>\$ 1,147,494.54</b>	<b>\$ 7,563,968.58</b>	<b>\$ 1,089,743.15</b>	<b>\$ 572,010.93</b>	<b>\$ 8,779,654.00</b>	<b>\$32,158,656.00</b>	<b>\$ 3,063,892.27</b>	<b>\$35,222,048.87</b>	<b>\$30,719.57</b>

TABLE NO. 5—CURRENT ASSETS AND

Name	Current Liabilities Accrued				
	Unpaid money orders, travelers' cheques, etc.	Loans and Bills payable	Audited vouchers and accounts	Wages and salaries	Traffic balances and other companies
Adams .....	\$ 117,613.23	\$ 3,333,500.00	\$ 659,832.71		\$ 71,282.24
American .....	12,683,168.90		807,599.79	\$ 1,025,847.85	207,564.70
Great Northern .....	53,437.21		58,597.06		8,087.32
Pacific .....	74,170.03		278,969.46		4,662.12
United States .....	419,062.27	10,000.00	325,677.94	489,078.39	70,938.69
Wells-Fargo .....	917,194.50		330,414.80	648,763.60	222,581.63
<b>Total</b> .....	<b>\$14,563,976.56</b>	<b>\$ 3,333,500.00</b>	<b>\$ 2,418,651.76</b>	<b>\$ 2,163,689.54</b>	<b>\$ 584,886.80</b>

a Includes wages and salaries.

b \$509,800.00 of this amount represents dividend declared by resolution dated May 18,

LIABILITIES—CONTINUED—EXPRESS COMPANIES

to and including June 30, 1911

Dividends not called for	Matured interest coupons unpaid	Express privileges	Miscellaneous	Total current liabilities	Balance cash assets	Total
\$ 10,377.00	\$ 46,300.00	\$ 2,559,071.97	\$ 148,896.85	\$ 6,896,364.10		\$ 6,896,364.10
8,555,094.24		1,428,565.38	1,035,737.86	18,103,918.70		18,103,918.70
		114,302.34		234,313.53	\$ 975,684.86	1,210,298.33
		173,900.94		830,729.66	844,559.72	1,073,210.38
	6,571.50	1,480,011.29		2,808,270.08		2,808,270.08
1,214,891.65		1,736,359.87	\$ 97,889.33	5,157,886.79		5,157,886.79
<b>\$ 1,786,874.40</b>	<b>\$ 46,300.00</b>	<b>\$ 7,491,512.77</b>	<b>\$ 1,282,631.18</b>	<b>\$38,701,513.26</b>	<b>\$ 1,020,536.61</b>	<b>\$39,222,048.87</b>

1911, which was not payable until July 1, 1911.



TABLE NO. 6—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, 1910	Total cost to June 30, 1911
			Cars	Horses	Vehicles	Other equipment		
Adams								
American	\$ 5,703.15					\$ 41,896.25	\$ 43,717.82	\$ 47,599.40
Great Northern				\$ 400.00	\$ 587.41	1,175.16	2,071.57	2,162.57
Pacific				6,625.00		6,130.00		
United States				9,370.40		12,940.25		
Wells-Fargo	825.00					22,023.63	33,540.65	34,778.63
Total	\$ 6,528.15			\$ 16,395.40	\$ 19,657.66	\$ 92,342.81	\$ 127,404.82	\$ 134,924.02

<sup>a</sup>Includes buildings and fixtures used in operation.  
<sup>b</sup>Includes horses and vehicles.

TABLE NO. 7.—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, 1910	Total cost to June 30, 1911
			Cars	Horses	Vehicles	Other equipments		
Adams	\$ 3,961,095.30			\$ 641,968.73	\$ 935,391.70	\$ 1,029,729.89	\$ 6,461,407.70	\$ 6,568,185.62
American	3,734,887.02	3,895,348.90		1,002,669.87	709,083.38	997,864.74	9,940,977.38	10,339,853.91
Great Northern	5,381.67	6,358.27		19,160.00	18,472.00	57,852.08	86,017.89	107,224.02
Pacific	50,371.70	262,954.78	20,900.00	83,461.92	77,317.47	143,152.21	650,477.99	637,288.08
United States	1,322,762.51	183,055.53		542,133.41	371,850.13	526,856.81	2,774,695.48	2,946,667.79
Wells-Fargo	822,286.24	2,021,397.30	375,822.50	514,425.95	506,816.46	891,341.01	4,251,939.16	5,132,589.16
Total	\$ 9,896,784.44	\$ 6,368,744.88	\$ 396,722.50	\$ 2,803,819.88	\$ 2,618,940.14	\$ 3,646,706.74	\$ 24,165,515.60	\$ 25,731,808.58

<sup>a</sup>Includes buildings and fixtures used in operation.

TABLE NO. 8—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911
Adams	\$ 593,840.75	\$ 568,648.24	\$ 614,022.00	\$ 636,987.25
American	809,933.13	786,631.89	870,341.94	1,002,669.87
Great Northern	38,036.95	44,670.08	15,768.00	19,160.00
a Pacific	112,373.84		84,136.92	
United States	275,475.76	305,042.83	443,733.00	542,133.41
Wells-Fargo	675,957.20	701,650.86	558,047.80	514,425.95
<b>Total</b>	<b>\$ 2,505,617.63</b>	<b>\$ 2,406,643.90</b>	<b>\$ 2,586,049.66</b>	<b>\$ 2,715,376.48</b>

a No inventory was taken in 1911 on account of company discontinuing business.

