State of Jowa 1925

Forty-Eighth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1925

DWIGHT LEWIS, Chairman. CHARLES WEBSTER, Commissioner. B. M. RICHARDSON, Commissioner.

GEO. L. McCAUGHAN, Secretary

Published by THE STÅTE OF IOWA Des Moines Buot, la since

Forty-Eighth Annual Report

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Railroad Commissioners

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Year Ending December 1, 1925

INVIGHT LEWIS, CHRISCHELLE, CHARLES WILBETTEL, CESCHERTER, N. M. MICHARISON, COMMUNICE,

GEO. IL MCCAUGHAN, Becreuit

LETTER OF TRANSMITTAL

To the Honorable John Hammill,

Governor of Iowa.

In accordance with the provisions of Sections 253 and 7912, Code of Iowa, 1924, we herewith submit to you the Forty-eighth Annual Report of this Commission, for the year ended December 1, 1925.

Respectfully submitted.

DWIGHT LEWIS, Chairman,
CHARLES WEBSTER, Commissioner,
B. M. RICHARDSON, Commissioner.

December 1, 1925.

ROSTER

DWIGHT LEWIS, Chairman. CHARLES WEBSTER, Commissioner. B. M. RICHARDSON, Commissioner. GEO. L. McCAUGHAN, Secretary.

GENERAL OFFICE
LEE S. GREEN Chief Clerk FRED W. FOSS. Reporter CECILE BOYD Stenographer HARRY C. HOPKINS Stenographer TED LARSON File Clerk
RATE DEPARTMENT
W. F. Parsons Chief Rate Clerk B. C. Druby Rate Clerk P. J. O'Leary Asst. Rate Clerk C. A. Hansen Asst. Rate Clerk Cynthia Taylor Tariff Clerk and Stenographer
ENGINEERING DEPARTMENT
ENGINEERING DEPARTMENT HERMAN A. FRANKLIN Signal Engineer O. E. BOYD. Asst. Signal Engineer GEORGE CHARLESWORTH Electrical Engineer OSCAR MARGUSEN Asst. Electrical Engineer CATHERINE SWIFT Stenographer
STATISTICAL DEPARTMENT
C. Baille Ellis. Statistician C. S. Keve. Asst. Statistician
COMMERCE COUNSEL'S DEPARTMENT
J. H. HENDERSON. Commerce Counsel WALTER CONDRAN Asst. Commerce Counsel STEPHEN ROBINSON. Law Clerk EDNA J. HENDERSON Clerk ALICE STERZING Stenographer
MOTOR CARRIER DEPARTMENT
L. C. Donohoe Chief Clerk L. B. Hibbs Clerk C. L. PRICE Inspector and Tax Clerk LEO W. BRAWFORD Inspector BERT F. KELTZ Inspector JOHN H. GILLESPIE Tax Examiner and Auditor ESTHER BERLOVICH File Clerk and Stenographer FRANCES NEWLEN Stenographer LEONA NEWQUIST Stenographer
VALUATION DEPARTMENT Valuation Counsel
J. A. RALLS

JAMES E. EUBANK......Valuation Agent E. L. GARDNER......Valuation Agent

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, 695 complaints, distributed as follows:

Involving	Railroad Companies 142
	Express Companies 5
Involving	Condemnation Cases 1
Involving	Electric Transmission Lines 174
Involving	Motor Carriers 371
Involving	Warehouses 2

ORGANIZATION OF THE BOARD

On January 2, 1925, B. M. Richardson, of Linn County, having been elected to succeed Fred P. Woodruff, of Marion County, and having taken the oath of office, assumed the duties thereof.

On January 13, 1925, the Board organized and elected Dwight Lewis Chairman for the year 1925, and Geo. L. McCaughan Secretary, we led as no share when 18.0 to do not we share not to send

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

Year Ended June 30	Milenge- Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878 1 50 20	4,157,35	8 20,714,495.07	8 12,565,950.23	8 8,148,545,84	\$ 1,960.1
1879		21,340,709,44	12,904,420,92	8,436,288,52	1.925.8
1880	4,977.01	24,837,545,35	13,082,653.77	10,854,894.58	2,181.0
1881		28,452,181,91	16,788,404.39	11,663,777.58	2,149.6
1882	6,887,48	32,028,966,03	20,512,892.05	11,511,572.98	1,816,4
1883	7,014.05	34,483,854.77	22,827,450.50	11,605,904.27	1.654.4
1884	7,249,25	35,735,271.85	23,250,916.03	12,484,355,82	1,654.4
1885	7,478,43	36,123,587,45	23,003,581.04	13,030,005,41	1.742.5
1880	7,564.67	36,003,106,54	22,931,555,10	13,161,551,44	1,739.8
1887	7,997.50	87,529,730.62	24,152,990,71	13,376,739,91	1,672.5
1888	8,346.81	37,295,586.68	25, 297, 163, 92	10,998,422,76	1.377.7
1889	8,346,00	37,138,399.75	25,286,309.30	11,852,000.45	1,420,1
1800	8,412,72	41,318,133,60	27,290,282.83	14,021,849,76	1,666.7
1891	8,418,10	43,102,399.35	28,639,292.77	14,463,100.58	1,719.1
1892	8,407,34	43,741,686.52	29,659,006.54	14,082,580,98	1,675.0
1803	8,401.76	45,003,689,51	32,622,594.43	12,381,086.09	1,474.8
1894	8,480,88	40,699,670.92	28,020,531.08	12,679,148.89	1,498.0
1895	8,480,30	35,835,910.47	24,726,072.45	11,109,838,02	1,309.2
1896	8,495.07	41,841,292,55	28,735,652.50	13,105,639.96	1,542.8
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	1,518.1
898	8,484.16	45,914,596.00	29,813,031.67	16,125,564.33	1,901.8
800	8,514.51	48,466,158.44	31,476,771.68	16,986,386.76	1,994.6
1960	9,171.49	32,074,571.77	35,409,424.92	16,655,146,79	1,815.0
1901	9,353.90	54,764,685.95	37,440,971.10	17,314,664.85	1,851.0
1902	9,485,22	59,170,526,34	39,876,480.47	19,294,045.87	2,084
1908	9,496,60	57,159,083.09	40,752,847.00	16,433,235,49	1,730.5
1904	9,808.52	57,692,095.10	42,694,060.85	14,998,034.25	1,539.8
1966	9,826,77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.1

COMPARATIVE EARNINGS AND OPERATING EXPENSES-Continued

Year Ended June 39	Mileage— Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1906	8,827.28 9,817.23	65,856,083.49 72,826,3.1.94	46,710,000,54 51,112,377.66	19,145,992.95 21,713,934.28	1,948.24 2,211.85
1909	9,809.22	67,748,2,9,53 69,406,318,65 74,890,965,31	49,491,027.91 50,673,876.42 59,081,554.54	18,257,251.62 18,731,449.23 15,809,410.80	1,857.61 1,897.96 1,616.20
1911 1912 1913	9,871.81 9,901.86 9,939.20	78,872,412.92 76,295,881.48 86,275,192.41	60,628,526,43 59,791,778.66 65,162,511.42	18,243,886,49 16,304,102.77 21,112,680.99	1,848.08 1,666,76 2,124.18
1914	10,018,92 10,002,39 9,994,34	88,537,613.50 88,444,255.31 92,250,868.80	66,338,471.51 65,363,453.51 68,363,170,42	22,199,141.93 23,080,801.80 23,887,688.47	2,215.99 2,307.58 2,390.19
1916—Dec. 31	9,942.75 9,871.78	18,288,402.67 103,192,601.65	70,904,673.45 81,637,015.19	27,883,729.22 21,555,586.47	2,754.14 2,183.56
1918—Dec. 31	9,841.99	117,851,156,00 134,719,330.84 157,587,018.20	118,651,137.29 127,963,671.90 167,325,291.87	4,190,998.80 6,755,658.94 *9,788,278.67	426.77 686,41 *194.44
1921—Dec. 31	9,835,00 9,827,37	148,569,282,24 148,921,716.22 153,216,540.96	138,621,111.96 125,184,568.44 181,589,054.44	9,888,170.28 18,737,117.78 21,627,486.51	1,004.66 1,905.01 2,200.74
1924—Dec. 31	9,834.17	143,547,950.68	120,996,195.83	22,550,863.85	2,293.11

*Operating deficit.

There is an apparent increase in mileage of steam railways in Iowa, of main track owned, of 6.84 miles made up as follows:

Chicago, Burlington & Quincy R. R. shows increase of 6.65 miles, remeasurement.

Chicago, Rock Island & Pacific Ry. shows increase of .29 miles in main line.

Minneapolis & St. Louis R. R. shows increase of .08 miles in main line.

Union Pacific R. R. shows increase of .02 miles in main line.

Chicago, Milwaukee & St. Paul Ry. shows decrease of .02 miles, remeasurement.

Thomas W. Griggs R. R. shows decrease of .11 miles, abandonment.

Wabash Ry, shows decrease of .07 miles in main line. Total increase, 6.84 miles.

TERMINAL COMPANIES-ALL IN IOWA

Year Ended June 30	Mileage -All Tracks	Gross	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1908 1909 1910	50.27 58.98 60.24 46.90	\$503,062.16 457,946.93 359,700.88 328,843.91		\$167,031,58 165,037,30 288,630,26 220,066,82	5 3,334.42 2,796.19 4,709.33 4,712.09	\$2,800,050.00 2,866,150.00 2,866,150.00 1,040.500.00	\$ 721,500.00 671,000.00 671,000.00 671,000.60

TERMINAL COMPANIES-Continued

Year Ended June 30	Mileage —Ali Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1912 1913 1914 1915	48.63 49.67 49.25 51.82 51.43	327,949.04 318,006.34 356,222.38 382,678.06 435,407.50	110,960.55 106,837.89 110,820.74 111,857.23 160,786.92	216,988.49 241,167.25 241,401.54 250,821.43 274,620.58	4,462,03 4,855,39 4,962,47 4,887,49 5,339,70	918,200.00 918,200.00 934,800.00 949,300.00 956,500.00	671,000.00 671,000.00 671,000.00 671,000.00 671,000.00
1916— Dec. 31 1017—	TO ANY CHI	474,112.48 527,785.30	191,728.99 223,659.02	292,388.49 304,126.28	5,471.49 5,719.88	887,500.00 1,056,500.00	671,000.00
Dec. 31 1918— Dec. 31	58.17 55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	
Dec. 31	59.69	718,497.59	375,800.07	342,688.52	5,741.13	1,118,500.00	
1920— Dec. 31 1921—		801,439.19	470,358.11	421,686.08	6,804.88	1,118,500.00	
Dec. 81 1922— Dec. 31	and the same	\$93,835.14 493,904.42	290,800.55	923,917.59 281,210.40	9,705.88	1,118,500.00	450,096.65
1923— Dec. 31	68.90	434,626,47	245,784.22	188,842.25	2,740.81	1,258,500.00	none
1924— Dec. 31	72.27	624,780.36	248,532.41	376,247 95	5,206.14	1,259,500.00	618,862.76

The mileage of terminal companies shows an increase of 3.48 miles, all tracks, which is accounted for as follows: Sioux City Terminal shows an increase of 2.16 miles net on account of yard track constructed. Des Moines Union shows an increase of .7221 miles in new lines constructed. The Iowa Transfer Co. shows an increase of .6066 mile new lines constructed.

BRIDGE COMPANIES-ENTIRE LINE

Year Ended June 30	Milenge	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1908	26.26	8073,727.38	\$122,458.61	8851,268.77	\$ 32,416,98	\$9,875,800.00	# 1,274,462.46
1910	27.67	675,873.45	41,976.96 19,006.92	633,896.49	21,850,96	9,875,800.00	2,750,000.00
1911	31.58	670,262.95	25,060.85	645,198.10	20,430,43	9,875,800.00	2,750,000.00
1912		497,446,45	18,447,12	478,909.33	14,793.00	9,875,800.00	1,000,000.00
1913	35.78	415,880.90	43,873,95	372,015.95	10,397,31	9,875,800.00	1,000,000.00
1914	36.28	567,785.64	30,581.07	537,204.57	14,807.18	9,875,800.00	1,000,000.00
1915	37.11	582,519.71	17,507.15	565,012.56	15,225.35	9,875,800.00	1,750,000.00
1916	37.38	543,438.31	20,953,20	522,485.11	13,977.66	9,875,800.00	1,750,000.00
Dec. 81	37.33	520,575.61	20,491.96	500,083.65	13,396.29	9,875,800.00	1,750,000.00
Dec. 31	38.04	502,257.71	22,769.05	479,483.66	12,604.85	9,875,800.00	1,700,003.97
Dec. 31	39.91	635,292.98	21,288.42	614,001.51	15,384,73	9,875,800.00	1,688,801.61
Dec. 31 1990—	43.19	750,871.94	25,528.00	725,343,94	16,794.25	9,875,800.00	1,718,184.84
Dec. 81	43,27	484,370.78	34,867.67	399,503.11	9,232.79	9,875,800.00	1,712,604.00

BRIDGE COMPANIES-ENTIRE LINE-Continued

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding —Stocks	Amount Outstanding —Debt
1921— Dec. 31	36.40	351,176.86	89,551.98	811,624.88	8,561.12	7,945,800.00	1,730,793.8
Dec. 31	86.50	337,960.66	43,802.85	294,157.81	8,050.11	7,945,800.00	1,762,947.00
Dec. 31	36.50	347,306.27	62,614.08	284,602.19	7,799.79	7,945,800.00	1,783,565.0
Dec. 31	36.87	214,988,92	61,244.76	253,744.16	6,882.02	7,945,800.00	1,802,436.74

The mileage of bridge companies shows an increase of .37 mile in 1924.

