

TABLE 7—SUMMARY OF CRIMINAL STATISTICS.

Summary of Reports of Clerks of the District Court for Six Years.
Ending June 30, 1918.

Year ending June 30	No. sentenced to reformatory or penitentiary	No. sentenced to jail, fines, etc.	No. of acquittals	No. of dismissals	Amount of fines imposed by district court	Salary of county attorneys	Compensation of assistant county attorneys	Expenses of county attorney's office other than salary	Expenses of criminal prosecutions other than county attorney's salary and expenses
1913	492	1,111	164	717	\$106,539.00	\$110,793.06	\$ 25,100.66	\$9,403.57	\$ 503,005.31
1914	413	913	166	845	93,850.80	112,651.41	21,064.39	7,941.89	461,906.77
1915	536	1,251	188	895	149,446.00	109,505.15	21,793.24	9,631.85	489,558.43
1916	617	1,295	186	846	128,837.58	111,012.19	24,033.00	7,959.32	476,566.97
1917	504	1,356	193	774	140,279.00	113,433.52	21,028.48	9,495.49	426,043.49
1918	481	1,091	135	806	114,361.42	110,810.88	26,914.05	6,167.30	433,159.57

FORTIETH ANNUAL REPORT

OF THE BOARD OF

Railroad Commissioners

FOR THE

YEAR ENDING DECEMBER 3, 1917

JNO. A. GUIHER, Chairman
 DWIGHT N. LEWIS, Commissioner
 CHARLES WEBSTER, Commissioner

GEO. L. McCAUGHAN, Secretary

ERRATA.

No. 8074—1917.

ELECTRICAL INTERFERENCE BETWEEN TRANSMISSION, TELEPHONE AND TELEGRAPH LINES.

On page 11, the Decision and Order of the Board in the above case is marked "Decided December 30, 1917." This should be "Decided December 30, 1916."

No. 8099—1917.

TRAVELERS' PROTECTIVE ASSOCIATION, BY C. R. ROHDE, AND IOWA STATE MANUFACTURERS' ASSN. VS. A. T. & S. F. RY. CO., ET AL.

On December 1, 1917, the Board suspended its opinion and order of November 2, 1917, in the above case, as reported on pages 138 to 142 of this Report, pending argument on carriers' petition for rehearing.

LETTER OF TRANSMITTAL.

TO THE HONORABLE W. L. HARDING,

Governor of Iowa.

In accordance with the provisions of Section 2114, Code of Iowa, 1897, we herewith submit to you the Fortieth Annual Report of this Commission, for the year ended December 3, 1917.

Respectfully submitted,

Jno. A. Guiher, Chairman,
Dwight N. Lewis, Commissioner,
Charles Webster, Commissioner.

December 3, 1917.

ROSTER.

JNO. A. GUIHER, Chairman.
 DWIGHT N. LEWIS, Commissioner.
 CHARLES WEBSTER, Commissioner.
 GEO. L. McCAUGHAN, Secretary.

GENERAL OFFICE.

E. W. LUDLOW.....Chief Clerk
 F. W. FOSS.....Reporter
 L. C. DONOHUE.....File Clerk
 H. A. FRANKLIN.....Stenographer
 HALE DICKERSON.....Stenographer
 W. E. KERSEY.....Clerk

RATE DEPARTMENT.

A. T. SINDEL.....Chief Clerk
 W. F. PARSONS.....Rate Clerk
 J. L. SMITH.....Rate Clerk
 CYNTHIA TAYLOR.....Tariff Clerk and Stenographer

ENGINEERING DEPARTMENT.

THOS. H. BOYLAN.....Signal Engineer
 HOWARD S. PHELPS.....Electrical Engineer
 FANNIE FLANAGAN.....Stenographer
 MARIE FLOOD.....Stenographer

STATISTICAL DEPARTMENT.

LACEY WALKER.....Statistician
 FLORENCE NELSON.....Stenographer

COMMERCE COUNSEL'S DEPARTMENT.

J. H. HENDERSON.....Commerce Counsel
 WALTER CONDRAN.....Assistant Commerce Counsel
 EDNA J. BAILEY.....File Clerk and Stenographer
 HELEN PELTON.....Stenographer

REPORT OF THE RAILROAD COMMISSIONERS

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 613 complaints, distributed as follows: Involving Railroad Companies, 546; against Express Companies, 14. In addition to these there were 13 applications for permission to condemn additional right-of-way by Railroad Companies and 40 cases involving electric transmission lines.