TABLE NO. 9—ADJUSTMENT OF ANNUAL

Name	Office Equipment		Horses	
	Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911
Adams				
American				
Great Northern	\$ 1,036.32	\$ 1,129.86	\$ 475.00	\$ 400.00
a Pacific	966.50		475.00	
United States	7,218.00	16,198.50	4,900.00	6,625.00
Wells-Fargo				
<b>Total</b>	<b>\$ 9,220.82</b>	<b>\$ 17,328.36</b>	<b>\$ 5,850.00</b>	<b>\$ 7,025.00</b>

a No inventory was taken in 1911 on account of company discontinuing business.  
b Includes \$4,822.00 other equipment.

INVENTORY—ENTIRE LINE—EXPRESS COMPANIES

Vehicles		Stable Equipment		Transportation Equipment		Totals	
Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911
\$ 869,115.00	\$ 928,152.53	\$ 166,405.90	\$ 189,877.15	\$ 108,425.00	\$ 109,317.33	\$ 2,351,808.65	\$ 2,432,982.50
601,790.55	709,083.38	74,628.87	80,507.18	135,711.69	130,725.67	2,492,406.18	2,709,617.99
15,421.60	18,472.00	1,205.40	1,366.00	10,202.27	11,816.00	80,634.22	95,484.08
78,842.47		10,036.89		21,466.98		306,857.10	
332,008.00	371,859.13	59,474.69	73,442.90	128,026.10	148,371.08	1,238,717.55	1,440,849.85
485,567.19	506,816.46	85,685.55	83,446.43	124,140.03	106,243.72	1,929,397.77	1,912,583.42
<b>\$ 2,382,744.81</b>	<b>\$ 2,534,383.50</b>	<b>\$ 397,437.30</b>	<b>\$ 428,639.66</b>	<b>\$ 527,972.07</b>	<b>\$ 506,473.80</b>	<b>\$ 8,359,821.47</b>	<b>\$ 8,591,517.44</b>

INVENTORY—IOWA—EXPRESS COMPANIES

Vehicles		Stable Equipment		Transportation Equipment		Total	
Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911	Inventory value June 30, 1910	Inventory value June 30, 1911
\$ 519.25	\$ 587.41	\$ 41.00	\$ 45.30			\$ 2,071.57	\$ 2,162.57
500.00		55.25		35.00		2,031.75	
4,685.00	6,130.00	644.00	956.00	b 16,093.65	4,869.13	33,540.65	34,778.63
<b>\$ 5,704.25</b>	<b>\$ 6,717.41</b>	<b>\$ 740.25</b>	<b>\$ 1,001.30</b>	<b>\$ 16,128.65</b>	<b>\$ 4,869.13</b>	<b>\$ 37,643.97</b>	<b>\$ 36,941.20</b>

TABLE NO. 10—INCOME ACCOUNT—

Name	Operating Income			
	Gross revenue from operations	Expenses— Dr. Charges	Operating revenues	Operating expenses
Adams .....	\$ 20,855,185.24	\$ 17,083,831.03	\$ 15,771,353.02	\$ 14,741,043.55
American .....	41,083,196.15	19,372,526.27	22,310,669.78	18,593,797.85
Great Northern .....	2,692,148.44	1,352,983.14	1,046,165.39	778,877.53
Pacific .....	5,824,078.37	2,765,053.46	3,059,954.86	2,408,403.54
United States .....	20,394,074.34	9,717,522.80	10,646,551.45	10,143,497.37
Wells-Fargo .....	33,167,457.79	11,796,051.01	13,371,466.78	10,999,791.08
Total .....	\$ 128,407,010.28	\$ 62,290,908.40	\$ 66,906,101.79	\$ 57,586,011.83

TABLE NO. 11—INCOME ACCOUNT—ENTIRE

Names	Taxes accrued	Operating income	Operating loss
Adams .....	\$ 245,479.08	\$ 1,240,548.09	
American .....	353,357.09	2,560,514.32	
Great Northern .....	39,774.02	227,513.15	
Pacific .....	70,270.12	388,079.10	
United States .....	123,369.53	380,654.25	
Wells Fargo .....	248,900.50	2,121,770.81	
Total .....	\$ 1,081,191.16	\$ 7,531,080.32	

ENTIRE LINE—EXPRESS COMPANIES

Operating Income		Outside Operations					
Net operating revenue	Net operating deficit	Revenue	Expenses	Net revenue from outside operations	Net deficit from outside operations	Total net revenue	Total net deficit
\$ 1,500,312.07		\$ 92,308.56	\$ 106,682.60			\$ 14,783.70	\$ 1,456,028.37
3,312,871.92							2,213,671.92
297,287.77							347,287.77
658,349.33							638,349.33
564,053.88							501,053.88
2,375,615.10		143,309.52	116,391.12	\$ 27,063.21		\$ 14,283.70	\$ 8,632,271.47
\$ 8,019,489.96		\$ 225,759.29	\$ 222,973.78				