ELECTRIC INTERUBRAN COMPANIES-COMPABATIVE STATISTICS

Year Ended June 30	Mileage —Single Track	Gross Earnings From Operations	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1009	98. 27 102. 41 151. 41 183. 30 184. 51 245. 18 361. 91 373. 92 343. 25 342. 74 324. 77 472. 48 483. 31 491. 10 510. 20 512. 18 515. 50 522. 82 520. 88 526. 55	\$ 225,444,55 342,550,44 497,644,66 620,576,51 570,335,50 7,435,50 7,435,50 7,435,50 7,435,50 7,435,50 7,435,191,66 7,935,191,66 7,935,191,60 7,935,191,60 7,935,191,60 7,935,191,60 7,935,191,60 7,945,85 7,945,195,21 7,945,195,195,195,195,195,195,195,195,195,19	\$ 132,620,87 217,320,41 316,736,05 304,486,54 476,755,34 691,744,560,61 754,866,73 1,100,354,36	\$ 95,822,68 125,229.03 180,849.91 225,089,349.91 225,089,349.91 225,089,349.92 341,034,492.61 545,637,08 550,831.50 850,831.50 850,831.50 850,831.50 1,425,089.62 1,425,089.62 1,425,089.62 1,425,089.62 1,425,099.63 1,335,552.69 86,711.52 1,335,562.60 86,711.52 1,335,562.60 86,711.52 1,335,563.00 878,346.39 779,236.30	\$ 976.10 1,222.01 1,104.42 1,222.61 1,104.42 1,202.61 1,202.62 1,202.62 1,202.62 2,234.62 2,234.62 2,246.31 2,100.00 2,146.31 2,160.00 1,408.13 1,408.13

ELECTRIC INTERURBAN COMPANIES-Continued

Company of the company		Stock	1555	10.50	Debt	1101
Year Ended June 30	Mileage Owned -Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1906 1900 1910 1911 1912	370.85 395.99 389.81	\$ 6,700,300.00 15,785,319.32 14,773,651.11 14,905,987.40 16,225,904.66	37,172,22 37,308,22	188,47 364,45 338,50 386,54 397,90	\$ 3,912,000.00 9,984,700.00 11,288,900.00 12,112,900.00 13,278,544.00	\$20,756.61 27,210.45 28,969.86 31,836.73 33,356.48

ELECTRIC INTERURBAN COMPANIES-Continued

		Stock		Debt		
Year Ended June 30	Mileage Owned -Single Track	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1913 1014 1015 1915 1916 - Dec. 31 1917 - Dec. 31 1917 - Dec. 31 1919 - Dec. 31 1919 - Dec. 31 1919 - Dec. 31 1919 - Dec. 31 1920 - Dec. 31 1921 - Dec. 31 1921 - Dec. 31 1922 - Dec. 31 1923 - Dec. 31	026.17 469.68 480.51 491.10 507.89 509.33 509.67 510.12 500.96 518.34 516.40	18,487,728.00 19,722,724.00 18,884,702.67 15,883,052.87 16,850,178.87 16,424,320.05 17,172,744.76 17,349,541.97 17,552,611.94 18,881,250.47 18,654,565.00 18,905,572.20	39,832,63 31,018,29 28,391,17 32,222,12 34,270,37 28,388,34 35,716,34 34,408,74 34,408,74 35,988,93 36,612,26 36,537,50	423.02 585.45 442.55 476.64 484.43 504.02 505.46 505.80 510.12 569.96 518.34 516.40 522.07	16,215,900,00 23,003,205,30 18,810,000,00 19,647,000,00 20,740,500,00 21,510,866,67 22,201,825,00 22,866,925,00 25,841,305,64 25,811,305,64 20,000,328,45 29,306,800,13	38, 333, 61 40, 362, 47 42, 503, 67 41, 219, 78 42, 778, 90 42, 678, 60 43, 924, 60 45, 380, 54 45, 380, 581, 86 56, 350, 36 56, 516, 53

There is a decrease in mileage of .26 mile of road owned, single track, of electric interurbans in 1924 as compared with 1923.

SUGGESTED LEGISLATION

Section 8030, Code of Iowa, 1924, provides that "all trains run upon any steam railroad in this state which intersects and crosses any other railroad upon the same level, shall be brought to a full stop at a distance of not less than 200 or more than 800 feet from the point of intersection or crossing before such intersection or crossing is passed."

We believe this section should be so amended as to allow at certain crossings and intersections, to be designated by this Commission, upon application by the railroad companies involved, stops at distances of less than 200 feet, but in no case less than 50 feet. The reason for this change is the fact that in some instances, especially in cities, at a distance of 200 feet, the present minimum, the view of the crossing is obstructed by buildings, while at a distance of 50 feet there is likely to be a clear view which would result in safer operating conditions.

The section should also be changed, in our opinion, so it will be mandatory that stops be made at junctions of a railroad with its own line.

ELECTRIC TRANSMISSION LINES

There has been great activity in the construction of electric transmission lines in the past year. There are now more than 8,000 miles of transmission lines in Iowa.

BONDED WAREHOUSES

Chapter 426, Code of Iowa, 1924, and Chapter 184, Acts of the 41st General Assembly, known as the Bonded Warehouse Law, have been overlooked by people operating warehouses, until recently. Two firms, namely, the Western Terminal Elevator Company, Sioux City, Iowa, and the Belmond Operating Company, Belmond, Iowa, have made application for licenses, and having complied with the preliminary requirements of the law, have been granted licenses to operate as bonded warehouses.

Although the law was passed by the 39th General Assembly, its provisions have not been invoked until recently. The law, under operation, may be found to need some changes; but we are not, at this time, in a position to suggest just what amendments should be made. Perhaps, after a year of operation by the two firms, who now operate bonded warehouses under the provisions of the law, we will be able to make suggestions as to the amendments needed to make the law one that will operate smoothly.

The attention of the Legislature is called to the fact that no appropriation has been made to cover the handling of the work provided for under this law. If this branch of the work should increase, which seems likely, it will be impossible for this department to properly administer the law without an appropriation to cover the employment of help to do the work.

VALUATION DEPARTMENT

As in the past, the activities of this Board in the valuation of railway properties have been the preparation of data and attendance of hearings held by the Interstate Commerce Commission, with the purpose of contributing to the finding of correct final values by that body.

In 1924, the Interstate Commerce Commission established the practice, at hearings on protest against tentative valuation reports, of holding conferences of experts representing interested parties and the Bureau of Valuation, for the purpose of simplifying the issues, and, where possible, if not detrimental to the public interest, arrive at agreements with respect to controverted points, any agreements arrived at to be stipulated for the record.

As a result of that policy, during the year covered by this report, conferences were granted in the hearing on land valuation in Docket No. 363, Chicago Great Western Railroad Co., and Docket No. 387,

Illinois Central Railroad Co. In each of these conferences, our valuation department participated and reached agreements with the respective carriers, under which they withdrew protests against the tentative valuation of the Interstate Commerce Commission as to present value of lands, as shown in the land reports of that Commission.

This Commission has, also, through its valuation department, taken part in conferences ordered by the Interstate Commerce Commission on land valuations of the property of the Chicago & North Western Railway Company and the Chicago, Milwaukee & St. Paul Railway Company. These latter conferences differed from the former, in that they were held prior to the issuance by the Interstate Commerce Commission of its tentative valuation. In these conferences evidences of land values, tending to show results differing from those shown in the Commission's underlying land reports, were presented in detail for discussion and verification.

QUARTERS

There is a serious need for some arrangement whereby the various departments of the Railroad Commission may be together. The present quarters are inadequate, the departments being distributed as follows:

General office and one Commissioner in main office, first floor, State House.

Two Commissioners and Motor Carrier Department (temporary), second floor, State House.

Engineering and Valuation Departments (temporary), third floor, State House.

Commerce Counsel, Rate and Statistical Departments, State House Annex (Bryant School Building).

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former, in this they were bold payer to the immore he the burn

Content office and one Commissioner In main effect first floor, State

Decisions and Rulings in General Cases

No. 3838-1925.

BOARD OF SUPERVISORS OF LOUISA COUNTY, BY IOWA STATE HIGHWAY COMMISSION, AMES, Complainants.

MINNEAPOLIS AND ST. LOUIS RAILEOAD COMPANY, Defendants. Decided December 31, 1924.

HIGHWAY CROSSING-UNDER GRADE-LOUISA COUNTY.

Held, upon hearing, crossing obscure-best solution separation of grades, but crossing so little used Commission not justified in ordering any considerable expenditure; many crossings where traffic is very heavy which should be considered in the separation of grades before this one; much improvement could be made by proper grading of the highway as it approaches the railroad.

Found, such improvement should be made; adequate approaches should be made to this crossing from the highway as at present located, not exceeding a 5% grade; at the point where highway crosses railway there should be at least 100 feet level with rails, fifty feet each side center of track. Railway company and County should co-operate, railway furnishing material to fill places on the highway, county to do grading; work should be completed as soon as weather conditions warrant, but if Railway Company should fail to make any effort to co-operate, order may be asked for by complainant.

For the Board of Supervisors-E. R. Hicklin, County Atty., Wapello, lowa; T. J. Callahan, Chairman, Wapello, Iowa.

For the M. & St. L. R. R. Co.-Jas. A. Devitt, Atty., Oskaloosa, Iowa. This petition was brought to the Board in 1922, asking that the Commission require the separation of the grades on a Township road in Wapello Township, Louisa County, on the north and south half section through Section 25-73-3. The complaint was sent to the Board by the Iowa State Highway Commission, who stated in their communication that:

"It is possible to separate grades at this crossing but the expense of such a separation will be quite heavy and there is some question in our mind as to whether or not the traffic on the road will justify the expense. We are, however, referring a petition to you as requested by the Board and if you so desire will be present when the hearing on this matter is held."

The matter dragged along for some time, the railway company declining to provide a separation of the grades at the crossing in question because of the limited travel. Nothing was accomplished by correspondence, although conferences were held between the county authorities and railway officials, and the Board sent a special examiner to look over the situation.

Hearing was held in this case, after due notice, at Davenport, on December 9, 1924. There is no question but that this crossing is an obscure one, and the most happy solution possible would be a separation of the grades. The expense would not be heavy, but the crossing itself is so little used

that this Commission would not be justified in making an order requiring any considerable expenditure by the railway company to build an overhead structure. I hand had been been structured been structured been structured by the beat structure.

Both the complainants and the railway company made several checks of vehicles passing over this crossing, and as it happened that some of these checks were made upon the same day, they substantially agree. In July and November of 1924 check was made for six days upon this crossing, showing the number of vehicles crossing there for 24 hours each day This check indicated an average for the six days of teams and other vehicles using this crossing of 37-1/3 for each day of 24 hours, and for the same six days 10 pedestrians using the crossing. In November, 1924. for six days it showed an average for each 24 hours of 15 vehicles of all kinds, with no pedestrians.

It will be observed, assuming that vehicles use the crossing but 12 hours in a day, it would be only a fraction of more than one vehicle per hour. The related and the Lock-neg country will above

There are many crossings in the state where the traffic is very heavy that should be considered in the separation of grades before this one. which is so little used. Much improvement, however, could be made by proper grading of the highway as it approaches the raffroad at this point. and we find that such improvement should be made. There should be adequate approaches made to this crossing from the highway as at present located, not exceeding a five per cent grade and at the point where said highway crosses the railway there should be at least 100 feet level with the rails, 50 feet each side of the center of the track.

In our opinion the railway company and the county should co-operate in this improvement, the railway furnishing material for the fill placed upon the highway, the county to do the grading.

We believe that the county authorities and the railway company will readily come to an understanding with reference to this work, which should be completed as soon as weather conditions will warrant, but if the railway company should fail to make any effort to co-operate, then an order may be asked for by the the complainants in line with the opinion herein expressed; has grand attached flow multireague a gaze to usual have aftern and the second of the following and the period of the period

No. A-3862-1925.

BOARD OF SUPERVISORS OF MARSHALL COUNTY, BY COMMERCE COUNSEL OF IOWA, Complainants, the capiter Greened about her comp time, the fullway company dealth.

CHICAGO & NORTH WESTERN RAILWAY COMPANY, Defendants, Decided February 27, 1925.

HIGHWAY CROSSING AT LEGRAND.

Upon hearing and inspection of crossing, the Board finds it would not be warranted in requiring expenditure of capital necessary to separate grades, when other crossings in State in greater need of separation:

Held, county authorities and railway should agree upon form of protection to be afforded, within thirty days; if no satisfactory adjustment reached, Board to make an order requiring specific form of protection to be provided at expense of railway, at a want of the beauty and

For the complainants-Hon. J. H. Henderson, Commerce Counsel, Des Moines, Iowa; R. E. Boswell, Chairman of Board; J. L. Wylie, Member of Board; I. E. Merryman, Member of Board; Geo. Enderly, County Auditor, Marshalltown, Iowa; D. C. Elder, County Engineer, Marshalltown, Iowa. For the defendants-Henry L. Adams, Atty., Des Moines, Iowa.

The Board of Supervisors of Marshall County, through the County Attorney of Marshall County and the Commerce Counsel of the State of lowa, filed petition with the Board on January 3rd, and because of the importance of this complaint the petition is set out herewith in full.

"The petition of the complainants, the Board of Supervisors of the County of Marshall, alleges that the said Board is composed of R. E. Boswell, Chairman, J. L. Wylie, I. E. Merryman who are and have been the duly elected, qualified and now acting members of the said Board. That the defendant is a common carrier operating its double track, running through the State of Iowa and across Marshall County: that it is now operating this double track through or near LeGrand, both east and west thereof. That said railroad crosses the public highway, which is generally known and described as the Lincoln Highway, at a point a short distance, about one-half mile, west of the business part of the town of LeGrand, in said Marshall County. That said crossing is now made at grade, and is especially dangerous and a menace to the lives of persons traveling along the said highway. That it is one of the main public roads, with very extensive travel, and that you cannot from the west get into LeGrand, or from the east go west through LeGrand and cross the highway at any other point. That there are a number of fast through or interstate trains, as well as local trains and very many freight trains, both regular and special, which pass through LeGrand, so that travelers upon the said highway are under constant menace and liable for injuries at all times in going over the said grade crossing. That at this crossing there can be no safe and adequate crossing other than an overhead crossing, and the ground is so situated as that at this crossing the building of an overhead crossing is feasible and without excessive cost therefor.

"The petitioners further aver that it is a special menace and especially dangerous for that there is at LeGrand a consolidated school building: that the pupils from the west are compelled to cross at the point herein complained of, and the authorities of the said consolidated school have provided a number of busses to haul the children to the school in the morning and return them in the evening: that under the schedule of trains by the said railway compay the time of crossing the track by these busses with the school children is near to the schedule time for the passage of trains. That there have been several near accidents; that said crossing is now especially dangerous for the school children, and for this reason there should be an overhead crossing; that there is a general demand by the people in the vicinity of LeGrand for 4

this crossing, as well as others desirous to use the same, and it is urged that a safe overhead crossing be erected at this point.

"The petitioners further aver that they have endeavored to secure said crossing, and have been in negotiations with the said railway company: that they are unable to secure the said overhead crossing, and therefore file this petition as provided in the statute.

"Wherefore, your petitioners pray that the matters and things herein alleged shall be fully investigated, and that a hearing be had thereon, and proof taken, and upon said hearing and investigation the defendant railway company be required to construct an overhead crossing over these tracks on the said Lincoln Highway at the point hereinbefore designated, and that complainants be granted such other and further relief as they may be entitled to receive in the premises."

A copy of this petition was immediately forwarded to the railway company, who were asked to make response thereto. On March 8, 1923, a letter was received from the Attorney for the railway company, stating that he had been endeavoring to work out an agreement with the people of LeGrand and the County Attorney, but that he had just been advised by the Commerce Counsel that nothing short of a hearing would be acceptable. He stated further that their investigation showed that the expense incident to making a separation of the grades at this crossing would be about \$45,000.

The railway company, on June 26, 1924, filed its formal answer denying generally and specifically each and every allegation contained in the petition, and alleging that the proposed overhead crossing was unnecessary, and the expense of construction and maintenance thereof would be prohibitive and the cost wholly out of proportion to the benefits to be derived, further asking that the complaint be dismissed.

After due notice hearing was had at LeGrand on September 30, 1924, at which time the crossing was viewed by the Commissioners and testimony taken as offered both on behalf of the petitioners and the railway company.

It appears from the evidence that the Lincoln Highway as originally established, passed through the town of LeGrand, crossing the right of way and tracks of the C. & N. W. Railway, entering the town and again upon leaving it. One crossing was already protected by separation of the grades, the other crossing is the one in dispute herein.

The State Highway Commission, in conformity with its policy of avoiding railroad crossings at grade wherever possible, relocated the Lincoln Highway so that it passed entirely on the side of the railway away from the town of LeGrand, thus obviating the use of the grade crossing complained of. The highway into and through the town of LeGrand, however, remains in use as a County highway. To the east of the crossing complained of there is another grade crossing about one-quarter of a mile distant, connecting with a road leading from the town of LeGrand south, while the crossing complained of connects with the east and west highway known as the Lincoln Highway, or State Primary

Road No. 6. Testimony did not disclose that there has ever been any serious accident at this crossing.