COMPARATIVE EARNINGS AND OPERATING EXPENSES IN IOWA, ENCLUDING MILEAGE AND EARNINGS PER MILE

Year Ended June 30	Mileage-ex- cluding change rights	Earnings	Expenses	Net earnings	Net earnings per mile of road
1878	4,157.15	\$80,714,493.07	\$12,965,950.23	\$ 8,148,545.84	\$1,900.12
1879	4,936.04	21,340,709.44	12,904,430.22	8,430,288.22	1,695.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,891.58	2,181.00
1881	5,425.98	28,462,181.91	16,788,404.89	11,673,777.02	2,149.63
1882	6,337.43	32,023,966.03	20,512,396.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,460.50	11,605,904.27	1,664.45
1884	7,249.25	35,735,271.85	23,350,916.03	12,384,355.82	1,664.45
1885	7,478.43	39,125,587.45	25,655,381.54	13,470,205.91	1,745.34
1886	7,564.67	39,063,165.54	22,921,555.10	13,161,610.44	1,730.87
1887	7,997.50	37,529,730.62	24,152,900.71	13,376,829.91	1,675.50
1888	8,346.31	37,295,636.68	25,307,163.92	10,988,472.76	1,377.73
1889	8,340.00	37,138,359.75	25,286,309.30	11,852,050.45	1,430.19
1890	8,412.72	41,313,133.69	27,326,282.83	14,021,849.76	1,666.75
1891	8,413.16	43,102,392.25	28,629,292.77	14,463,100.38	1,719.15
1892	8,467.34	45,711,635.52	29,655,596.34	14,028,559.98	1,675.02
1893	8,461.76	45,003,680.51	32,622,394.43	12,381,686.09	1,474.81
1894	8,489.88	46,699,679.92	32,020,581.03	13,679,148.89	1,603.53
1895	8,486.33	45,835,910.47	34,726,072.46	11,109,838.02	1,309.25
1896	8,465.07	41,841,292.55	38,785,632.59	13,105,639.96	1,542.85
1897	8,478.63	38,369,503.04	35,336,714.33	13,032,788.66	1,513.64
1898	8,484.16	45,944,597.60	29,815,631.67	16,128,965.93	1,901.84
1899	8,514.51	49,466,138.44	31,470,771.68	16,995,366.76	1,994.04
1900	9,171.49	52,074,571.77	35,469,424.92	16,605,146.79	1,816.04
1901	9,353.90	54,764,635.95	37,449,971.10	17,314,664.85	1,831.99
1902	9,485.22	59,170,539.34	39,876,480.47	19,294,058.87	2,064.12
1903	9,465.90	57,159,683.00	40,732,847.00	16,433,335.99	1,730.65
1904	9,833.52	57,492,035.10	42,694,090.85	14,797,944.25	1,529.83
1905	9,826.77	58,474,377.60	41,954,330.94	16,519,846.72	1,681.11
1906	9,827.28	65,856,083.49	46,710,090.54	19,145,992.95	1,948.24
1907	9,817.23	72,806,331.94	51,112,377.00	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,867.01
1909	9,809.22	69,465,315.65	50,673,878.42	18,791,440.23	1,867.00
1910	9,731.65	74,890,435.34	53,681,254.54	19,809,410.80	1,916.23
1911	9,871.81	78,872,413.92	60,628,539.43	18,243,874.49	1,848.08
1912	9,901.66	79,295,881.43	59,791,778.06	19,504,103.77	1,966.70
1913	9,689.20	80,276,192.41	65,162,511.42	21,113,680.99	2,124.18
1914	10,018.92	88,537,013.50	66,338,471.51	22,199,141.93	2,215.92
1915	10,002.39	88,444,265.31	65,368,468.61	23,069,801.80	2,307.55
1916	9,994.24	92,350,838.89	68,362,176.42	23,987,662.47	2,396.12
*1916	9,942.75	96,388,402.67	70,904,673.46	27,383,729.22	2,754.14

*Year ended December 31.

The foregoing table shows an apparent decrease in mileage of steam railways of 51.59 miles. This is accounted for as follows: Atlantic Southern Railway Co., a decrease of 36.60 miles on account of line abandoned; Chicago Anamosa & Northern, a decrease of 33.70 miles on account of line abandoned; Crooked Creek Railroad & Coal Co., a decrease of 17.61 miles on account of line sold to Ft. Dodge, Des Moines & Southern; Dubuque & Sioux City, an increase of .02 mile on account of remeasurement of tracks; Minneapolis & St. Louis Railroad Co., an increase of 36.88 miles on account of 36.60 miles of Iowa Central & Western Ry. being merged with this Company and .28 mile additional track laid during previous years but not reported heretofore; and an apparent decrease of .58 mile is caused by omission of Omaha Bridge & Terminal Co. which was formerly reported in this mileage.