LINE—CONTINUED—EXPRESS COMPANIES

Separately operated properties—front	Dividends—stocks owned or controlled	Interest accrued on debt owned or controlled	Income from other permanent investments	Miscellaneous income	Total other income	Gross corporate income	Gross corporate loss
\$ 12,465.92	\$ 1,620,603.00	\$ 847,877.02	\$ 7,348.33	\$ 68,647.00	\$ 2,596,900.47	\$ 3,837,449.15	
	1,167,039.61	201,929.90	84,080.77	22,442.23	1,593,561.64	4,400,075.06	
		1,222.24		25.27	1,277.81	229,770.90	
		12,555.37		20,379.41	32,934.78	671,013.88	
		182,530.75	18,011.68	48,804.27	294,352.62	775,006.87	
134,637.17	20,308.75	301,891.49	277,339.51	395,711.22	1,349,250.90	2,565,953.81	
	274,330.28						
\$ 137,103.09	\$ 2,192,598.74	\$ 1,548,077.40	\$ 380,709.39	\$ 615,040.70	\$ 5,880,370.37	\$ 12,431,400.64	

TABLE NO. 13—INCOME ACCOUNT—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Deductions from Gross Corporate Income						Net corporate income	Net corporate loss
	Separately properties — Loss	Interest ac- counted — funded debt	Other interest	Sinking funds chargeable to income	Other deduc- tions	Total deduc- tions		
Adams .....	\$ 6,487.02	\$ 820,239.45	\$ 145,077.89		\$ 40,155.14	\$ 1,011,900.00	\$ 2,825,489.16	
American .....			29,837.18		30,339.65	50,067.83	4,416,908.13	
Great Northern .....							238,700.16	
Pacific .....							621,013.88	
United States .....			622.32		23,563.26	24,185.48	750,821.29	
Wells-Fargo .....					13,171.31	13,171.31	3,489,892.50	
<b>Total</b> .....	<b>\$ 6,487.02</b>	<b>\$ 820,239.45</b>	<b>\$ 175,537.39</b>		<b>\$ 97,120.36</b>	<b>\$ 1,099,284.62</b>	<b>\$12,332,016.02</b>	

TABLE NO. 13—INCOME ACCOUNT—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Disposition of Net Corporate Income							Balance for year carried forward to profit and loss	
	Dividends Declared				Additional payments chargeable to income	Appropri- ations to Reserves	Miscellaneous distribu- tions	Credit	Debit
	On Common Stock		On Other Se- curities						
	Rate	Amount	Rate	Amount					
Adams .....	a12	\$ 1,211,380.00						\$ 1,014,399.16	
American .....	10	100,000.00						4,416,908.13	
Great Northern .....	43	379,000.00						128,790.16	
Pacific .....	6	609,000.00						331,013.28	
United States .....	10	2,396,740.00						159,821.29	
Wells-Fargo .....								1,063,152.50	
<b>Total</b> .....		<b>\$ 4,528,020.00</b>						<b>\$ 7,753,996.02</b>	

a12 per share.

TABLE NO. 14—PROFIT AND LOSS

Name	Debit					
	Balance June 30, 1919	Balance for year brought forward from income acct.	Deductions for year	Dividends Declared Out of Surplus		
				On Common Stock		On Other Securities
				Rate	Amount	Rate
Adams .....		\$ 107,504.33				
American .....		63,811.07	12	\$ 2,110,200.00		
Great Northern .....		290,000.00				
Pacific .....		16,697.96	10	600,000.00		
United States .....		148,220.09				
Wells-Fargo .....		77,586.78				
<b>Total</b> .....		\$ 694,530.72		\$ 2,719,200.00		

TABLE NO. 15—OPERATING REVENUES

Name	Revenue From Transportation		
	Express revenue	Miscellaneous transportation revenue	Total revenue from transportation
Adams .....	\$22,476,578.35	\$ 117,861.65	\$ 22,594,440.00
American .....	39,961,308.29	2,256,847.11	42,218,155.40
Great Northern .....	2,686,847.41	5,718,182.92	8,405,030.33
Pacific .....	20,035,704.76	4,534.36	20,040,239.12
United States .....	24,725,879.53		24,725,879.53
Wells-Fargo .....			
<b>Total</b> .....	\$85,548,252.97	\$ 122,403.41	\$ 85,670,656.38

ACCOUNT—EXPRESS COMPANIES

Debit		Credit				
Balance credit June 30, 1911, carried to balance sheet	Total	Balance June 30, 1910	Balance for year brought forward from income account	Additions for year	Balance debit June 30, 1911, carried to balance sheet	Total
39,758,071.87	27,941,982.84	18,389,149.24	4,416,008.13	135,925.57	27,941,982.84	31,601.86
31,601.86	211,601.86	187,819.50	178,700.96		1,833,809.72	1,734,117.23
1,312,201.86	1,833,809.72	1,478,120.17	351,613.88	4,675.67	4,701,177.72	4,701,177.72
1,285,156.54	1,734,117.23	1,486,874.83	150,811.36	96,623.01		
4,673,790.94	4,701,177.72	3,657,354.73	1,069,159.59	1,570.45		
		\$49,368,896.56	\$ 7,753,096.02	\$ 498,119.57		\$49,620,112.15

ENTIRE EINE—EXPRESS COMPANIES

Revenue from Operations Other than Transportation						
Custom house brokerage fees	Orders and commission department	Receipts of building and other property	Money orders—domestic	Money orders—foreign	Travelers' cheques—domestic	Travelers' cheques—foreign
		\$ 1,291.87	\$ 66,851.02			
			12,961.15	389.06	53.00	
		3,836.27	30,431.53			
		15,928.48	96,009.46	1,150.15	1,130.07	1,159.28
\$ 14,925.91		4,700.00	141,885.90	815.04	15,924.05	
39,727.25	\$ 3,200.87					
\$ 35,653.16	\$ 3,200.87	\$ 25,794.60	\$ 202,239.00	\$ 2,394.85	\$ 17,108.07	\$ 1,159.28