There is, in the town of LeGrand, a splendidly equipped and largely attended Consolidated School building. Busses conveying children from the country districts to this school cross over these two crossings at grade every school day morning, the busses arriving at these crossings at about the schedule time for passenger trains going both east and west on the railway, which is double tracked at this point. The traffic otherwise is not heavy on these crossings, for the reason that the through traffic has been practically diverted to the new location of the Lincoln Highway south of the tracks.

From an examination of this crossing we find that the view of approaching trains, both from the east and west, is largely obscured to one who is approaching this crossing from the town south. The view of approaching trains from those using the highway to the west is much better and would not occasion any particular danger to a careful driver. The contour of the ground is such at this point that an overhead crossing could readily be constructed, except that it would require a long approach and considerable fill to the west, the railroad at this point running in a northwesterly direction, the highway in question being an east and west road. If an overhead crossing should be constructed as petitioned for, it would require a relocation of the cutoff on the Lincoln Highway, so that it would enter the old east and west road at a point farther west than at present located. According to the testimony of the County Engineer, this would require the purchase or condemnation of additional land for the location of the highway. Various estimates were made as to the cost of separation of the grades at this point, the general opinion being that structure and purchases would cost approximately \$40,000 to \$50,000.

There is no question but that the view of approaching trains is obscured at this crossing, and something should be done to protect the users of the highway. It is a paradoxical fact, however, that apparently most of the crossing accidents occur at points where there is practically unobstructed view of approaching trains. If this road were still used the Lincoln Highway, with its constant stream of traffic, we would not hesitate to recommend a separation of the grades, apportioning the cost thereof as in our judgment would be just and reasonable.

The travel, however, over this highway, is, by reason of the change in the Lincoln Highway, much lessened, and we would not, at this time, be warranted in requiring the expenditure of capital necessary to separate the grades, when there are so many other crossings in the State in greater need of grade separation, located upon highways carrying much heavier traffic.

There was some talk that the Lincoln Highway might be relocated and again go through the town of LeGrand. If that should be done, a different situation entirely will be presented. Of course, it is probably true that the only positive protection that can be provided at a railroad crossing is a separation of the grades. It is manifestly out of the question, however, that all such separations can be accomplished immediately. Many years

must be required before such a desirable situation can be brought about It may be that at some future time conditions may be such that a separation of grades would be warranted, but we do not believe, at this time. that we would be justified in making such an order.

We do find, however, that the crossing is a dangerous one and does need protection, and hold that the County authorities and railway company should agree upon the form of protection to be afforded, within thirty days from date of this opinion. Upon being advised that no satisfactory adjustment can be reached, the Board will make an order requiring specific form of protection to be provided by the railway company at its own expense at this crossing.

No. A-3894—1924.

R. M. Pell, et al., Herndon, Complainants,

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CHICAGO. MILWAUKEE & ST. PAUL RAILWAY Co., Defendants. Decided February 9, 1925.

SHEDS OVER PASSENGER TRANSFER.

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Ordered, upon rehearing, decision and order of April 2, 1924, shall be abrogated; account narrowness of platform, erection of sheds impracticable and dangerous to patrons and employes. Waiting room provided in restaurant adjoining platform; also in depot; these, with additional use of passenger coaches while transferring, held sufficient for needs of public. Order of April 2, 1924, vacated.

For the complainants-Walter Condran, Asst. Commerce Counsel; R. M. Pell, Herndon, Iowa.

For the C. M. & St. P. Ry. Co.-B. F. Van Vliet, Supt., Des Moines, Iowa; M. J. Flanigan, Supt., Marion, Iowa,

On January 8, 1925, the Chicago, Milwaukee & St. Paul Railway Company filed a petition for rehearing in this case, claiming that the order of the Board on April 2, 1924, directing the erection of passenger sheds at Herndon, cannot consistently be complied with, for the reason that the order made is not practical, and will not relieve the situation, and that the erection of the sheds would be dangerous to passengers and employees.

Rehearing was held on January 26, 1925, and further evidence submitted. It was developed at the rehearing that on account of the narrowness of the platform, the erection of sheds would be impractical and dangerous to patrons and employees. A clean, commodious waiting room, warmed and lighted, has been provided for in a restaurant adjoining the platform where patrons may find shelter, if they so desire. Passengers may also find shelter in the depot, which is provided with a properly maintained waiting room. These conveniences, with the additional use of passenger coaches while transferring, in our opinion, provide sufficiently for the needs of the public at this time.

Therefore, the order of April 2, 1924, is vacated,

and addition and related with the personnel of the course, it is probably true that

No. A:4000-1925. FRED McCulloch, Belle Plaine, Complainant, V.

CHICAGO & NORTH WESTERN RAILWAY Co., Defendants. Decided February 12, 1925.

STATION FACILITIES AND SERVICE-APPLICATION FOR NEW DEPOT AT HARTWICK. Held, upon hearing and inspection, present facilities adequate and reasonably comfortable; new station buildings not necessary at this time. Upon rehearing, railroad company agreed to make certain changes in temporary freight room, and put in driveways, with understanding it shall be only temporary arrangement; if nothing permanent done within two years, Board will make decision and formal order.

For the complainants-Walter Condran, Asst. Commerce Counsel; C. C. Gay, Hartwick Iowa; Ben Roudabush, Hartwick, Iowa; H. Davis, Hartwick, Iowa.

For the defendants-M. J. Golden, D. F. & P. A., Boone, Iowa; C. F. Balch, Statistician, Chicago, Ill.; R. F. Armstrong, Supt., Mason City, Iowa. On February 3, 1924, Fred McCulloch, Belle Plaine, Iowa, filed a com-

plaint that the depot at Hartwick, on the Chicago & North Western Railway had burned some eighteen (18) months previous, and that service given at the present, in the abandoned box car and passenger coach, being used for a depot was poor, alleging that station was often times locked on Sundays and no lights were lighted,

The complaint was called to the attention of the railway company, who replied as follows:

"Our depot at Hartwick, Iowa, was destroyed by fire on October 16, 1922, and an office and baggage car were set out and fitted up as a waiting and baggage room respectively. In addition, standard oil and coal houses and tollet are furnished. These cars are lighted, are comfortable and in our opinion entirely adequate to take care of all requirements at this point.

"The agent's hours are from 8:00 A. M. to 5:00 P. M., daily, except Sunday. The Sunday train service is No. 61, due at Hartwick at 9:25 A. M. and No. 60 due at 6:35 P. M.

"On Saturday nights the agent leaves a good fire in the waiting room stove, with a pail of coal nearby. The door of the waiting room is left unlocked, and stockmen usually occupy the waiting room on Saturday night, waiting for train No. 32 due at 4:05 A. M. These stockmen keep the fire going, but do not bank it when leaving, and occasionally the lamps have been emptied and the oil used to start fires.

"Hartwick has a population of about seventy-five people and the passenger business is very light. During the year 1923 the passenger earnings amounted to only \$636.30, while in 1922 they were but \$462.83. To have an employee on duty to meet trains Nos. 60 and 61 on Sundays would involve an additional annual expenditure on the part of the railway company of \$175.00."

The Chicago & North Western Railway Company also filed its resistance to the petition as follows:

DECISIONS IN GENERAL CASES

"Comes now the Chicago and North Western Railway Company and resists the above entitled application for the reason that the station facilities now provided at the town of Hartwick, Iowa, are reasonably adequate for the traffic which is handled at that point.

"Further answering this company urges that the construction of such facilities as are contemplated by the Applicants would incur a large expenditure of capital account upon which no substantial return would be received and the company is not, at this time, in a position to meet these additional expenditures without an increase in rates and charges for the service which it renders to the public.

"WHEREFORE, having thus fully answered, this company prays that it may be dismissed with its costs and have such other and further relief as to the Commission may seem just and equitable in the premises."

Hearing was held in this case February 5, 1925, in station at Belle Plaine.

No serious complaints were made at the time of hearing by petitioners, and upon the evidence, the station facilities now used appear to be adequate. No new buildings are necessary at this time, to care for the public safety and convenience. No order should be made in this case involving expenditure of capital account which would not produce additional revenue. The population of Hartwick is about 117, the average daily passengers 21/2, monthly salary of agent \$125.00, the monthly average ticket revenue \$40.34, the average ticket sales per day \$1.35, and total revenue on freight forwarded, \$15,584.76, for the year 1924.

The present station facilities consist of a freight car, off wheels, for freight; a passenger car, off wheels, for passengers, seating about 40 persons, including the agent's office. The coach used for passengers is lighted and heated for the two trains each way daily.

It is the opinion of the Commission that the facilities provided are adequate and reasonably comfortable, and that new station buildings are not at this time necessary.

On May 6, 1925, rehearing was held, at Hartwick, after inspection of the premises, and the railroad company agreed to make certain changes in the freight room, lowering the freight car used as a freight house, and putting in driveways, so that freight could be delivered into and taken from the freight house more conveniently than before. This with the understanding that it should be only a temporary arrangement, and if nothing permanent done within two years, the matter to come before the Board for decision and formal order.

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No. A-4040-1925.

J. N. READE, MAYOR, ET AL, SIDNEY, Complainants, V.

CHICAGO. BUBLINGTON & QUINCY RAILBOAD COMPANY, Defendants. Decided February 12, 1925.

TRAIN SERVICE-SIDNEY-HASTINGS BRANCH.

Held, upon hearing, testimony introduced would not justify an order as prayed for; complaint dismissed.

For the complainants-Walter Condran, Asst. Commerce Counsel; J. N. Reade, Mayor, Sidney, Iowa.

For stock shippers-E. J. Mildenstein, Farm Bureau of Fremont County, Sidney, Iowa; K. H. Otte, Sidney, Iowa; W. Murphy, Sidney, Iowa.

For the railroad company-J. C. Pryor, Atty., Burlington, Iowa; W. A. Card, Gen. Supt., Burlington, Iowa; H. D. Brown, Supt., Ottumwa, Iowa; Fred Haynes, Supt., Creston, Iowa; H. A. Pence, Div. Freight Agent, Burlington, Iowa; Jno. J. Teeter, Div. Pass. Agt., Burlington, Iowa; W. R. Daniels, Agent, Sidney, Iowa.

This is a case in which complainant says the train service now being rendered by the Chicago, Burlington & Quincy Railroad Company at the town of Sidney is not adequate or convenient. Sidney is the terminal of the Hastings-Sidney branch and is located twenty-one miles south of Hastings on the main line. This branch serves four intermediate towns. Prior to June, 1924, the Chicago, Burlington & Quincy Railroad Company operated two trains in and out, daily. According to the testimony introduced in behalf of the Chicago, Burlington & Quincy Railroad Company, it became necessary to curtail the train service by taking off one train in and out, daily, because of the competing motor bus line, (Shenandoah-Omaha Bus Line), and the private automobile, so reducing patronage as to cause the trains to be operated at a loss. The railroad company also showed that they were operating this branch line, with two trains in and out, daily, at a loss of \$6,194 annually.

That additional service is out of the question on account of financial and economical reasons is conceded by the complainant, who desires merely a changed train schedule. Present schedule, (mixed train), as shown by the Chicago, Burlington & Quincy Exhibit 1 is set out below:

South	Station	North	Population
9:45 A. M	Hastings		
10:00 A. M	Clarke	1:15 P. M.	27
10:25 A. M	Randolph	1:00 P. M.	404
10:50 A. M	Anderson	12:30 P. M.	198
11:45 A. M	Sidney	12:15 P. M	

Reasons given for this schedule were to take care of connections with main line at Hastings, on carload live stock at Sidney and intermediate stations on branch. Respondent railway company showed there were 533 carloads of live stock from this branch, including 240 cars from Sidney, and there was an average of but three and one-half passengers per day. Complainant's witnesses testified that the present schedule was

right for live stock shippers and, if changed, would be a serious damage to live stock shipping.

Chicago, Burlington & Quincy Exhibit 3 shows check for ten day period, an average of three and three-tenths passengers, or twelve cents per train mile. Exhibit 4, ten day check, shows an average of two passengers, or seven-tenths cents per train mile. Chicago, Burlington & Quincy Exhibit 5 shows, for year 1923 and four months of 1924, an average revenue per month from ticket sales \$345.35 from the entire branch line.

In view of the fact that present schedule is of great benefit to live stock shipments, which, testimony indicates, are by no means small in volume; that changed schedule would not be as beneficial to the traveling public as it would be harmful to the live stock industry; that additional train service operated at a loss is unsound in policy, if the public is fairly served with the present service; and that no complaints were registered by the four intermediate towns as to the present service, it is the opinion of the Board that the testimony introduced at the hearing would not justify an order as prayed for, and the complaint is therefore dismissed.

Nos. A-4059 and A-4060. BOARD OF SUPERVISORS OF CEDAR COUNTY, BY JOWA STATE HIGHWAY COMMISSION, AMES, Complainants, saver and arrived that every darker state and along the one

CHICAGO AND NORTH WESTERN RAILWAY COMPANY, Defendants. Decided December 31, 1924.

HIGHWAY CROSSING—EAST OF MECHANICSVILLE, HIGHWAY CROSSING-WEST OF MECHANICSVILLE.

Upon hearing and inspection, testimony developed plan to relocate Lincoln Highway to a point south of the tracks, which would obviate most of traffic crossing the railway at Mechanicsville. To require expenditure of \$108,000 for elimination of these crossings when greater part of danger could be obviated by relocation of highway, which has been pronounced feasible by the Iowa State Highway Commission, unwarranted expenditure of money; Commission favorable to grade separations, but must also consider expenditure of money which must go into capital account; opinion of Board proposition to relocate Lincoln Highway to a point south of the tracks should be acceptable, and that the crossing of the railroad tracks into the town of Mechanicsville connecting with the Lincoln Highway should be projected by suitable warning signals, such as wig-wag or flash light. Petitions dismissed.

For Iowa State Highway Commission-J. H. Ames, Bridge Engineer, Ames, Iowa; W. M. Lee, Cedar Rapids, Iowa.

For the Town of Mechanicsville-C. J. Lynch, Atty., Cedar Rapids, Iowa, (Johnson, Donnelly & Lynch).

For the Board of Supervisors of Cedar County-J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Arthur Lund, County Attorney, Tipton,

For the C. & N. W. Ry. Co.-Henry L. Adams, Atty., Des Moines, Iowa. Petitions in these cases refer to crossings over the line of the C. & N. W. Railway in Cedar County, one in Section 20, Township 82 north, Range 3 west, Fremont Township, about two miles east of the town of Mechanicsville, the other in Section 15, Township 82 north, Range 4 west, Pioneer Township, about three miles west of the town of Mechanicsville, this highway being known as Lincoln Highway, or Iowa State Highway Primary Road No. 6.