TERMINAL COMPANIES—ALL IN IOWA

Year ended June 30	Mileage—all tracks	Gross earnings	Operating expenses	Net earnings	Net earnings per mile of road	Amount outstanding—stock	Amount outstanding—debt
1908	70.27	\$500,062.16	\$335,440.58	\$167,621.58	\$ 2,374.42	\$2,800,070.00	\$ 721,500.00
1909	55.95	457,345.23	322,900.63	165,437.30	2,978.19	2,805,150.00	671,000.00
1910	60.24	359,700.88	76,070.82	283,630.06	4,709.33	2,805,150.00	671,000.00
1911	46.90	328,813.91	107,847.09	220,966.82	4,712.09	1,040,500.00	671,000.00
1912	48.68	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913	49.67	345,005.14	106,867.89	244,137.25	4,865.29	918,200.00	671,000.00
1914	49.23	353,222.23	110,830.74	244,401.54	4,962.47	924,300.00	671,000.00
1915	51.82	302,678.69	111,827.23	250,821.43	4,827.40	940,300.00	671,000.00
1916	51.43	455,407.50	100,786.92	374,620.58	5,339.70	965,500.00	671,000.00
*1915	51.61	474,112.48	191,738.99	282,383.49	5,471.49	807,500.00	671,000.00

*Year ended December 31.

The reports of the Terminal Companies show an increase in mileage of .18 mile on account of .09 mile of new line constructed by the Des Moines Terminal Company and .09 mile of new line constructed by the Des Moines Western Railway Company.

BRIDGE COMPANIES—ENTIRE LINE

Year ended June 30	Mileage	Gross earnings	Expenses	Net earnings	Net earnings per mile of road	Amount outstanding—stock	Amount outstanding—debt
1908	26.26	\$073,727.38	\$122,468.61	\$851,268.77	\$ 32,416.93	\$0,875,800.00	\$ 1,274,462.40
1909	27.67	675,873.45	41,976.96	633,896.49	21,850.96	9,875,800.00	2,750,000.00
1910	27.70	638,415.39	19,005.92	619,409.47	22,359.19	9,875,800.00	2,750,000.00
1911	31.28	670,292.55	35,069.83	635,222.72	20,439.43	9,875,800.00	2,750,000.00
1912	32.88	497,446.45	18,447.12	478,999.33	14,705.69	9,875,800.00	1,000,000.00
1913	35.78	415,889.50	48,873.96	372,015.54	10,397.31	9,875,800.00	1,000,000.00
1914	36.28	567,785.64	30,581.97	537,203.67	14,807.18	9,875,800.00	-----
1915	37.11	582,519.71	17,507.15	565,012.56	15,235.36	9,875,800.00	-----
1916	37.38	548,438.21	30,903.20	522,495.11	13,977.66	9,875,800.00	-----
*1916	37.23	530,575.61	29,491.96	500,083.65	13,396.29	9,875,800.00	-----

*Year ended December 31.

The mileage of the Bridge Companies shows a decrease of .05 mile on account of remeasurement of tracks of the Omaha Bridge & Terminal Company.

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ending June 30	Mileage—single track	Gross earnings from operation	Operating expenses	Net earnings from operations	Net earnings per mile
1903	98.27	\$ 228,444.55	\$ 132,030.87	\$ 96,823.68	\$ 976.10
1904	102.41	342,559.44	217,389.41	125,239.03	1,222.91
1905	131.41	497,644.96	316,795.65	180,849.31	1,194.43
1906	182.20	679,576.31	304,469.54	375,086.77	1,882.54
1907	184.51	770,838.35	439,753.34	335,585.01	1,819.11
1908	245.18	642,780.00	601,746.11	241,034.49	1,309.95
1909	361.91	1,328,279.22	734,586.61	623,692.61	1,447.02
1910	373.92	1,450,136.37	951,809.75	498,242.64	1,322.48
1911	342.25	1,695,691.39	1,100,354.31	655,637.08	1,735.29
1912	342.74	1,823,191.65	1,272,840.09	550,851.56	1,607.19
1913	364.23	2,330,833.21	1,458,024.17	875,761.04	2,393.98
1914	427.73	2,682,102.34	1,732,077.17	900,030.17	2,214.48
1915	472.48	2,923,032.97	1,896,925.30	1,027,107.61	2,173.86
1916	489.31	3,150,044.10	1,967,476.15	1,132,627.95	2,304.71
*1916	491.10	3,063,929.20	2,131,591.38	1,428,928.62	2,909.65

*Year ended December 31.