TABLE NO. 16—OPERATING REVENUES—ENTIRE

Name	Revenue from Operations Other than		
	C. O. D. Checks	Telegraphic transfers	Letters of credit
Adams	\$ 182,190.94		
American			
Great Northern			
Pacific	69,483.01		
United States	174,810.26	783.30	280.79
Wells Fargo	227,467.46	6,331.90	
Total	\$ 653,941.82	\$ 7,115.20	\$ 280.79

TABLE NO. 17—OPERATING EXPENSES—

Name	Maintenance					
	Superintendence	Buildings, fixtures and grounds	Office equipment	Cars—repairs	Cars—renewals	Cars—depreciation
Adams	\$ 9,220.44	\$ 55,183.26	\$ 125,608.15			
American						
Great Northern						
Pacific	4,628.90	621.06	4,314.70			
United States	38,925.82	2,845.57	8,182.56	79.46		
Wells Fargo		41,921.53	21,905.89			
Total	\$ 5,082.47	\$ 40,458.67	\$ 69,945.14	\$ 8,725.68		\$ 821,175.32
Total	\$ 45,817.00	\$ 112,040.11	\$ 230,456.75	\$ 8,809.17		\$ 821,175.32

LINE—CONTINUED—EXPRESS COMPANIES

Transportation—Continued				Gross receipts from operation	Express privileges—Dr.	Total operating revenue
Other revenue—financial department	Miscellaneous revenue	Total revenue from operation other than transportation				
	\$ 10,432.01	\$ 860,755.84	\$ 22,855,185.24	\$ 17,083,831.62		\$ 15,771,333.63
		1,701,887.85	41,683,196.15	19,372,539.37		22,310,600.78
	1,897.22	15,301.03	2,602,148.44	1,535,083.14		1,046,165.30
	2,544.84	105,795.50	2,854,978.32	2,262,023.45		2,059,954.86
	478.60	328,309.28	20,364,074.34	9,717,522.85		10,646,521.43
	12,411.42	3,470.06	595,951.90	25,162,427.79	11,700,021.01	13,371,405.78
	\$ 30,484.78	\$ 18,772.42	\$ 2,850,043.61	\$ 128,497,010.28	\$ 62,200,008.45	\$ 66,296,101.79

ENTIRE LINE—EXPRESS COMPANIES

Horses	Vehicles—repairs	Vehicles—renewals	Stable equipment	Transportation equipment	Other expenses	Maintaining joint facilities—Dr.		Total maintenance
						Maintaining joint facilities—Dr.	Maintaining joint facilities—Cr.	
\$ 130,047.63	\$ 295,563.88	\$ 17,460.65	\$ 27,769.52	\$ 23,226.79	\$ 434.45	\$ 6,737.26	\$ 12,514.71	\$ 670,177.44
2,672.59	4,781.60		1,467.46	5,784.27		1,349.66	15.83	698,356.25
19,293.28	22,853.14	2,615.70	7,650.82	739.76	467.87	1,629.18	2,060.63	91,635.76
119,433.86	144,666.64	7,047.00	10,820.14	12,947.10				866,715.58
153,463.83	111,568.53	10,820.31	49,295.18	29,631.13	70.78	2,764.18	2,383.77	497,739.49
\$ 423,758.23	\$ 578,701.19	\$ 27,984.55	\$ 115,424.90	\$ 79,190.45	\$ 723.10	\$ 12,480.38	\$ 17,594.91	\$ 2,337,522.88

TABLE NO. 18—OPERATING EXPENSES—ENTIRE

Name	Traffic					
	Superintendence	Outside agencies	Advertising	Traffic associations	Stationery and printing	Other expenses
Adams	\$ 41,347.95	\$ 2,432.60	\$13,632.29	\$ 2,249.47	\$14,473.67	\$ 437.74
American	16,185.56	1,998.30	387.00	3,196.66	32.59	31.73
Great Northern	48,324.74	7,783.16	215.00	7,125.77	5,642.62	31.73
Pacific	46,683.82	56,978.53	4,627.21	4,088.77	37,035.14	37.50
United States	57,734.00	84,301.58	11,298.42	5,222.71	37,331.55	37.50
Wells Fargo						
Total	\$ 202,656.57	\$ 151,414.85	\$30,501.83	\$14,671.81	\$97,129.84	\$ 639.17

TABLE NO. 19—OPERATING EXPENSES—ENTIRE

Name	Transportation Expenses—Continued				
	Stable supplies and expenses	Train employes	Train supplies and expenses	Transfer employes	Transfer expenses
Adams	\$ 1,196,171.48	\$ 895,108.03	\$ 23,607.43		
American	35,596.95	108,776.72	1,382.77	\$ 18,012.86	
Great Northern	355,846.52	746,969.29	3,726.69	102,986.33	\$ 12,713.29
Pacific	699,673.45	954,363.21	60,431.84	180,628.06	11,543.74
United States	1,005,066.43	691,863.36	3,726.69	211,152.00	4,726.80
Wells Fargo	282,979.71	255,067.06	12,266.78	3,865.00	79,783.43
Total	\$ 3,131,624.83	\$ 2,860,978.61	\$ 102,748.42	\$ 512,394.86	\$ 28,683.94