These petitions were filed with the Board by the State Highway Commission for the Board of Supervisors of Cedar County. The County Supervisors are asking for a separation of the grades at these crossings. The railway company was provided with copies of the petitions and answer was filed to each, using practically the same language. Because of the new issues presented, the answer is set out herewith in full:

"Comes now the Chicago & North Western Railway Company, and for its answer to plaintiff's petition or complaint in the above cause, states:

- 1. That said defendant is a common carrier corporation, engaged in interstate commerce, organized under the laws of the State of Illinois, and owning and operating lines of railroad within and between the States of Iowa, Illinois, and other States of the United States.
- 2. That the construction of the improvement in question as contemplated is unnecessary, unwise, inexpedient and without legal authority, and will be an unwarranted, illegal and unreasonable expense and burden upon said defendant company.
- 3. That the right of way, tracks and equipment of defendant railway are instruments of interstate commerce, and the proceedings herein, if carried out, will constitute and be an unlawful, undue and unreasonable burden upon and interference with such commerce.
- 4. That by the adoption of what is known as the Transportation or Interstate Commerce Act of February 28, 1920, Congress took from the State of Iowa, and its agents, including the Rallroad Commissioners, all jurisdiction, power and authority in such matters as are here in controversy, and vested same exclusively in the Interstate Commerce Commission.
- 5. That if the contemplated improvement is constructed same will require a new capital expenditure and investment in a very large amount, which defendant company will be unable to meet or pay because of lack of funds and existing financial stringencies. and because not authorized by law or the Interstate Commerce Commission.
- 6. That the ordering and construction of the improvement or crossing in question as contemplated in plaintiff's petition or complaint is a matter exclusively within the power, jurisdiction and authority of the Interstate Commerce Commission, under the provisions of the Transportation Act of February 28, 1920, hereinbefore mentioned, and that no action relative thereto has been taken by said Interstate Commerce Commission or certificate of authority therefor issued or provisions made for paying the cost thereof by said Commission, as required by the Act of Congress above referred to as a condition precedent to the ordering and

construction of said improvement, and that by reason thereof the Railroad Commission of Iowa is without authority to make any order in said matter, and especially for the construction of the improvement as prayed for in said petition.

7. That the construction of said improvement or crossing in question as contemplated and prayed for in plaintiff's said petition would be such a heavy and unwarranted expense upon said defendant railway company as to greatly interfere with the performance of its public duty as a common carrier of state and interstate traffic and commerce, and to greatly and seriously impair its ability to perform such service and duties.

8. That the construction of the improvement in question as contemplated would greatly impair the financial ability of defendant as an interstate carrier to discharge its interstate commerce duties and would be such a burden and expense on said defendant that in order to pay or meet same, said defendant would be required to issue new capital securities, which could not be done without the approval of the Interstate Commerce Commission as a condition precedent therefor, and no such approval has been given by said Commission in said matter.

9. That the Lincoln Highway can be constructed upon a safer and better line to the south of said defendant railway company's right of way from a point about three miles west to a point about two miles east of Mechanicsville, at a reasonable expense and to much better advantage than if said highway should remain in its present location between said points, and if so re-located and reconstructed south of said right of way as hereinbefore stated, the public safety, benefit, convenience and welfare will be greatly promoted thereby.

10. That by reason of all of the matters and things hereinbefore mentioned and set forth, the Board of Railroad Commissioners of the State of Iowa is without power, jurisdiction or authority to make any order for the improvement or crossing in question, or the separation of grades at said point, or to order the construction of said improvement or crossing, or to do anything in the premises except to dismiss plaintiff's petition herein.

WHEREFORE, having thus fully answered, this defendant, Chicago & North Western Railway Company, prays that plaintiff's petition be denied, and said proceedings dismissed."

Hearing was set for Wednesday, October 1, 1924, at Mechanicsville, and after due notice the Commission inspected the proposed sites and heard testimony offered upon the date named.

Considerable testimony was taken in this case and it was estimated by the State Highway Commission that the proposed improvement looking to the elimination of grade crossings would amount to approximately \$108,000 for both crossings, and of course, it would be unwise to separate the grade of one without separating the grade of the other.

It was brought out in the testimony that it had been planned to re-

locate the Lincoln Highway to a point south of the tracks, which would carry most of the traffic and obviate the necessity of such traffic crossing the railway at all at Mechanicsville. Not many of those testifying, however, were favorable to such relocation, although it was admitted that it was entirely feasible to so relocate the highway.

Mechanicsville is an enterprising town and is paving its main street, which is a part, at present, of the Lincoln Highway. These crossings, as at present located, are more dangerous to the public use than the usual and ordinary crossing, and such danger should be eliminated if at all within reason.

To require the expenditure of approximately \$108,000 for the elimination of these crossings when a greater part of the danger could be obviated by a relocation of the highway which is practical, feasible and has been proposed by the State Highway Commission, would seem to us to be an unwarranted expenditure of money at this time by the railroad company. Under the law we might, of course, require the county authorities to pay much the major portion of this expense, and under the conditions as disclosed herein this would be the only justifiable order, in our opinion, which we could make. Mr. Ames testified that there are many crossings, in his opinion as hazardous as the ones under consideration, but that he didn't believe there were any more so than the east crossing, although it was difficult to estimate the degree of danger.

This commission is very favorable, indeed, to grade separations, but there are many other matters which we must also consider when determining any case which requires, upon the part of the railroad, the expenditure of money which must go into capital account. If, as was testified in these cases, it would be necessary to borrow money in order to make the proposed improvements, then there is an additional interest charge to be considered which someone must pay, and the only way the railway company can pay such charges is from the revenue derived from freight and passenger rates. Every time this Board makes and enforces an order requiring additions to the capital account of the railway company we must also consider such rates and charges to be assessed as will provide the necessary revenue to pay said charges upon such investment. There is a great deal of complaint concerning high rates, both passenger and freight, that are being exacted by the railroad companies from the public. We would be remiss in our duties if we did not consider this situation as we undertake to arrive at the proper determination in complaints of the nature herein considered.

Eventually, in our opinion, all grade railroad crossings must be eliminated. Of course, this will take many years, for to undertake to do so immediately would entail the expenditure of money in such vast sums as to be entirely out of the question. It has been estimated by some that it would require the expenditure of \$19,000,000,000.00 to eliminate the grade crossings, an amount approximately what the Interstate Commerce Commission found to be a tentative value of all railroad properties in the United States in 1923.

One of the witnesses who testified at the hearing wrote the Board, sub-

sequent to the hearing, in which he said that he did not have time, at the hearing, to testify all that he wished to say and he desired to add further the following:

"I am very much opposed to an overhead bridge being built at this crossing for the following reasons; that as a heavy taxpayer it is a needless expense, a nuisance and dangerous to the farmers in that community east and south thereof as farmers having heavy hauling in winter weather when the approaches to this bridge would be ice covered and snow covered and teams would have no footing on this cement bridge and approach. The structure would be so high that in wet and freezing weather it would not be passable with teams drawing a load. I want to plead with your Honorable body for fairness in this matter to save the farmers and taxpayers in the community any unnecessary expense, or create a cost to the railroad when there seems to be another way to avoid the tremendous cost of \$108,000.00 for overhead crossing bridges at this time on this Lincoln Highway crossing. Relocate the road south of the tracks.

The damage it will create on my property is altogether unfair and unjust as the dirt required for filling is going to dig up my farm, making holes and removing the black soil from the surface. the approaches will take 10 to 15 acres of my farm land 3 to 4 feet deep. Before I submit to cutting up my farm I will donate a strip of ground (66 feet) along the Chicago and North Western Railroad 66 feet wide along the south side of tracks beginning at the old or present Lincoln Highway crossing westward to terminate at the west fence line of my property. This distance would be about 40 rods in length, this donation would be a further reauction in cost of putting through the proposed change of the Lincoln Highway but would parallel the south side of the C. & N. W. Ry, tracks which I think is the proper location for this highway instead of through the town of Mechanicsville and thereby avoiding the big cost overhead bridges east of the town as well as 4 miles west of town.

This is not so much a personal feeling but very much general with the taxpayers interested along the highway, the fight for the road to be located through the main streets of town is for personal gain of but two or three business men interested, not the majority. As a taxpayer and a pioneer of the county I plead with you gentlemen to help us in lowering the costs as outlined by the move to add the burden of \$108,000.00 on our taxpayers."

and the letter of Mr. W. A. Thomas is quoted here.

It is our opinion, therefore, that the proposition to relocate the Lincoln Highway to a point south of the tracks should be acceptable to the people of Cedar County and the town of Mechanicsville, and that the crossing of the railroad tracks into the town of Mechanicsville connecting with such Lincoln Highway should be protected by suitable warning signals, such as the wig-wag or the flash light.

Much as we regret our inability to accede to the wishes of the petitioners in this case, from the facts and evidence before us we have reached the conclusion that the petitions in both cases should be dismissed.

No. A-4106-1925.

DAVIS BROTHERS & POTTER AND L. O. PUTNAM, ET AL., BY FRANK W. SENNEFF, BRITT, Petitioners,

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CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMANY, Defendants.

Decided November 20, 1925.

PETITION FOR SIDETRACK AND SHIPPING PACILITIES AT A POINT BETWEEN ALBERT CITY AND VARINA TO BE KNOWN AS PUTNAM.

Held, upon hearing, to establish an intermediate shipping point between Albert City and Varina might tend to diminish, rather than increase, the various facilities existing in these two towns; sidetrack and shipping facilities at proposed site not necessary; application denied.

Commissioner Webster concurring.

At the hearing June 3, 1925.

For the petitioners—Frank W. Senneff, Atty., Britt, Iowa; C. C. Davis, Ft. Dodge, Iowa.

For the defendants—C. L. Taylor, Atty., Des Moines, Iowa; B. F. Van Vliet, Supt., Des Moines, Iowa

For certain remonstrators—Gilchrist & Gilchrist, Attys., by Fred C. Gilchrist, Laurens, Iowa.

At the hearing September 23, 1925.

For the petitioners—Robt. M. Witwer, Atty., Mason City, Iowa; C. C. Davis, Ft. Dodge, Iowa.

For the defendants—C. L. Taylor, Atty., Des Moines, Iowa; B. F. Van Vilet, Supt., Des Moines, Iowa.

Davis Brothers and Potter et al., of Britt, Iowa, petitioned the Commission to require the Chicago, Milwaukee & St. Paul Railway Company to construct and maintain a side or spur track eight hundred seventy-disc (875) feet in length from switch point to switch point, to serve a proposed grain elevator to be erected at a proposed site called Putnam, about half way between Albert City and Varina.

Albert City is a town of about seven hundred fifty (750) people, has a grain elevator of seventy thousand (70,000) bushels capacity, lumber, coal, and stock yards, post office, general stores and other enterprises.

Varina has a population of two hundred fifty (250), has an elevator with a capacity of one hundred thousand (100,000) bushels, lumber, coal and stock yards, post office, general stores and other enterprises.

Each of these towns have stations, yards, side tracks, and other station facilities and are nine and nine-tenths (9.9) miles distant from each other by highway.

The matter was set down for hearing at Albert City, June 3, 1925, but hearing was not completed on this date and was further and fully heard at Fort Dodge on September 23, 1925. The petition recited in substance the following:

That there were not now the proper shipping facilities within a con-

venient or reasonable distance from the lands the petitioners occupied, which caused them loss of valuable time in hauling crops and live stock to market, by reason of distance to station facilities;

That the two stations, at which shipping facilities are maintained, are Albert City and Varina, about eleven (11) miles apart over highways which they must travel, and each of said stations five and one-half (5½) miles from the proposed station of Putnam;

That the farm lands tributary to the proposed site consist of more than thirty thousand (30,000) acres and produce an average of three hundred thousand (300,000) bushels of grain and a large amount of live stock:

That physical hardships are imposed in hauling heavy loads long distances in severe weather and during the season when the roads are not in a passable condition;

That certain persons are now ready and desire to construct a modern elevator of large capacity, together with coal, lumber and tile yards, and that the said proposed elevator would increase the storage capacity of that territory, thereby reducing the loss and inconvenience caused by the inability of the railroad at certain seasons to furnish cars;

That the construction and operation of said proposed track would not be unsafe nor dangerous.

The petition further stated that the Chicago, Milwaukee & St. Paul Railway Company through its officers refuses and declines to establish said station as requested, and the Commission is asked to take such action as is necessary to require the establishment of said station with proper switches, tracks and facilities. The petition was supplemented by a list signed by one hundred thirty-two (132) persons, showing the acreage owned by each, distance from Albert City or Varina, distance from proposed Putnam station, distance from any other shipping point, and number of acres producing crops, from which charts we find that the distance of said farms from the proposed Putnam station would be from one-half (½) to six (6) miles, with an average of three and one-half (3½) miles, and that the distance from Albert City or Varina was from three (3) to eight and one-half (8½) miles, the average distance being five and three-fourths (5¾) miles.

The distance from any other station than Albert City or Varina was six and three-fourths (6%) to fourteen (14) miles, with an average of eight and one-half (8½) miles. We further find from the charts supplementing the petition, that eighty-one (81) of the signers live more than five (5) miles from Albert City or Varina, and fifty-one (51) live five (5) miles or less from Albert City or Varina.

A protest to the establishment of the proposed station of Putnam was filed by one hundred one (101) persons from Albert City, and seventy-five (75) from Varina stating that the facilities at Albert City and Varina were now satisfactory and adequate, that they were opposed to the creation of other and intermediate shipping points, and that to establish a shipping point at Putnam would depreciate the commercial enterprises at the towns of Albert City and Varina. Eighteen (18) of those protesting from Albert City later withdrew from the protest. The operators of grain

elevators at Albert City and Varina objected to the establishment of a shipping point at the proposed Putnam station. The Chicago, Milwaukee & St. Paul Railway Company strenuously opposed the petition for a proposed side track at Putnam on the grounds that it would not promote the public convenience and necessity, that adequate shipping facilities now existed at Albert City and Varina, and that a hazard would be created in the establishing of two additional switch connections. That they would receive no benefits therefrom, but such construction would increase the cost of transportation by an added terminal cost on traffic at the proposed Putnam station, while not materially reducing same at either Albert City or Varina.

Agriculture, of course, is the basic industry of this state and ought to receive every opportunity for expansion. This Commission should be, and is considerate of the costs of marketing farm produce, and if the only question for us to decide was whether the farmer should be enabled to shorten his haul, it would be easy to grant the prayer of the petitioners, but in the instant case, the Commission cannot overlook the facilities afforded shippers at Albert City and Varina which serve those within said towns and the communities surrounding them. Neither can it fail to consider what commercial and industrial enterprises have been built up largely by reason of these transportation facilities. There are banks, general stores, churches, grain elevators, lumber, coal and stock yards, as well as other establishments; and the resident population of Albert City and Varina, and vicinity depend upon such establishments and the existing railroad facilities. The various enterprises must have been established according to the needs of the community which they serve, else they would not have been constructed. Commercial conditions change, and distance has in a measure been shortened by the motor truck and car.

To establish another and intermediate shipping point between Albert City and Varina might, in our opinion, tend to diminish rather than increase the various facilities existing in these two towns.

While it may be true that to establish the facilities asked for would not necessarily be creating another town, yet it removes just that much more commercial transactions from Albert City and Varina, where we find the enterprises mentioned have been established according to the needs of the communities and, are presumably satisfactory to those communities.

The case before us comes within the provisions of Section 8171 of the 1924 Code of Iowa. This section provides that the Commission after hearing, shall find that such spur or side track is necessary before any order to establish may be made. The Commission in interpreting the word "necessity" must consider facilities afforded at Albert City and Varina, an average distance of five and three-fourths (5%) miles from the farms tributary to the proposed site of Putnam; the closest farm being three (3) and the farthest eight and one-half (8½) miles from either Albert City or Varina

In case number 1875, filed April 14, 1898, by W. C. Smith, Lockridge, Iowa, vs. Chicago Burlington & Quincy Railroad Company, wherein com18

plainants petitioned the Commission to compel the defendant, Chicago Burlington & Quincy Railroad Company to construct and maintain on its line of railroad, at a point known as Coal Port, a side track suitable for the purpose of placing thereon cars to be loaded with coal by the complainants from their own mines situated about a mile therefrom, the complainants asked the establishment of said side track at Coal Port about midway between Lockridge and Glendale. Two paragraphs of the opinion referred to are quoted:

"In reaching a conclusion and decision in this matter, other interests as well as those of the railroad company and the mine owners must be considered, and one is the interest that the public has in requiring the railroad to operate its line of railway so that there will be the least possible danger or hazard to life or property.