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Stock			Debt		
	Mileage	Amount outstanding	Amount per mile	Mileage	Amount outstanding	Amount per mile
1908	192.57	\$ 6,709,300.00	\$ 35,359.00	188.47	\$ 3,912,000.00	\$20,755.61
1909	370.85	13,785,319.82	37,172.23	364.45	9,534,700.00	27,339.43
1910	395.99	14,773,651.11	37,308.22	388.59	11,205,900.00	28,959.49
1911	389.84	14,559,957.40	38,407.63	386.54	12,112,000.00	31,339.73
1912	461.39	16,255,954.69	40,442.90	397.00	16,273,544.90	33,356.48
1913	462.87	15,497,322.00	38,822.63	423.02	16,215,900.00	38,333.06
1914	636.17	19,722,754.00	31,019.29	589.45	23,903,305.30	40,362.47
1915	469.68	13,334,763.67	28,391.17	442.55	18,810,000.00	42,563.67
1916	490.51	15,483,652.25	32,222.12	476.64	19,647,000.00	41,219.79
*1916	491.10	16,830,178.73	34,270.37	484.43	20,740,500.00	42,778.91

*Year ended December 31.

Electric Interurban Railway Companies report an increase of 7.79 miles since the last report, which is accounted for as follows:

Ft. Dodge, Des Moines & Southern reports 4.65 miles new line constructed and 4.9 miles which was previously reported as side track is now reported as main line mileage; The Cedar Rapids & Iowa City Railway reports a decrease of .01 mile on account of rearrangement of track at terminal at Cedar Rapids; The Interurban Railway Company reports 2.99 miles of line sold; the Waterloo, Cedar Falls & Northern reports 1.24 miles new line constructed.

The entrance of the United States into the great war makes the transportation systems of the country of more importance than ever before. It is probable that their carrying capacity will be strained to an extent heretofore unheard of. In order that the railroads perform their full duty, it is essential that their physical property be kept up in the best possible condition, and the efforts of this Board will be directed to that end. However, there are many things which in normal times are highly desirable but add nothing to the efficiency of a railroad as a transportation agency nor to the protection of life of employes or the public, such as new depots and the like, and it is not the intention of this Commission to make orders compelling the expenditure of railroad funds during the war for any purposes but those which, in the judgment of the Commission, are necessary for the protection of life or which will assist in the expeditious handling of

war traffic. It will, of course, be considered that the prosperity of the community, in the transaction of ordinary business not directly connected with the war, is a vital and necessary condition in its prosecution.

Among those things which the Board believes should have the attention of the General Assembly, is legislation giving this Board power to remove obstructions to the view of approaching trains at highway crossings. It frequently occurs that a high bank, a clump of trees or something in the nature of a temporary obstruction to the view is located on private ground near an intersection of the highway by a railroad track. These obstructions are often times of great danger and there is no way in which their removal can be ordered by public authority.

TRACK SCALES.

The Commission respectfully calls attention to its former recommendations regarding inspection of track scales and endorses them. It is also suggested that, when such authority over track scales is granted, proper equipment be authorized for the supervising body.

ORGANIZATION OF THE BOARD.

E. D. Chassell having been appointed by Governor George W. Clarke to fill vacancy left by Commissioner J. H. Wilson, deceased, qualified on December 16, 1916, took the oath of office and assumed the duties thereof on that date.

Commissioner Thorne having resigned January 3, 1917, Governor George W. Clarke appointed Dwight N. Lewis to fill the vacancy. Mr. Lewis qualified on January 3, 1917, took the oath of office and assumed the duties thereof on that date.

On January 3, 1917, the Board organized, electing Jno. A. Guhier chairman and Geo. L. McCaughan secretary.

Commissioner Chassell having resigned November 5, 1917, Governor W. L. Harding appointed Mr. Charles Webster, of Waueoma, Iowa, to fill the vacancy. Mr. Webster qualified on November 5, 1917, took the oath of office and assumed the duties thereof on that date.