LINE—CONTINUED—EXPRESS COMPANIES

Expenses	Transportation Expenses						
	Total traffic expenses	Superintendence	Office employes	Commissions	Wagon employes	Office supplies and expenses	Rent of local offices
\$ 74,618.72	\$ 288,571.47	\$ 4,286,064.31	\$ 1,149,068.16	\$ 2,513,979.61	\$ 402,350.56	\$ 521,466.74	\$ 300,507.00
211,618.47	35,766.42	141,325.43	152,082.92	56,433.43	11,432.72	31,280.79	5,845.23
14,809.81	88,280.20	685,585.80	398,505.43	278,414.57	25,282.25	87,771.62	19,380.80
63,530.62	361,422.24	2,475,067.62	1,305,922.33	1,966,734.40	270,147.45	380,176.14	265,806.54
149,313.45	524,866.58	2,687,179.07	1,523,822.73	1,455,282.82	285,433.58	325,766.92	185,593.16
195,926.26							
\$ 800,322.33	\$ 1,218,077.01	\$10,068,192.25	\$ 4,407,501.68	\$ 9,929,870.53	\$ 1,024,064.53	\$ 1,375,594.21	\$ 774,333.05

LINE—CONTINUED—EXPRESS COMPANIES

Stationery and printing	Transportation Expenses—Continued							
	Loss and damage—Freight	Loss and damage—Money	Damage to property	Injuries to persons	Other expenses	Operating joint facilities—Dr.	Operating joint facilities—Cr.	Total transportation—Expenses
\$ 296,756.86	\$ 540,723.67	\$ 629,545.23	\$ 6,914.32	\$ 32,974.30	\$ 19,067.69	\$ 219,384.24	\$ 233,823.52	\$12,655,082.28
								16,282,961.53
					1.00	43,521.28	1,229.76	969,338.15
18,340.17	17,824.33	2,645.26	86.35	6,808.91	905.78	69,203.23	62,804.96	2,056,072.01
45,661.25	84,522.85	9,380.71	287.51	26,201.43	821.16	60,516.04	128,922.12	9,112,670.80
191,789.15	294,013.90	6,811.69	3,372.58	29,783.43	30,277.16	60,516.04	128,922.12	9,554,257.82
282,979.71	255,067.06	12,266.78	3,865.00	79,783.43				
\$ 828,368.14	\$ 1,301,762.01	\$1,610,617.77	\$14,620.00	\$ 146,238.73	\$ 51,162.73	\$ 424,075.41	\$ 434,978.03	\$50,548,072.09

TABLE NO. 20—OPERATING EXPENSES—ENTIRE

Name	General			
	Salaries and ex- penses of general officers	Salaries and ex- penses of clerks and attendants	General office sup- plies and ex- penses	Law expenses
Adams	\$ 155,260.24	\$ 452,330.85	\$ 48,480.56	\$ 100,785.17
American	3,943.85	28,589.49	3,218.13	1.45
Great Northern	28,566.77	89,668.60	6,894.27	16,854.01
Pacific	84,531.20	306,561.60	31,547.29	51,633.52
United States	74,771.38	495,445.27	47,590.63	34,183.76
Wells-Fargo				
<b>Total</b>	<b>\$ 347,073.44</b>	<b>\$ 1,372,625.81</b>	<b>\$ 137,739.88</b>	<b>\$ 203,455.01</b>

LINE—CONTINUED—EXPRESS COMPANIES

Expenses						
Insurance	Pensions	Stationery and printing	Other expenses	General admini- stration joint facilities—Dr.	General admini- stration joint facilities—Cr.	Total general ex- penses
\$ 83,040.48	\$ 13,310.82	\$ 27,046.17	\$ 120,660.58	\$ 467.34	\$ 814.10	\$ 1,000,568.11
6,381.59		1,595.70	998.51			1,413,911.11
647.65		5,655.13	2,057.82			44,725.82
19,932.67	5,167.26	10,880.32	3,443.68			150,374.25
24,999.12	18,908.33	27,482.98	44,416.73			513,697.54
\$ 135,001.51	\$ 37,386.41	\$ 72,660.30	\$ 171,577.32	\$ 467.34	\$ 814.10	\$ 3,891,084.03



TABLE NO. 21—OPERATING EXPENSES—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Lines	Recapitulation of Expenses									
	Maintenance		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	Amount	Ratio to operating revenues—Per cent
Adams	\$ 670,177.44	4.70	\$ 74,613.72	.52	\$12,525,682.28	87.77	\$ 1,000,568.11	7.01	\$14,271,041.55	90.49
American	688,306.75	3.62	311,618.47	1.64	16,582,961.53	87.29	1,413,911.11	7.45	18,996,797.86	85.15
Great Northern	22,893.75	2.94	14,899.81	1.91	696,338.15	89.41	44,725.82	5.74	778,877.53	74.45
Pacific	91,638.76	3.82	63,520.62	2.64	2,096,072.01	87.28	150,374.25	6.26	2,401,605.64	78.48
United States	366,775.78	3.02	149,353.45	1.47	9,112,670.80	89.85	513,697.54	5.06	10,142,497.57	95.27
Wells-Fargo	497,730.40	4.52	195,926.26	1.78	9,534,327.82	86.71	767,807.20	6.99	10,995,791.68	82.23
<b>Total</b>	<b>\$ 2,337,522.88</b>	<b>4.06</b>	<b>\$ 809,932.33</b>	<b>1.41</b>	<b>\$50,548,072.59</b>	<b>87.77</b>	<b>\$ 3,891,084.03</b>	<b>6.76</b>	<b>\$57,586,611.83</b>	<b>86.98</b>