"We have reached the conclusion in this case that the facts disclosed and the conditions existing at this time would not justify the Board in making an order requiring the railroad company to construct a side track at this point."

In 87 Iowa 644, the Supreme Court of the State, on appeal from a decision of this Commission ordering the re-establishment of a station called Leslie at a point nearly midway between a station on the north and a station on the south, found that such order was not warranted by the facts before the Board, thus indicating the probable action of the courts in the matter of establishing shipping points near other stations adequately serving the public.

After a review of all the evidence and facts in this case, and giving careful consideration to the arguments of counsel, the opinion of the Commission is that the establishment of a spur or side track at the proposed site of Putnam, as petitioned for, is not necessary.

The application is therefore denied.

COMMISSIONER WEBSTER, CONCURRING:

I am advised that the average railroad mileage between all stations on the Chicago, Milwaukee & St. Paul Railroad in Iowa is seven and sixtenths miles. The distance between Albert City and Varina is eight and nine-tenths miles, being one and three-tenths miles more than the average between stations in the state on the above road.

I think it has been demonstrated in the last few years that we have too many elevators, too many lumber yards and too many stores, and that additional business of this kind means simply a burden on the community, and locating side tracks and later stations between towns that are serving the community satisfactorily is not only a hindrance to the operation of trains properly, but is expensive to the carrier, which in turn is reflected in the freight rates to the shipper.

While the building of a side track at Putnam would undoubtedly be of convenience to many farmers living in that vicinity, I do not think that the evidence shows that there is a necessity for it such as is contemplated by the statute.

No. A-4107—1925.

CITIZENS OF MOOAB, Complainants,

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CHICAGO, BURLINGTON & QUINCY RAILBOAD COMPANY, Defendants.

Decided June 17, 1925.

STATION FACILITIES AND SERVICE—CLOSING OF STATION.

Held, upon hearing, revenues not sufficient to justify maintenance of agency station;

Ordered, defendant may be permitted to discontinue Mooar as agency station, but shall maintain a custodian, who shall have the station lighted and heated, when required, keep it in sanitary condition, and open during the hours of arrival and departure of trains; he shall also promptly request cars, when applied for, from the agent at Keokuk, and assist in handling all freight received and forwarded, and advise the public as to whether or not trains are running on time.

For the Complainants—Walter Condran, Asst. Commerce Counsel; Geo. A. Veith, Pres., Farmers Union, Mooar, Iowa; H. E. Rowe, Donnellson, Iowa; Wm. Muller, E. C. Kneff, H. W. Thieme, and Jno. M. McGinnis, all of Mooar, Iowa.

For the defendants—J. C. Pryor, Atty., Burlington, Iowa; M. V. Lamb, Supt., Hannibal, Mo.

On February 26, 1925, complaint was made to the board that the Chicago, Burlington & Quincy Railroad Company had ordered Mooar station closed, and a custodian placed in charge in lieu of a regular agent.

Mooar is a discontinued post office on the Chicago, Burlington & Quincy Railroad, in Lee County, five and one-tenth miles by rail northwest of Keokuk, which is the County Seat and mailing point. One mixed train passes through Mooar each way each day, each stopping at the station.

After due notice, this complaint was heard at the Union Depot, at Keokuk, Iowa, on May 20, 1925, and the case submitted. It developed at the hearing that the DuPont Powder Company has a plant located in the vicinity of Mooar, served by a spur track of the defendant company. The operating revenue on freight, both forwarded and received, at this plant for the year 1924, was \$206,585.41.

This company makes no objection to the discontinuance of Mooar as an agency and the substitution of a custodian, and filed written statement with the Board to this effect.

The total revenue on both passengers and freight, forwarded and received at Mooar for the year 1924, excluding the DuPont Powder Company, amounted to \$7,536.38. The total wages of agent and cost of station supplies for the year 1924 was shown to be \$1,536.96. Therefore, the cost of station operation would be about forty per cent of the operating revenue, exclusive of that derived from the DuPont Powder Company. Mooar station could properly be credited with but fifty per cent of \$7,536.38, because two stations participate in the handling of all shipments.

At the hearing the carriers filed a statement of revenues and expenses for their line, Keokuk to Mt. Pleasant, for the year ending December 31, 1924, which showed a net operating deficit for that year, after deducting taxes, of \$85,849.46.

It is the opinion of the Board that the Chicago, Burlington & Quincy

Railroad Company should be permitted to discontinue Mooar as an agency station, provided, however, that it shall maintain a custodian, who shall have the station heated and lighted when required, kept in a sanitary condition and open during the hours of arrival and departure of trains. He shall also promptly request cars when applied for by the shippers from the agent at Keokuk and assist in handling all freight received and forwarded at the station, and advise the public as to whether or not trains are running on schedule time.

It is so ordered.

No. A-4114-1925.

TOWNSHIP TRUSTEES, HONEY CREEK TOWNSHIP, DELAWARE COUNTY, BY IRVING D. LONG, COUNTY ATTORNEY, MANCHESTER, Complainants,

CHICAGO, MILWAUKEE AND St. PAUL RAILWAY COMPANY, Defendants, Decided October 6, 1925.

HIGHWAY CHORSING.

Upon hearing. Held, vertain improvements should be made; division of expense; due to financial condition of defendant,

Ordered that work be completed not later than November 1, 1926.

For the complainants—Irving D. Long, Manchester, Ia.; Henry Barr, Trustee, Edgewood, Ia.

For the defendant—B. E. Rhinehart, Atty., Anamosa, Ia.; M. J. Flanagan, Supt., Marion, Ia.

On May 1st, 1925, Irving D. Long, Attorney, Manchester, Iowa, representing the township trustees of Honey Creek township, Delaware county, Iowa, filed an application with this Board to require the Chicago, Milwaukee and St. Paul Railway Company to make a change in their right of way where same crosses the highway between sections one and twelve in Honey Creek township, Delaware county.

This matter was accordingly taken up with the railway company and after some correspondence the case was set down for hearing at Edgewood on September 25, 1925.

Testimony at the hearing developed that the bridge in question clears the highway ten and one-half (10 ½) feet; that during rainy weather the highway is muddy and at times nearly impassable; that a load of hay or a threshing outfit cannot pass and that it is entirely an inadequate crossing.

The highway in question is a township road, but is used to a considerable extent. It would appear from the evidence and from personal inspection and examination by the Commission that the trouble could be eliminated by widening the bridge, excavating the right of way one and a half $(1\frac{1}{2})$ to two and a half $(2\frac{1}{2})$ feet, and putting in proper drainage.

The Board finds that the Railway Company should excavate under the bridge, making a clearance of at least twelve feet, that it put in proper drainage, widen the span of the bridge and lay a concrete footing of the necessary width to prevent the dirt and mud from accumulating; that the complainants must grade the highway approaching in both directions so that it will be upon six per cent grade to the railway right of way.

The Board is fully advised of the financial condition of the respondent railway, and believes that ample time should be given the receivers to make the improvements at this crossing herein found to be necessary. It is therefore ordered that the said respondent complete the changes as found necessary herein not later than November 1, 1926.

No. A-4120—1925,

CHAMBER OF COMMERCE, SHENANDOAH, Complainants,

CHICAGO, BUBLINGTON & QUINCY RAILBOAD COMPANY, Defendants.

Decided July 14, 1925.

TRAIN SERVICE—DISCONTINUANCE OF CERTAIN TRAINS ON K. & W. BRANCK.

Held, upon hearing, effort of carrier to prevent deficits from operation which must be made up by increased earnings elsewhere should not be denied when reasonably adequate service is still proposed to be rendered.

Complaint dismissed.

For complainants—Earl R. Ferguson, Atty., Shenandoah, Iowa; also for W. A. Widney. Yorktown; J. Humphrey, wholesale produce, Humeston; and others along the K. & W. Branch; H. E. Davidson, Atty., Clarinda, Iowa; for Clarinda Community Club and different interests of the City of Clarinda; Swift & Company and Tyler Ice Cream Company, Villisca; towns of New Market, Gravity, Sharpsburg and Clearfield, Iowa; also joining in the pleading heretofore filed by the Chamber of Commerce of Shenandoah.

For the C. B. & Q. R. R. Co.—J. C. Pryor, Atty., Burlington, Iowa; P. S. Eustis, P. T. M., Chicago, Ill.; W. A. Card, Gen. Supt., Burlington, Iowa; H. W. Hamm, Supt., Centerville, Iowa; L. M. Whitehead, Gen. Baggage & Mail Agt., Chicago, Ill.; F. C. Keith, Asst. Auditor Expenditures, Chicago, Ill.; J. Teeter, Div. Pass. Agt., Burlington, Iowa; A. C. Maxwell, Div. Pass. & Frt. Agt., Keokuk, Iowa; H. A. Pence, D. F. A., Burlington, Iowa; J. D. Baker, D. P. A., St. Joseph, Mo.

Complaint filed with the Board stated that the Chicago, Burlington & Quincy Railroad Company proposed to curtail its passenger train service on that part of the Centerville Division known as Keokuk & Western Branch, Humeston to Shenandoah, a distance of one hundred and thirteen miles.

The railway company now operates two passenger trains each way daily, and one local freight train each way daily. It proposes to discontinue one of the passenger trains each way daily on account of insufficient passengers to justify its continuance, and to substitute therefor mixed train service with the present local freight train, and adding a special stock train westward on Wednesday and Saturday.

The complaint was filed by Earl R. Ferguson, Attorney, representing the Chamber of Commerce of Shenandoah, supported later by petitions signed by persons living in Humeston, Weldon, Beaconsfield, Elston, Tingley, Diagonal, Clearfield, and by several individuals from various other towns along this line.

This case was heard at Red Oak, June 11, 1925.

Counsel for the complainants introduced various witnesses, who testi-

fied that they would be affected by this curtailment of train service in shipping and receiving express, milk and cream; that such discontinued service would seriously disturb the United States mail service. Very little complaint was made regarding the passenger service, as nearly everyone seems to be using private automobile or other conveyance. The main complaint was on account of the disrupted mail service. Some towns claimed changed train service will bring mail to them in the afternoon instead of the forenoon as at present, that the rural delivery service would have to be changed and doubted if that were possible. The joint resolution of the Shenandoah Chamber of Commerce and Kiwanis Club states:

"WHEREAS, the Chamber of Commerce of Shenandoah, and Kiwanis Club of Shenandoah and meeting this evening in joint session, and

"WHEREAS, word has been received that it is the intention of the C. B. & Q. Railroad Company who are operating the K. & W. Railroad Company, that they propose to discontinue trains Number 14 and 15 which is the passenger train arriving in Shenandoah about noon from Humeston each day and that the same train returns at about the hour of 2:40 each week day; for the alleged reason that the said train is nonremunerative, and

"WHEREAS, the discontinuance of such service would be a serious menace to the business interest of Shenandoah, as well as a serious menace to the small towns and villages along the line of said railway served by said train, and which will reduce the passenger service on said line to one train each way each day and no on Sundays, and

"WHEREAS, it is the belief of the members of the joint meeting this evening, that the K. & W. line which is a branch of the C. B. & Q. Raliroad Company is profitable to the railway company as a whole, and that in view of the fact that the mail contract which the company enjoys and operated on said line and on said train amounts to \$8,904.23 per year, and

"WHEREAS, there is a valuable income to said train by reason of express, and also an income to said train by reason of the fact that it does pick up live stock between Clarinda and Shenandoah, the books of which item the railroad company have not seen fit to show in detail to the citizens of Shenandoah for some reason or other, that in our judgment that the said train is not such a serious loss as to justify the railroad company to curtail its existence but that it should be maintained and continued as it has been for the use and benefit of the public and depended upon by the various institutions and business enterprises which were established and developed by reason of its existence.

"Now therefore it is RESOLVED, that the Chamber of Commerce and the Kiwanis Club of Shenandoah do hereby respectfully petition the Honorable Board of Railroad Commissioners of the State of Iowa, to restrain and enjoin the said railroad company from cancelling such service until such time as we can be heard and give the business men of Shenandoah and other towns the opportunity to present their side of the case. And have the opportunity of examining the statistics and records of the Railroad Company concerning the question of alleged deficiency on said train and that until such hearing is had and the public satisfied, that the Railroad Company is justified in their proposed action that would be the sense of these two clubs that such procedure is wrongful, unlawful and against the public interest and wholly unjustified, in view of the fact that the company are public servants, and owe the public a duty to give a reasonable service along their lines, and that these two clubs will appear at such hearing and prosecute to a judicial conclusion the question of abolishment of said trains.

"The above Resolution was duly passed and adopted by the joint meeting of the Chamber of Commerce and Kiwanis Club of Shenandoah at this meeting on May 22, 1925."

The petition as filed by the Shenandoah Chamber of Commerce states that the withdrawal of this service would seriously injure the established lines of business in Shenandoah, Clarinda and Humeston, where extensive interests have been developed upon a reasonable train service, that the line is remunerative, that the Government pays a large sum of money for the carriage of mail in the baggage cars, that extensive parcel post and express shipping is done by the Henry Field Seed Company of Shenandoah to all parts of the United States, that a large income is derived by the railway company from milk and cream shipments. Wherefore the petitioners pray that the Commission refuse its permission to the proposed discontinuance.

The defendant, the Chicago, Burlington & Quincy Railway Company, in answer to the complainants, states in part:

"2. That the said trains No. 14 and No. 15 were first placed in operation in September, of 1913; that after urgent solicitation by the patrons of said Railroad Company at Shenandoah and Clarinda, it was agreed that said trains should be placed in service and operated for a period of six months, with the understanding that the operation would be continued if such service should result in the earning by said Railroad Company as the result thereof of a minimum of 55c per train mile; that said trains were operated during such six months period pursuant to said agreement, but failed to produce earnings of said amount and accordingly. it was announced by said Railroad Company that said trains would not run after April 1st, 1914; thereupon complaints were filed with this Board for an order to compel the continuance of said trains, and at a hearing had at Des Moines, Iowa, by this Board, said Board declined to make an order for the continuance of said trains, in view of the understanding heretofore referred to with reference to minimum earnings; sometime thereafter. following continued solicitation of additional service and complaint as to inadequate service, the said Railroad Company voluntarily restored such train service and the same has been continued to the present time.

"3. That the operation of said trains has at all times been conducted with a loss to said Railroad Company; that in recent years, the number of passengers carried upon said trains has steadily decreased, due to the very large increase in the use of motor vehicles and the improvement of the public highways, until the amount of passenger business done on said trains has become in fact negligible and the use of said trains for the carrying of passengers has ceased to be either a public necessity or a public convenience.

"4. That during the past year or more, the total revenues received by said Railroad Company from the operation of said trains Nos. 14 and 15, in the carrying of passengers, mail and express, have amounted to considerably less than the actual operating expenses in connection with the operation of said trains.

"5. That in answer to certain allegations contained in complaints filed herein to the effect that while it may be true that the operation of said trains No. 14 and No. 15 is conducted at a loss to said Railroad Company, the operation of the division as a whole is profitable to said Company, the said Railroad Company states the fact to be that the cost of operation of that part of the entire branch herein referred to from Alexandria, Missouri, to Shenandoah, Iowa, and included in the accounting divisions comprising said line exceeds the revenue derived from the operation thereof in an amount in excess of \$300,000.00 per year.