TABLE NO. 22—TAXES AND ASSESSMENTS—ENTIRE LINE AND IOWA—EXPRESS COMPANIES

Name	Entire Line							Iowa total tax	
	Ad Valorem Tax		Specific Tax			Miscellaneous	Internal revenue, U. S. gov-ernment		Total
	On the value of real and personal property	On value of stocks or bonds, or on valuation based on earnings, dividends or other results of operation	On stocks, bonds, loans, etc.	On gross or net earnings, revenue or dividends	On traffic, or some physical quality of property operated, or on privilege				
Adams	\$ 101,112.55			\$ 61,155.68	\$ 51,817.10		\$ 31,394.85	\$ 245,479.68	\$ 3,325.91
American	119,806.13	\$ 178,339.06		1,150.00	19,017.87	\$ 617.76	34,426.78	353,357.60	4,418.31
Great Northern	6,300.77			28,129.50	932.00	22.80	4,389.55	39,774.62	110.35
Pacific	10,813.22	14,475.73		35,709.52	1,785.21		7,486.44	70,270.12	267.17
United States	71,561.03	3,038.31		35,212.39	5,233.45		8,354.45	123,399.63	2,861.58
Wells-Fargo	60,359.05	7,020.48		145,206.74	11,866.84	835.69	23,620.70	248,909.50	3,873.75
<b>Total</b>	<b>\$ 369,952.75</b>	<b>\$ 202,873.58</b>		<b>\$ 306,563.83</b>	<b>\$ 90,652.47</b>	<b>\$ 1,476.25</b>	<b>\$ 109,672.27</b>	<b>\$ 1,081,191.15</b>	<b>\$ 14,857.07</b>

TABLE NO. 23—COMPARATIVE GENERAL

Name	Assets				
	Expenditures for Real Property		Expenditures for Equipment		Stocks
	1910	1911	1910	1911	
Adams	\$ 3,992,599.25	\$ 3,961,095.30	\$ 2,468,808.45	\$ 2,607,090.32	\$23,194,746.39
American	7,448,571.20	7,630,235.92	2,492,406.18	2,709,617.99	21,246,330.35
Great Northern	5,383.67	11,739.94	80,634.22	95,484.08	
Pacific	322,000.89	312,456.48	327,877.10	324,831.60	
United States	1,535,977.93	1,505,818.44	1,238,717.55	1,440,849.35	381,801.75
Wells-Fargo	1,942,372.89	2,844,183.24	2,309,566.27	2,288,405.92	3,756,506.76
<b>Total</b>	<b>\$15,247,505.83</b>	<b>\$16,265,529.32</b>	<b>\$ 8,918,009.77</b>	<b>\$ 9,466,279.26</b>	<b>\$48,579,385.25</b>

a Includes securities.

TABLE NO. 24—COMPARATIVE GENERAL BALANCE

Name	Assets—Continued					
	Cash and Current Assets		Other Assets			
			Materials and Supplies		Sinking, Insurance and other funds	
	1910	1911	1910	1911	1910	1911
Adams	\$ 4,805,528.43	\$ 4,713,668.43	\$ 15,415.10	\$ 928.10		
American	15,412,288.93	17,562,527.24	115,708.19	165,255.07		
Great Northern	1,128,324.09	1,210,298.82		4,264.59		
Pacific	1,603,071.99	1,075,310.38	18,854.90	18,854.90		
United States	3,340,674.10	2,623,692.56	48,548.94	63,232.13		
Wells-Fargo	7,799,608.25	4,973,159.17	107,555.21	78,184.78		
<b>Total</b>	<b>\$34,089,495.79</b>	<b>\$32,158,656.60</b>	<b>\$ 306,082.34</b>	<b>\$ 330,719.57</b>		

BALANCE SHEET—EXPRESS COMPANIES

Owned	Assets					
	Funded Debt Owned		Other Permanent Investments			
			Physical Property		Securities	
	1911	1910	1911	1910	1911	1910
\$ 23,693,338.03	\$ 34,075,936.77	\$ 33,382,961.66	\$ 272,940.61	\$ 1,462,727.47	\$ 142,623.00	\$ 142,373.00
21,660,513.10	5,107,513.50	5,225,972.94	1,026,625.01	1,926,625.01	170,625.00	158,775.00
53,034.72						
	293,754.60	1,673.35		14,834.81		
387,001.75	4,230,626.47	4,545,076.47	3,344,031.44	543,986.33		2,035,814.82
4,098,065.37	4,183,762.28	9,979,044.16	2,146,923.48	2,135,508.76	5,783,807.01	6,116,099.96
<b>\$ 49,891,952.97</b>	<b>\$ 47,891,593.62</b>	<b>\$ 53,134,728.58</b>	<b>\$ 7,690,520.54</b>	<b>\$ 6,083,682.38</b>	<b>\$ 6,097,055.01</b>	<b>\$ 9,113,062.78</b>

SHEET—CONTINUED—EXPRESS COMPANIES

Assets—Continued						Increase	Decrease
Other Assets		Profit and Loss		Grand Total			
Sundries							
1910	1911	1910	1911	1910	1911	1911	1911
\$ 156,271.02	\$ 133,771.03			\$ 69,124,869.02	\$ 70,097,953.34	\$ 973,084.32	
	325.00			53,920,068.36	57,039,847.27	3,119,778.91	
280,000.00				1,494,341.98	1,374,822.15		119,519.83
6,000,000.00	6,000,000.00			8,566,159.48	7,747,961.52		818,197.96
779,739.70	777,102.13			14,900,117.88	14,582,573.98		317,543.90
6,092,265.12	1,603,236.85			34,122,367.27	34,115,888.21		6,479.06
<b>\$13,308,275.84</b>	<b>\$ 8,514,435.01</b>			<b>\$ 182,127,923.99</b>	<b>\$ 184,959,046.47</b>	<b>\$ 4,062,863.23</b>	<b>\$ 1,261,740.75</b>