"6. That under the circumstances and conditions existing at the present time and herein above described, the enforced continued operation by said Railroad Company of said trains No. 14 and No. 15 would be the taking of the property of said Railroad Company without due process of law and denying to it the equal protection of the laws, in violation of the Fourteenth Amendment to the Constitution of the United States.

"7. That said Railroad Company proposes, upon the discontinuance of said trains No. 14 and No. 15 to institute the operation of a daily way freight train each way between Humeston and Shenandoah, said train to be operated daily except Sundays, and a part of the equipment of said train will consist in a combination passenger and baggage coach; that said passenger accommodations of said way freight trains will answer all of the needs and requirements of the public as shown by the present use by the public of said trains No. 14 and No. 15; that as to the livestock transported on trains No. 14 and No. 15 between Shenandoah, Iowa, and Clarinda, Iowa, and intermediate stations, the said stations will be placed on the same footing as the stations east thereof on the same line of Railroad and the discontinuance of trains No. 14 and No. 15 will remove the present existing

discrimination in favor of said stations of Shenandoah and Clarinda and intermediate points as to the carriage of livestock."

The witnesses for the respondent railway company testified that returns from ticket sales from all points along the Shenandoah to Humeston branch to all points, for the year 1920 were \$63,513.20 and for the year 1924, \$29,463.41, a decline of \$34,049.79; gross revenue from excess baggage and mifk for the line Shenandoah-State Line, which includes about fifty-five miles more than that in question, were \$17,005.25; total gross expense of operating said trains No. 14 and No. 15 for 1924 were \$43,380.11; that the average for 1924 passengers carried per train mile is approximately seven; that approximately for the year 1924, the operating freight, passenger and miscellaneous revenue was \$261,030.00, or \$2,310.00 per mile; that operating expenses, including for traffic, transportation, general, maintenance, and miscellaneous were \$541,609.00, or \$4,793.00 per mile, which indicates an operating deficit of \$280,579.00, or \$2,483.00 per mile of line.

The growing use of the automobile has undoubtedly diverted an enormous amount of passenger traffic from the railroads. Passenger travel in 1922 had declined for all railroads in the United States over 8,000 passengers per mile of road, as compared with 1921. Rates and fares for the Western lines are made for the Western district, on the assumption that the rates and fares will yield to the carriers a reasonable rate. If no effort is made to eliminate the deficits per mile of road, such as were indicated in this case, then eventually these losses must be prevented by an increase in earnings elsewhere, resulting, undoubtedly, in the necessity for higher rates.

The Commission finds, from the evidence before it, that the passenger business is negligible upon the trains in question, and that the service proposed by the carrier will be adequate, namely, one passenger train daily each way, one mixed train each way daily, carrying freight, passengers, mail, baggage and express, and stock train westward on Wednesday and Saturday of each week.

The effort of the railway company to prevent deficits from operation which must be made up by increased earnings elsewhere should not be denied when reasonably adequate service is still proposed to be rendered, as we find to be true in this case.

The Board, therefore, finds the proposed action of the railway company has been justified by the evidence submitted, and the complaint is dismissed.

No. A-4134-1925.

CITY OF FT. Dodge, Complement,

MINNEAPOLIS & St. LOUIS RAILBOAD COMPANY, Defendants.

Decided September 17, 1925.

CONSTRUCTION OF VIADUCT ON FAIR STREET, OVER TRACKS OF M. & St. L. R. Co.

Held, upon hearing, that there is necessity for viaduct as prayed for;
construction of viaduct contingent upon closing of grade crossing on North
Seventh Street; when viaduct is constructed, present wood and steel

viaduct at Eighth Avenue North may be abandoned and material removed. Cost of construction and maintenance apportioned. No specific date ser for completion of work; this left to the agreement of the city and railroad herein. Failing in such agreement, Board will, upon application by either party, fix a time for completion.

For the City of Ft. Dodge-M. J. Mitchell, City Solicitor, Ft. Dodge. Iowa.

For the M. & St. L. R. R. Co., and W. H. Bremner, Receiver-B. B. Burnquist, Atty., Ft. Dodge, Iowa.

On August 10, 1925, the City of Ft. Dodge, through its City Solicitor filed with this Commission copy of ordinance adopted by said city on or about July 10, 1925, declaring the necessity for public safety and protection, of the construction of a viaduct on Fair Street in said city of Ft. Dodge, over the right of way of the Minneapolis & St. Louis Railroad. (W. H. Bremner, Receiver) and Lot 4, Block 8, Subdivision 142, Town Company's Addition to the City of Ft. Dodge. Copy of the ordinance was attached to and made a part of the application. There were also filed with the Board, specifications and plans for said viaduct.

Due notice was given of hearing to be held in the office of the Board. September 2nd, and the applicant herein and the railroad company, and the Receiver thereof were fully represented. After due hearing the Board finds that there is a necessity for the viaduct as prayed for in said ordinance, and hereby approves of the general plans and specifications as filed herein by the city of Ft. Dodge.

The Board further finds that the construction of such viaduct will be contingent upon the closing of a grade crossing on North Seventh Street. at Seventh Avenue North, and that when said viaduct is constructed the present wood and steel viaduct at Eighth Avenue North may be abandoned and the material entering into same may be removed by the said railroad company.

The Board further finds that the railroad company should be required to pay one-third of the actual cost of constructing the viaduct and approaches not exceeding the sum of twelve thousand dollars (\$12,000). the said railroad company to hereafter bear one-sixth (1/6) of the cost of the maintenance of the viaduct and approaches; the city of Ft. Dodge to pay the balance of the cost of said viaduct and approaches and fivesixths (5/6) of the cost of maintenance of said viaduct and approaches.

No time will be fixed in this order for the beginning or completion of said viaduct, this being left to the agreement of the city and the railroad company herein. Failing in such agreement, the Board will, upon application of either party hereto, fix a time for the completion of said viaduct.

No. A-4136-1925.

BADGER TOWNSHIP TRUSTEES, WEBSTER COUNTY, BY OTTO GANGSTEAD, TOWNSHIP CLERK, BADGER, IOWA, Petitioners. and strainty and respect to the Maria

MINNEAPOLIS & ST. LOUIS RAILEOAD COMPANY, Defendants. Decided October 21, 1925.

APPLICATION FOR ABANDONMENT OF OLD CROSSING AND ESTABLISHMENT OF A New One.

Held, upon hearing, present crossing should be abandoned and new one established at point indicated; division of expense made.

Ordered, old crossing to be removed and new one completed by November 1, 1925.

For the petitioners-Otto Gangstead, Badger, Iowa; Geo. Burnett, County Engineer, Ft. Dodge, Iowa; Tom Chanton, Trustee, Badger, Iowa. For the defendant-B. B. Burnquist, Attorney, Ft. Dodge, Iowa.

On June 30, 1925, the township trustees of Badger Township, Webster County, Iowa, filed an application for the removal of a crossing over the Minneapolis and St. Louis Railroad Company. After some correspondence and failure to reach an agreement with the railroad company this case was set down for hearing on September 23, 1925, at Ft. Dodge, Iowa.

The applicant at the hearing asks for a discontinuance of a crossing about 400 feet (four hundred feet) south of section line, sections 27 and 34 Badger township and the establishment of a new one on the section line. Defendant made no objection to this crossing but claims that inasmuch as the township trustees desire it moved, they should do so at their own expense. According to estimates, it would cost approximately \$207.00, of which \$150.00 is represented by grading.

The Trustees are willing to do one-half of the grading. Without establishing a precedent, but in order to arrive at a settlement, the Board will order the present crossing abandoned and one established at point indicated on the blue print, which is a part of this record. (M. & St. L. Exhibit 1) which point is about four hundred feet north of the present crossing. I working a mi was statering at strong and that at sire. I die

The Trustees are to grade two-thirds of the fill and the Railroad Company to do the balance of the grading and pay all other expenses in moving the crossing.

The crossing to be moved and completed by November first. It is so ordered,

No. B-1069-1925. We be evel at taken after a will be a street to be attended .

HART-PARE COMPANY, CHARLES CITY, AND BRIGGS & TURIVAS, CHICAGO. petitioners, and he had ald polata. It were that in the gull (we premitted tables) has been with

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A., T. & S. F. Ry. Co., Er AL., Defendants. Decided May 13, 1925.

COMMODITY RATE ON IRON AND STEEL BORINGS AND TURNINGS, AND SCRAP IRON, referred yets, a season yilliam b Carload, a step enfeltible and enfert party party

Held, upon hearing, present Class D rates, intrastate, unreasonable, prejudicial and discriminatory.

Ordered, certain scale of rates for single and joint line hauls shall become effective on and after July 1, 1925, between points in Iowa.

For the petitioners—Walter Condran, Asst. Commerce Counsel; John C. Fry, T. M., Keokuk Shippers Assn., Keokuk, Iowa.

For the carriers—J. E. Flansburg, C. & N. W. Ry. Co., Chicago, Ill.; F. K. Crosby, A. G. F. A., C., R. I. & P. Ry., Chicago, Ill.; H. Christianson, C., B. & Q. R. R. Co., Chicago, Ill.; O. T. Cull, A. G. F. A., C., M. & St. P. Ry., Chicago, Ill.; H. O. Kelley, T. M., I. S. U. Co., Centerville, Iowa; F. M. Steele, G. F. & P. A., Ft. D., D. M. & S. R. R. Co., Boone, Iowa.

This is a case filed August 4, 1921, by the petitioners, Hart-Parr Company, Charles City, Iowa, and Briggs & Turivas, Chicago, Illinois, petitioning the Commission for relief through the establishment of a commodity rate, contending that the class D rate which is the prevailing rate on borings, turnings and scrap iron in Iowa was unjust, unreasonable and discriminatory to the Iowa furnaces who buy these commodities from points of production in Iowa, shipping to Keokuk.

The carriers and petitioners not being able to negotiate a satisfactory adjustment of the rates, it was finally set down for hearing on July 24, 1923, and it appearing that the carriers had not been furnished with copies of the petition of Briggs & Turivas, through oversight, and it further appearing that the carriers and petitioners might be able to come to a mutual agreement after conference to be held between them at a date to be named later, this hearing was indefinitely postponed.

After a large amount of correspondence between the Commission, petitioners and carriers, it was finally set down for hearing again on April 15, 1925.

Pursuant to notice, this case came on for hearing in the office of the Board, was fully heard and submitted. The petitioners claim that the prevailing interstate rates on these commodities are so materially lower for the same and greater distances than the Iowa intrastate rates, that they are unable to compete with the furnaces at Chicago, Peoria and St. Louis. In fact, the interstate operators are, in a number of instances, able to ship from the Iowa producing points to their plants at less rate than the Keokuk Electro-Metals Company, at Keokuk, is able to ship from Iowa points to Keokuk, and this where the interstate distances are greater.

The specific points, interstate, to which these commodities can be shipped at lower rates for greater interstate mileage are Chicago, St. Louis and Peoria, and the specific point in Iowa at which is located the melting furnaces is Keokuk.

This plant at Keokuk buys from a large number of Iowa producing points. It seems that in the past the prevailing custom has been, with reference to rate making, to favor the large terminals rate breaking and rate basing points, until these places have grown to a gigantic size and have caused the centralization of a large number of our most important manufacturing establishments which, incidentally, places a large number of these establishments a great distance from the productive territory of raw commodities. By the existing scheme of freight rates, some in-

dustries have been attracted to these large centers and repelled from others.

The large centers have, of necessity, created an extraordinary terminal cost to the railroads which, apparently, is not usually considered proportionately with reference to terminal cost elsewhere in making and adjusting freight rates. If preferential rates can be made to the large and congested centers where terminal costs are great, then certainly they can be made in favor of points near places of production and create a tendency to diversify industry generally. Cast iron borings, steel turnings and scrap iron, carloads, shipped to melting furnaces are forced to move on class D rate, intrastate, whereas these same commodities move interstate on a commodity rate lower than class D which, in a great many instances, is less for a greater distance than class D intrastate.

It is claimed that the Keokuk Electro-Metals Company consume 18,000 tons annually. This would mean around 450 carloads, which being such a large volume, the movement is entitled to commodity rate.

In the coal rate case No. 9955-1922, the Commission found, from an average loading of 48.7 tons, the terminal cost as given to the Commission was 48.32c per ton. Borings, turnings and scrap iron should not result in a greater terminal cost than coal, and its liability in carriage is practically none, hard to damage, and, if wrecked, nearly all could be salvaged, and little, if any, leakage in transit.

Mr. John C. Fry, representing the Keokuk Electro-Metals Company, testified that no claims were filed by reason of these commodities not incurring claims.

The Commission finds the present class D rates, intrastate, unreasonable, prejudicial and discriminatory, and believes this discrimination should be removed. From the record in this case and terminal costs as in coal rate case No. 9955-1922, and comparison with interstate rates for same commodities with Iowa class D rates for like distances, a percentage of present class D rates as a commodity rate is found to be just and reasonable.

It is ordered that the following maximum scale of rates for single and joint line hauls be put into effect on and after July 1, 1925, between points in Iowa:

Cast Iron Borings, Steel Turnings and Scrap Iron, having value for remelting purposes only, minimum 50,000 pounds,

			Relation to
Miles	Class D	Commodity Rate	Class D
5	5.5	5.	90%
10	6.	5.5	90%
15	6.	5.5	90%
20	6.5	6.	90%
25	6.5	6.	90%
30	7.	6.5	90%
35	7.	6.5	90%
40	7.	6.5	90%
45	7.5	7.	90%

Miles	Class D	Commodity Rate	Relation to Class D
Miles 50	7.5	7.	90%
	7.6	7.	
55		7.	90%
60	8.		90%
65	8.		The state of the s
70	8.	and could a state of	90%
75	8.5	7.5	90%
80	8.5	7.5	90%
85	8.5	7.5	90%
90	9.	8.	90 %
95	9.	8 San Branch	90%
100	9.	8.	90%
105	9.5	8.5	90%
110	9.5	8.5	90%
115	10.	9.	90%
120	10.5	9.5	90%
125	10.5	9.5	90%
130	11.	10.	90%
135	11.	10.	90%
140	11.5	10.5	90%
145	11.5	10.5	90%
150	11.5	10.5	90%
155	12.	11.	90%
160	12.	11.	90%
165	12.5	11.5	90%
170	12.5	11.5	90%
175	13.	11.5	90%
180	13.	11.5	90%
185	13.5	12.	90%
190	14.	12.5	90%
195	14.	12.5	90%
200	14.5	13.	90%
210	15.	13.5	90%
220	15.5	trolle of 14. turn of a	90%
230	16.	14.5	90%
240	.00000 16.	14.5	90%
	16.5	mountal 15. cine ones	90%
260	17.	15.5	90%
270		*15.5	fixed
280	18.5	*15.5	fixed
290	19.	*15.5	fixed
300	19.	*15.5	fixed
310	20.	*15.5	fixed
320	20.5	*15.5	fixed
330	21.	*15.5	fixed
340	22.	*15.5	fixed
350	23.	*15.5	fixed

			Relation to
Miles	Class D	Commodity Rate	Class D
370	. 24.5	*15.5	fixed
380	. 25.	*15.5	fixed
390	25.5	18.	70%
400		18.5	70%
410	0.00	19.	70%
420	. 28.	19.5	70%
430	. 29.	20.5	70%
440	. 29.5	20.5	70%
450	30,5	21.5	70%
460	0.4	21.5	70%
470	0.0	22.5	70%
480	0.0	23.	70%
490	1222	23,5	70%
500	0.4	24.	70%

*Flat rate for distances in Iowa between Mississippi and Missouri Rivers.