TABLE NO. 25—COMPARATIVE GENERAL BALANCE SHEET—CONTINUED—EXPRESS COMPANIES

Name	Liabilities							
	Capital Stock		Funded Debt		Current Liabilities		Other Liabilities	
	1910	1911	1910	1911	1910	1911	1910	1911
Adams			\$36,000,000.00	\$36,000,000.00	\$ 7,754,875.72	\$ 6,866,364.10	\$ 1,040,946.92	\$ 1,137,873.40
American	\$18,000,000.00	\$18,000,000.00			17,437,131.71	18,103,918.70	93,787.41	177,856.70
Great Northern	1,000,000.00	1,000,000.00			204,484.67	234,313.93	107,046.41	108,906.36
Pacific	6,000,000.00	6,000,000.00			1,088,039.31	530,759.66		
United States	10,000,000.00	10,000,000.00			3,330,295.08	2,808,270.08	83,147.97	189,107.36
Wells-Fargo	23,967,400.00	23,967,400.00			6,212,737.08	5,157,886.79	285,175.42	316,810.48
Total	\$58,967,400.00	\$58,967,400.00	\$36,000,000.00	\$36,000,000.00	\$36,027,563.57	\$33,701,513.26	\$ 1,610,104.13	\$ 1,930,554.30

TABLE NO. 26—COMPARATIVE GENERAL BALANCE SHEET—CONTINUED—EXPRESS COMPANIES

Name	Liabilities						Increase	Decrease
	Accrued Interest on Funded Debt Not Yet Payable		Profit and Loss		Grand Total			
	1910	1911	1910	1911	1910	1911		
Adams	\$ 153,959.33	\$ 152,296.69	\$24,175,087.05	\$25,941,419.15	\$ 69,124,869.02	\$ 70,097,053.34	\$ 973,084.32	
American			18,389,149.24	20,758,071.87	53,920,068.30	57,039,847.27	3,119,778.97	
Great Northern			182,810.90	31,601.86	1,494,341.98	1,374,822.15		\$ 119,519.83
Pacific			1,478,120.17	1,217,201.86	8,566,159.48	7,747,961.52		818,197.96
United States			1,486,674.83	1,585,196.54	14,900,117.88	14,582,573.98		317,543.90
Wells-Fargo			3,657,054.77	4,673,790.94	34,122,367.27	34,115,888.21		6,479.06
Total	\$ 153,959.33	\$ 152,296.69	\$49,368,896.96	\$54,207,282.22	\$ 182,127,923.99	\$ 184,959,046.47	\$ 4,092,863.23	\$ 1,261,740.75

TABLE NO. 27—EQUIPMENT OWNED—

Name	Automobiles		Cars		Car Safes—Stationary	
	Number	Value	Number	Value	Number	Value
Adams .....						
American .....						
Great Northern .....						
Pacific .....						
United States .....					11	\$ 1,596.75
Wells Fargo .....						
<b>Total</b> .....					11	\$ 1,596.75

TABLE NO. 28—EQUIPMENT OWNED—

Name	Office Furniture and Fixtures	Office Safes	
	Value	Number	Value
Adams .....			
American .....			
Great Northern .....	\$ 397.22	6	\$ 307.00
Pacific .....			
United States .....	4,182.00	111	4,585.00
Wells Fargo .....	5,930.17	117	6,222.72
<b>Total</b> .....	\$ 10,509.39	234	\$ 11,114.72

IOWA—EXPRESS COMPANIES

Double Wagons		Four Wheel Trucks		Horses and Other Draft Animals		Messenger's Safes		Messenger's Packing Trunks	
Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
1	\$ 204.66	15	\$ 372.75	8	\$ 400.00				
1	150.00	289	5,780.00	53	6,625.00	159	\$ 946.36		\$ 1,643.40
7	1,976.07	341	8,355.95	73	9,370.40	42	452.30		
9	\$ 2,330.73	645	\$ 14,508.70	129	\$ 16,395.40	201	\$ 1,398.66		\$ 1,643.40

IOWA—CONTINUED—EXPRESS COMPANIES

Single Wagons		Sleighs		Stable Equipment Including Harness	All Other Equipment	Total Value
Number	Value	Number	Value	Value	Value	
3	\$ 360.00	1	\$ 22.75	\$ 45.30	\$ 52.80	\$ 2,162.57
58	5,800.00	1	180.00	956.00	2,334.12	34,778.63
59	10,078.68	27	885.50	2,378.72	3,907.91	49,558.42
120	\$ 16,238.68	40	\$ 1,088.25	\$ 3,380.02	\$ 6,294.92	\$ 86,499.62

TABLE NO. 29—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										\$ 852.56
American										
Great Northern	1,181	\$ 11,156.85								
Pacific		379.53								
United States		<sup>a</sup> 4,059.72				\$ 27.60				5,493.96
Wells-Fargo		5,204.50		\$ 13.09		269.67				6,224.60
<b>Total</b>	<b>1,181</b>	<b>\$ 20,800.60</b>		<b>\$ 13.09</b>		<b>\$ 297.27</b>				<b>\$ 12,571.12</b>