On July 29, 1925, the effective date of the foregoing order was postponed indefinitely, no further action to be taken until determination by the Interstate Commerce Commission of Ex Parte 87.

No. B-1171-1925.

CHAMBER OF COMMERCE, MASON CITY, Complainants,

V

CHICAGO, MILWAUKEE & St. PAUL RAILWAY COMPANY, ET Al., Defendants, Decided May 13, 1925.

TRANSFER CHARGES ON JOINT SHIPMENTS MOVING INTRASTATE.

Held, upon hearing, occasion for complaint, as originally filed, had been largely overcome by other arrangements by carriers and the complainant; motion to dismiss sustained.

For the Mason City Chamber of Commerce—J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel; B. J. Drummond, Mason City, Iowa.

For other shippers-Walter Huncke, Des Moines Asphalt Paving Co., Des Moines, Iowa; C. L. Epley, Ford Motor Co., Des Moines, Iowa.

For the carriers—O. H. Timm, C., M. & St. P. Ry. Co., Chicago, Ill.; W. J. O'Brien, C., M. & St. P. Ry. Co., Des Moines, Iowa; E. V. Hall, C., R. I. & P. Ry. Co., Chicago, Ill.; A. B. Howland, C., R. I. & P. Ry. Co., Des Moines, Iowa; J. E. McColloch, C., R. I. & P. Ry. Co., Des Moines, Iowa; Donald Evans, Atty., M. & St. L. R. R. Co., Des Moines, Iowa; G. C. Houk, Gen. Agt., M. & St. L. R. R. Co., Des Moines, Iowa; Phil Schorr, Wabash Railway, Des Moines, Iowa; M. J. Golden, D. F. & P. A., C. & N. W. Ry., Boone, Iowa; W. J. Laird, A. G. F. A., C. G. W. R. R. Co., Des Moines, Iowa; F. M. Steele, G. F. & P. A., Ft. D., D. M. & S. R. R. Co., Boone, Iowa; B. F. Mofatt, G. F. A., M. & St. L. R. R. Co., Minneapolis, Minn.

This case came on for hearing March 10, 1925. After much testimony had been introduced, it appeared that the occasion for the complaint

as originally filed had been largely overcome by other arrangements by carriers and the complainant. The Chicago, Rock Island & Pacific Railway Company, through its attorney, entered a motion to dismiss the present proceedings as involving only a moot question, there being no actual controversy now before the Commission for decision.

The motion is sustained and the case is dismissed without prejudice,

done now Decale State, May M. S. D. B. H. Co., Dec. Mollace. Howar in all Mook, Gen. Agt. M. M St. L. H. H. Co., Die Mohrey, Lower

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. E-428-1925.

Co-operative Telephone Company, Aurelia, v. Cherokee Electric Company, Cherokee-Inductive interference.

The electrical engineer for the Board inspected the telephone line involved and, after certain suggested changes had been made and part of the line rerouted, it was found that the interference was reduced to the minimum and the file was closed.

No. E-431—1925.

Milton Telephone Company, Milton, v. Peoples Gas & Electric Company, Burlington, and George W. Irwin, Cantril. Inductive interference and overbuilding in Davis and Van Buren Counties.

The electrical engineer inspected the lines involved in this complaint and made certain suggestions as to the elimination of the interference. Report was made to complainants on October 26, 1924, and they were asked to advise us if the situation had been taken care of. To this letter they made no reply. On April 16, 1925, the electrical engineer, while attending the Iowa Independent Telephone Association's annual convention, met the representative of the Milton Telephone Company, who stated to nim that the telephone line had been sold to another party. No further complaint having been received for a long period of time, the file was closed.

No. E-433-1925.

Miles Telephone Company, Miles, v. Carpenter and Whitney, Sabula. Inductive interference and overbuilding in Clinton and Jackson Counties.

The electrical engineer inspected the lines in question and made certain recommendations to the parties thereto. Hearing was held at Clinton, Iowa, on May 23, 1923, and all parties interested were heard. This file being an old one, and inasmuch as no complaint had been received for some little time, and the electrical engineer finding that the conditions have been considerably improved, the file has been closed.

No. E-454-1925.

Hawkeye Electric Power Co., Davenport. Franchise in Jackson County. This application came on for hearing on October 24, 1923, and it appearing at that time that the legal publication was defective, the hearing was continued to November 12, 1923, to permit a completion of legal publication. On December 31, 1924, franchise was granted upon the following route:

Beginning at the north corporate limits of the City of Miles, Jackson County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section twenty-five (25). Township eighty-four (84) north, Range five (5) east of the fifth (5) P. M.; thence north on said

highway along the east section line of said Section twenty-five (25), Sections twenty-four (24), thirteen (13) and twelve (12), said Township and Range, a distance of approximately three (3) miles to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section twelve (12); thence east on the last named highway along the east and west center section line of Section seven (7), Township eighty-four (84) north, Range six (6) east of the fifth (5) P. M., a distance of approximately one-half (1/2) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center section line of said Section seven (7); thence north on the last named highway approximately along the north and south center section line of said Section seven (7), a distance of approximately one-quarter (1/4) of a mile to the place where said highway turns east in the north half of said Section seven (7); thence east on said highway in the north half of said Section seven (7), a distance of approximately onequarter (14) of a mile to the place where said highway turns north in the northeast quarter of said Section seven (7); thence north on said north and south and irregular highway across the east half of said Section seven (7), and Section six (6), last named Township and Range, and Sections thirty-one (31) and thirty (30), Township eighty-five (85) north, Range six (6) east of the fifth (5) P. M., a distance of approximately three and one-quarter (31/4) miles to the north section line of said Section thirty (30); thence in a northwesterly direction on said highway across the south half of Section nineteen (19), last named Township and Range, a distance of approximately one-half (1/2) of a mile to the east corporate limits of the town of Green Island, Jackson County, Iowa.

No. E-456—1925.

Hawkeye Electric Power Co., Davenport. Franchise in Scott and Cedar Counties.

This application came on for hearing on October 24, 1923, and it appearing that legal publication had not been completed, the hearing was continued to November 14, 1923, to allow proper publication of notice. On June 10, 1925, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Maysville, Scott County, Iowa, where said corporate limits is intersected by an east and west highway in the northwest quarter of Section fifteen (15), Township seventy-nine (79) north, Range two (2) east of the fifth (5) P. M., thence west in said highway in the northwest quarter of said Section fifteen (15), and the northeast quarter of Section sixteen (16), said Township and Range, a distance of approximately three-fourths (3) miles to the place where said highway turns in a northwesterly direction on the north and south center section line of said Section sixteen (16); thence along said highway in a northwesterly direction across the northwest quarter of said Section sixteen (16), the northeast quarter of Section seventeen (17), and the south half of Section eight (8), said Township and Range, a distance of approximately one and one-fourth (14) miles to the northwest corner of the southeast quarter of the southwest quarter of said Section eight (8).

Beginning at a point in the north and south highway at the northeast corner of the southeast quarter of Section eight (8). Township seventy-nine (79) north, Range two (2) east of the fifth (5) P. M., thence south in said highway along the east section line of said Section eight (8) and Section seventeen (17), said Township and Range, a distance of approximately seventenths (7/10) of a mile to the intersection of said north and south highway with a northwesterly and south-easterly diagonal highway in the northeast quarter of said Section seventeen (17).

Beginning at the intersection of an east and west highway with a north and

south highway at the northwest corner of Section eighteen (18), Township seventy-nine (79) north, Range four (4) east of the fifth (5) P. M., thence south in the last named highway along the west section line of said Section eighteen (18), a distance of approximately one (1) mile to the southwest corner of said Section eighteen (18).

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of Section thirty-five (35). Township seventy-nine (79) north, Range three (3) east of the fifth (5) P. M., thence south in the last named highway on the east section line of said Section thirty-five (35), a distance of approximately one-half (32) of a mile to the southeast corner of the northeast quarter of said Section thirty-five (35).

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of Section thirty-six (36). Township seventy-nine (79) north, Range three (3) east of the fifth (5) P. M., thence east in the last named highway along the north section line of said Section thirty-six (36), Sections thirty-one (31); thirty-two (32) and thirty-three (33), Township seventy-nine (79) north, Range four (4) east of the fifth (5) P. M., a distance of approximately three and one-half (3½) miles to the intersection of said east and west highway with a northeasterly and southwesterly diagonal highway in the northwest quarter of said Section thirty-three (33); thence southwesterly in the last named highway through the west half of said Section thirty-three (33), the west half of Section (4), the northwest quarter of Section nine (9), and the east half of Section eight (8). Township seventy-eight (78) north, Range four (4) east of the fifth (5) P. M., a distance of approximately three and two-tenths (3 2/10) miles to the south section line of said Section eight (8).

Beginning at the north corporate limits of the city of Davenport. Scott County, Iowa, where said corporate limits is intersected by a north and south highway on the north and south center section line of Section seven (7), Township seventy-eight (78) north, Range four (4) east of the fifth (5) P. M., thence north in said highway along the north and south center section line of said Section seven (7), a distance of approximately one-half (½) mile to the intersection of said north and south highway with an east and west highway along the east and west center section line of said Section seven (7), thence east in the last named highway along the east and west center section line of said Section seven (7), Sections eight (8) and nine (9), said Township and Range, a distance of approximately two and one-half (2½) miles to the southeast corner of the northeast quarter of said Section nine (9).

Beginning at the intersection of the railroad crossing with an east and west highway on the west side of the village of Sunbury, Cedar County, Iowa, thence west in said highway along the south section line of Section two (2). Township seventy-nine (79) north, Range one (1) west of the fifth (5) P. M., and Sections three (3), four (4), five (5) and six (6), said Township and Range, and Section one (1) Township seventy-nine (79) north, Range two (2) west of the fifth (5) P. M., a distance of approximately four and three-fourths (4%) miles to the southwest corner of the southeast quarter of said section one (1).

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section ten (10), Township seventy-nine (78) north, Range one (1) west of the fifth (5) P. M., thence south in the last named highway along the west section line of said Section ten (10) a distance of approximately one-half (1/2) of a mile to the southwest corner of the northwest quarter of said Section ten (10).

No. E-475-1925.

Western Iowa Power Co., Peterson. Franchise in Clay and O'Brien Counties.

This application came on for hearing on January 29, 1924. On December 31, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Paullina, O'Brien County, Iowa, where said corporate limits is intersected by an east and west highway along the north section line of Section ten (10), Township ninetyfour (94) north, Range forty-one (41) west of the fifth (5) P. M., thence east on said highway along the north section line of said Section ten (10). Sections eleven (11), and twelve (12), said Township and Range, and Sections seven (7), eight (8), nine (9), ten (10) and eleven (11), Township ninetyfour (94) north, Range forty (40) west of the fifth (5) P. M., a distance of approximately seven and one-third (7 1/3) miles to the place where said highway turns northeasterly in the southwest quarter of Section two (2) last named Township and Range; thence continuing in a general easterly direction on said diagonal and irregular highway across the south half of said Section two (2), a distance of approximately three-fourths (%) of a mile to the northwest corner of Section tweive (12), last named Township and Range; thence east on the east and west highway along the north section line of said Section twelve (12), a distance of approximately one (1) mile to the west corporate limits of the town of Sutherland. O'Brien County, Iowa.

Beginning at a place where the east and west highway along the north section line of Section sixteen (16), Township ninety-four (94) north, Range thirty-nine (39) west of the fifth (5) P. M. turns southeast in the northeast quarter of said Section sixteen (16); thence southeast on said highway across the northeast quarter of said Section sixteen (16), a distance of approximately five-sixteenths (5/16) of a mile to the place where said highway turns south along the west section line of Section fifteen (15), said Township and Range; thence south on said highway along the west section line of said Section fifteen (15), a distance of approximatley eleven-sixteenths (11/16) of a mile to the intersection of said north and south highway with an east and west highway across the south half of said Section fifteen (15); thence east on the last named highway across the south half of said Section fifteen (15), a distance of approximately thirteen-sixteenths (13/16) of a mile to the place where said highway turns southeasterly in the southeast quarter of said Section fifteen (15); thence southeasterly across the southeast quarter of said Section fifteen (15), and the northwest quarter of Section twenty-three (23), said Township and Range, a distance of approximately eleven-sixteenths (11-16) of a mile to the intersection of said highway with a north and south highway in the northwest quarter of said Section twenty-three (23): thence south on the last named highway in the west half of said Section twenty-three (23), a distance of approximately five-eights (%) of a mile to the north section line of Section twenty-six (26), said Township and Range; thence southeasterly on said highway in the northwest quarter of said Section twenty-six (26), a distance of approximately one-third (1/3) of a mile to the place where said highway turns south approximately along the north and south center section line of said Section twenty-six (26); thence south in said highway approximately along the north and south center section line of said Section twenty-six (26), a distance of approximately three-fourths (%) of a mile to the intersection of said highway with an east and west highway along the south section line of said Section twenty-six (26); thence east on the last named highway along the north section line of Section thirtyfive (35), said Township and Range, a distance of approximately one-half (1/2) of a mile to the place where said highway turns south in the northeast corner of said Section thirty-five (35); thence south in said highway along the east section line of said Section thirty-five (35), a distance of approximately one-fourth (14) of a mile to the intersection of said highway with an

east and west highway across the north half of Section thirty-six (36), said Township and Range; thence east on the last named highway across the north half of said Section thirty-six (36), O'Brien County, Iowa, and Section thirty-one (21). Township ninety-four (94) north, Range thirty-eight (38) west of the fifth (5) P. M. Clay County, Iowa, a distance of approximately one and three-fourths (1½) miles to the place where said highway turns northeast in the northeast quarter of said Section thirty-one (31); thence northeast and southwest on said irregular highway across the northeast quarter of said Section thirty-one (31) and the north half of Section thirty-two (22), last named Township and Range, a distance of approximately one and one-eighth (1½) miles to the power plant of the Western Iowa Power Company.

No. E-491-1925.

C. & N. W. Ry. Co. v. Tama Telephone Company, Tama.

Improper construction of telephone wire crossing over C. & N. W. tracks.

Satisfactorily taken care of.

No. E-496-1925.

Board of Railroad Commissioners, Des Moines, v. Spring Grove Electric Company.

Incorrect engineering specifications.

An inspection made by the electrical engineer resulted in satisfactory adjustment of this complaint.

No. E-502-1925.

Chicago & North Western Railway Company v. Farmers Telephone Exchange, Kelley. Improper construction of wire crossing over tracks at Kelley.

Satisfactorily adjusted.

No. E-504-1925.

Board of Railroad Commissioners v. Northwestern Iowa Electric Company, Spirit Lake, and L. W. Johnson Telephone Company, Ocheyedan. Improper construction of wire crossing over railroad tracks at Ocheyedan. Crossing reconstructed to conform to the Board's requirements.

No. E-515-1925.

Iowa Gas & Electric Company, Washington. Franchise in Jefferson and Washington Counties.

Hearing on this application was held on October 7, 1924. Subsequent thereto the application was withdrawn.

No. E-516-1925.

Interstate Power Company, Lancaster, Wis. Franchise in Buchanan County.