<sup>a</sup>Includes Foreign.TABLE NO. 30—FINANCIAL PAPER ISSUED—CONTINUED—NUMBER OF OFFICES—IOWA—  
EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued—Continued							Number of express 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		Total		
	Number	Value	Number	Value	Number	Value	Value		
Adams									
American									
Great Northern									
Pacific									
United States							\$ 11,156.85	11	11
Wells-Fargo	8	\$ 1.65					1,232.09	27	27
		8,355.99					9,582.93	301	301
<b>Total</b>	<b>3</b>	<b>\$ 8,357.64</b>					<b>20,067.85</b>	<b>310</b>	<b>408</b>
							\$ 42,039.72	<b>649</b>	<b>747</b>

TABLE NO. 31—EQUIPMENT OWNED—ENTIRE LINE—EXPRESS COMPANIES

Name	Automobiles		Cars		Car Safes— Stationary		Double Wagons		Four Wheel Trucks		Horses and Other Draft Animals		Messenger's Safes		Messenger's Packing Trunks	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
Adams	254	\$399,000.05			166	\$14,055.00	801	\$186,778.89	5,232	\$129,622.58	4,186	\$36,987.25	2,778	\$41,522.23	5,276	\$32,700.00
American					31	2,500.00	23	6,754.00	597	14,826.00	144	29,160.00	250	2,750.00	470	840.00
Great Northern & Pacific					228	94,631.00	793	135,217.50	2,977	64,799.65	2,768	542,123.41	2,264	17,461.78	2,718	39,283.00
United States	56	39,135.76			151	28,012.25	783	224,250.29	4,103	144,767.56	2,129	514,425.70	2,324	37,837.27	8,397	40,297.90
Wells-Fargo	312	\$477,447.31	124	\$375,822.50	621	\$144,189.25	2,410	\$372,610.72	15,310	\$364,000.10	11,227	\$1,712,706.61	7,617	\$9,251.62	17,511	\$170,275.90
<b>Total</b>																

aNo inventory was taken in 1911, account company discontinuing business.

TABLE NO. 32—EQUIPMENT OWNED—ENTIRE LINE—CONTINUED—EXPRESS COMPANIES

Name	Office Furniture and Fixtures		Office Safes		Single Wagons		Sleighs		Stable Equip- ment (In- cluding Harness)		All Other Equip- ment		Total	
	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value	Number
Adams	\$ 215,954.99	1,522	\$ 115,820.27	2,386	\$ 218,842.40	549	\$ 14,031.20	\$ 189,877.15					\$ 2,432,962.50	
American	2,807.08	229	16,835.00	84	10,073.00	57	1,800.00	1,396.00					2,709,017.99	
Great Northern & Pacific	92,760.05	1,779	60,229.53	1,691	149,269.29	407	\$,012.55	75,443.90					95,484.08	
United States	259,778.40	2,318	143,341.30	1,563	199,196.62	350	12,248.04	82,446.43					1,449,849.35	
Wells-Fargo													7,098,499.92	
<b>Total</b>	\$ 643,870.52	5,058	\$ 335,796.06	6,994	\$ 739,275.32	1,363	\$ 35,501.77	\$ 348,122.48					\$ 8,967,339.84	

aNo inventory was taken in 1911, account company discontinuing business.

TABLE NO. 33—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	960,181	\$ 10,082,608.21							872,637	\$10,046,813.61
American										
Great Northern	179,790	2,188,559.12	1,167	\$ 25,920.39	460	\$ 10,330.00				
Pacific	500,143	3,914,359.57							329,652	3,075,354.34
United States	a 1,532,487	a 15,119,242.23			a 59,046	a 1,275,670.00			848,549	9,548,546.99
Wells-Fargo	1,953,537	22,987,770.61	7,194	143,402.44	104,585	2,634,750.00	21,173	\$ 518,190.00	1,103,402	12,122,969.17
<b>Total</b>	<b>5,135,138</b>	<b>\$ 54,287,534.74</b>	<b>8,361</b>	<b>\$ 169,322.83</b>	<b>164,091</b>	<b>\$ 3,920,750.00</b>	<b>21,173</b>	<b>\$ 518,190.00</b>	<b>3,154,240</b>	<b>\$34,793,684.11</b>

a Includes foreign.

TABLE NO. 34—FINANCIAL PAPER ISSUED—CONTINUED—NUMBER OF OFFICES—ENTIRE LINE EXPRESS COMPANIES

Name	Statistics of Financial Paper Issued—Continued							Total value	Number of express offices in United States, June 30, 1911	Number of offices in United States at which money orders were on sale June 30, 1911
	Telegraphic Transfers		Letters of Credit Issued		Other Forms of Remittance Paper Issued					
	Number	Value	Number	Value	Number	Value				
Adams										
American							\$ 20,129,416.82	5,895	4,273	
Great Northern							306,383,339.13	7,212	6,003	
Pacific							2,219,809.51	784	745	
United States							6,989,713.91	1,951	1,916	
Wells-Fargo	959	\$ 107,328.29	25	\$ 62,412.15	35,841	\$ 1,757,661.81	27,870,861.47	4,734	4,657	
		1,130,655.50					39,537,737.72	5,100	4,306	
<b>Total</b>	<b>959</b>	<b>\$ 1,237,983.79</b>	<b>25</b>	<b>\$ 62,412.15</b>	<b>35,841</b>	<b>\$ 1,757,661.81</b>	<b>\$ 403,130,878.56</b>	<b>25,676</b>	<b>22,800</b>	

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