This application came on for hearing on October 8, 1924, and on January 21, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north (N) and south (S) highway with an east (E) and west (W) highway approximately one-tenth (1/10) of a

mile east (E) of the southeast (SE) corner of the southwest (SW) quarter of Section four (4), Township ninety (90) north, Range nine (9) west of the fifth (5) P. M., Buchanan County, Iowa, thence west (W) on the last named highway along the south (S) section line of said Section four (4), Sections five (5) and six (6), said Township and Range, and Sections one (1) and two (2), Township ninety (90) north, Range ten (10) west of the fifth (5) P. M. a distance of approximately four and thirty-five hundredths (4.35) miles to the place where said highway turns south approximately along the north (N) and south (S) center line of the northwest (NW) quarter of Section eleven (11), last named Township and Range; thence south (S) on said highway approximately along the north (N) and south (S) center line of the northwest (NW) quarter of said Section eleven (11), a distance of approximately one-fourth (1/4) of a mile to the place where said highway turns west (W) in the northwest (NW) quarter of said Section eleven (11); thence west (W) in said highway approximately along the east (E) and west (W) center line of the northwest (NW) quarter of said Section eleven (11), and the north (N) half of Section ten (10), last named Township and Range, a distance of approximately one and one-fourth (11/4) miles to the intersection of said east (E) and west (W) highway with a north (N) and south (S) highway along the west (W) section line of said Section ten (10); thence north (N) on the last named highway along the west (W) section line of said Section ten (10), a distance of approximately one-fourth (14) of a mile to the intersection of said north (N) and south (S) highway with an east (E) and west (W) highway at the northeast (NE) corner of Section nine (9), last named Township and Range; thence west (W) on the last named highway along the north (N) section line of said Section nine (9), and Section eight (8), last named Township and Range, a distance of approximately one and one-fourth (11/4) miles to the place where said highway turns north (N) approximately along the north (N) and south (S) center line of the east (E) half of Section five (5), last named Township and Range; thence north (N) on said highway approximately along the north (N) and south (S) center line of the east (E) half of said Section five (5), a distance of approximately one-half (1/2) of a mile to the south (S) corporate limits of the town of Fairbank, Buchanan County, Iowa.

No. E-517-1925.

Interstate Power Company, Lancaster, Wis. Franchise in Allamakee, Winneshiek, Howard, and Clayton Counties.

This application came on for hearing on October 8, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the city of McGregor, Clayton County, Iowa, where said corporate limits parallels the east section line of Section twenty-eight (28), Township ninety-five (95) north, Range three (3) west of the fifth (5) P. M.; thence northwest on private right of way across the northeast quarter of said Section twenty-eight (28), a distance of approximately one-fourth (14) of a mile to the north section line of said Section twenty-eight (28); thence west on private right of way along the north section line of said Section twenty-eight (28), a distance of approximately sevensixteenths (7/16) of a mile to the east and west highway along the north section line of said Section twenty-eight (28) and continuing west on said east and west highway along the north section line of said Section twenty-eight (28), a distance of approximately five-sixteenths (5/16) of a mile to the place where said highway turns southwest in the northwest quarter of the northwest quarter of said Section twenty-eight (28); thence southwest on said highway across the northwest quarter of the northwest quarter of said Section twentyeight (28), and the northeast quarter of Section twenty-nine (29), said Township and Range, a distance of approximately eleven-sixteenths (11/16) of a

mile to the place where said highway turns south approximately along the north and south center section line of said Section twenty-nine (29); thence south on said north and south highway approximately along the north and south center section line of said Section twenty-nine (29), a distance of approximately one-fourth (1/4) of a mile to the intersection of said north and south highway with a northwest and southeast diagonal highway known as Primary Road No. 19 across said Section twenty-nine (29).

Beginning at the intersection of a northwest and southeast diagonal highway known as Primary Road No. 19 across the west half of Section twentyfour (24), Township ninety-five (95) north, Range five (5) west of the fifth (5) P. M. with an east and west highway approximately alnog the east and west center section line of said Section twenty-four (24); thence west on the last named highway approximately along the east and west center section line of said Section twenty-four (24), a distance of approximately seven-sixteenths (7/16) of a mile to the intersection of said east and west highway with a north and south highway along the east section line of Section twentythree (23), said Township and Range; thence north on the last named highway along the east section line of said Section twenty-three, and Section fourteen (14), said Township and Range, a distance of approximately one (1) much to the south corporate limits of the town of Monona, Clayton County, Iowa.

Beginning at the west corporate limits of the town of Postville, Allamakee County, Iowa, where said corporate limits is intersected by the Chicago, Milwaukee and St Paul Railway Company in the south half of Section thirtytwo (32), Township ninety-six (96) north, Range six (6) west of the fifth (5) P. M., thence west in the north margin of said railway company's right of way across the south half of said Section thirty-two (32), a distance of approximately four-tenths (4/10) of a mile to the intersection of said railway company's right of way with the northwest and southeast diagonal highway across the southwest quarter of said Section thirty-two (32); thence westerly on said diagonal highway across the southwest quarter of said Section thirtytwo, a distance of approximately two-tenths (2/10) of a mile to the intersection of said diagonal highway with a north and south highway along the west section line of said Section thirty-two (32); thence north on the last named highway along the west section line of said Section thirty-two (32), and Sections twenty-nine (29), twenty (20), and seventeen (17), said Township and Range, a distance of approximately three and thirty-five hundredths (3.35/100) miles and continuing north on private right of way along the west line of the northwest quarter of said Section seventeen (17), a distance of approximately three-tenths (3/10) of a mile and continuing north on the north and south highway along the west section line of the northwest quarter of the northwest quarter of said Section seventeen (17), and Sections eight (8) and five (5) said Township and Range, and Sections thirty-two (32) and twentynine (29), Township ninety-seven (97) north, Range six (6) west of the fifth (5) P. M. a distance of approximately three and eight-tenths (3 8/10) miles and continuing north on private right of way along the west line of the northwest quarter of said Section twenty-nine (29), a distance of approximately one-fourth (14) of a mile to the northwest corner of said Section twenty-nine (29), and continuing north on the north and south highway along the west section line of Sections twenty (20), seventeen (17), eight (8) and five (5), last named Township and Range and Section thirty-two (32), Township ninetyeight (98) north, Range six (6) west of the fifth (5) P. M., a distance of approximately five (5) miles to the intersection of said north and south highway with an east and west highway at the northwest corner of said Section thirty-two (32).

Beginning at the northwest corporate limits of the city of Waukon, Allamakee County, Iowa, thence north on the north and south highway along the west section line of Section thirty (30), Township ninety-eight (98) north, Range five (5) west of the fifth (5) P. M., and Section nineteen (19), said Township and Range, a distance of approximately three-fourths (%) of a

mile to the place where said highway turns east approximately along the east and west center line of the south half of said Section nineteen (19); thence east on said highway approximately along the east and west center line of the south half of said Section mineteen (19), a distance of approximately threeeighths (%) of a mile and continuing east on private right of way approximately along the east and west center line of the south half of said Section mineteen (19), a distance of approximately one-half (1/2) mile to the diagonal and irregular highway across the east half of said Section nineteen (19), and continuing east on the east and west and irregular highway across the southeast quarter of said Section nineteen (19), and the southwest quarter of Section twenty (20), said Township and hange, a distance of approximately one-half (%) of a mile to a point just west of the right of way of the Chicago. Milwauket and St. Paul Rallway Company across the south half of said Section twenty (20); thence north on private right of way across the west half of said Section twenty (20) and the south and east halves of Section seventeen (17), said Township and Range, a distance of approximately one and one-half (11/4) miles to the intersection of said private right of way with Primary Road No. 9 in the southwest quarter of the northeast quarter of said Section seventeen (17); thence in a general northeasterly direction on said Primary Road No. 9 across the northeast quarter of said Section seventsen (17), the east one-half (1/2) of Section eight (8), the north one-half (1/2) of Section nine (9), the northwest quarter of the northwest quarter of Section ten (10), Section three (1), the north halves of Sections two (2) and one (1), said Township and Range, the northwest quarter of the northwest quarter of Section six (6), Township ninety-eight (58) north, Range four (4) west of the fifth (5) P. M., the south half of Section thirty-one (31), Township ninetynine (99) north, Range four (4) west of the fifth (5) P. M. and Section thirty-two (22), last named Township and Range, a distance of approximately seven and thirty-five hundredths (7.35) miles to the intersection of said Primary Road No. 9 with an east and west and irregular highway across the northeast quarter of said Section thirty-two (\$2); thence east and southeast on the last named highway across the northeast quarter of said Section thirtytwo (32), and Section thirty-three (33), last named Township and Range, a distance of approximately one and seven-tenths (1 7/10) miles to the place where said highway turns south along the east line of the southeast quarter of said Section thirty-three (33); thence south on said highway along the east line of the southeast quarter of said Section thirty-three (33), a distance of approximately one-fourth (1/4) of a mile to the place where said highway turns east along the south section line of Section thirty-four (34), last named Township and Range; thence east on said east and weat highway along the south section line of said Section thirty-four (34), and Sections thirty-five (35), and thirty-six (16), last named Township and Range, a distance of approximately two and three-eighths (2%) miles and continuing in a general easterly direction on the irregular highway as it is now located across the northwest quarter of Section one (1), Township ninety-eight (98) north, Range four (4) west of the fifth (5) P. M. across the southeast quarter of Section thirty-six (16), Township ninety-nine (99) north, Range four (4) west of the fifth (5) P. M., the southwest quarter of the southwest quarter of Section thirty-one (31), Township ninety-nine (99) north, Range three (3) west of the fifth (5) P. M., along the south section line of said Section thirty-one (31), across the northwest quarter of Section six (6), Township ninety-eight (98) north, Range three (3) west of the fifth (5) P. M., and the southeast quarter of Section thirty-one (31), Township ninety-nine (99) north, Range three (3) west of the fifth (5) P. M., a distance of approximately two and two-tenths (2 2/10) miles; thence northeast on private right of way across the southeast quarter of the southeast quarter of said Section thirty-one (31), and Section thirty-two (32), last named Township and Range, a distance of approximately two (2) miles to the southwesterly corporate limits of the city of Lansing, Aliamakee County, Iowa.

Beginning at the west corporate limits of the city of Waukon, Allamakee County, Iown, where said corporate limits is intersected by an east and west highway along the north section line of Section thirty-six (26), Township ninety-eight (58) north, Range six (6) west of the fifth (5) P. M., thence west on said east and west highway along the north section line of said Section thirty-six (36), Sections thirty-five (35), thirty-four (34), thirty-three (23), thirty-two (22), and thirty-one (21), said Township and Range, and Section thirty-six (36), Township ninety-eight (38) north, Range seven (7) west of the fifth (5) P. M., Winneshiek County, Jowa, a distance of approximately six and one-half (6%) miles to the intersection of said east and west highway with a north and south highway at the northwest corner of the northeast quarter of said Section thirty-six (36); thence north on the last named highway approximately along the north and south center section line of Section twenty-five (25), last named Township and Range, a distance of approximately one (1) mile to the place where said highway turns northwest along the south section line of Section twenty-four (24), last named Township and Range; thence northwest and west on said highway across the southwest quarter of said Section twenty-four (24), a distance of approximately one-half (14) of a mile to the place where said highway turns north in the southwest quarter of said Section twenty-four (24); thence north on said highway across the west half of said Section twenty-four (24), a distance of approximately three-fourths (%) of a mile to the intersection of said north and south highway with an east and west highway along the north section line of said Section twenty-four (24); thence west on the last named highway along the north section line of said Section twenty-four (24), a distance of approximately three-eighths (%) of a mile; thence north on private right of way a distance of approximately seven-eighths (%) of a mile to a point in the northwest quarter of the northwest quarter of Section thirteen (13), last named Township and Range, and continuing northerly and westerly over private right of way across the northwest quarter of the northwest quarter of said Section thirteen (11), the northeast quarter of the northeast quarter of Section fourteen (14), the southeast quarter and the west one-half (14) of Section eleven (11), the west one-half (15) of Section two (2), last named Township and Range, a distance of approximately two and one-half (214) miles to the Upper Iowa River in the northwest quarter of the northwest quarter of said Section two (2).

Beginning on the private right of way across the southwest quarter of the southwest quarter of Section two (2), Township ninety-eight (98) north. Range seven (7) west of the fifth (5) P. M., thence in a general westerly direction on private right of way across the southwest quarter of the southwest quarter of said Section two (2), the southeast quarter of the southeast quarter of Section three (3) and the northeast quarter of Section ten (19) said Township and Hange a distance of approximately eight-tenths (6/18) of a mile to an east and west highway along the north section line of said Section ten (10); thence west on said east and west highway along the north section line of said Section ton (10) a distance of approximately four-tenths (4/10) of a mile and continuing west on private right of way across the northeast quarter of Section nine (9), said Township and Range, a distance of approximately one-half (14) of a mile to the north and south highway approximately along the north and south center section line of mid Section nine (9); thence south on said north and south highway approximately along the north and south center section line of said Section nine (9), a distance of approximately three-eighths (%) of a mile to the intersection of said north and south highway with a northeast and southwest diagonal and irregular highway across said Section nine (9); thence in a general westerly direction along said diagonal and irregular highway across the north and west halves of said Section nine (3); the east and north halves of Section (8), and the northeast quarter of Section seven (7), said Township and Range, a distance of approximately two and one-fourth (214) miles to a point near the center of said Section seven (7); thence south on private right of way a distance of approximately one-half (1/2) mile to the south section line of said Section seven (7); thence west on private right of way along the south section line of said Section seven (7) a distance of approximately one-half (1/2) mile to the northeast and southwest diagonal and irregular highway across the southwest quarter of the southwest quarter of said Section seven (7); thence southwest on said diagonal and irregular highway across the southwest quarter of the southwest quarter of said Section seven (7), and the southeast quarter of the southeast quarter of Section twelve (12), Township ninety-eight (98) north, Range eight (8) west of the fifth (5) P. M. and the northeast quarter of Section thirteen (13), last named Township and Range, a distance of approximately one (1) mile to a point near the center of said Section thirteen (13); thence west on private right of way across the northwest quarter of said Section thirteen (13) and the northeast quarter of Section fourteen (14), last named Township and Range, a distance of approximately seven-tenths (7/10) of a mile to the east and west highway in the northeast quarter of said Section fourteen (14); thence west on said east and west highway across the northeast quarter of said Section fourteen (14) a distance of approximately four-tenths (4/10) of a mile; thence south on private right of way along the west line of the northeast quarter of said Section fourteen (14) a distance of approximately three-tenths (5/10) of a mile; thence west on private right of way across the west half of said Section fourteen (14) and Section fifteen (15), last named Township and Range a distance of approximately one and two-tenths (1 2/10) miles to the east corporate limits of the City of Decorah, Winneshiek County, Iowa.

Beginning at the north corporate limits of the City of Decorah, Winneshiek County, Iowa, where said corporate limits is intersected by a northwest and southeast diagonal highway known as Primary Road No. 11 across the southwest quarter of the southwest quarter of Section nine (9), Township ninetyeight (98) north, Range eight (8) west of the fifth (5) P. M., thence northwest on said diagonal highway across the southwest quarter of the southwest quarter of said Section nine (9) and the southeast quarter of Section eight (8), said Township and Range a distance of approximately one-half (1/6) of a mile to the intersection of said Primary Road No. 11 with a southeast and northwest diagonal highway across the south half of said Section eight (8); thence west and northwest on the last named highway across the south half of said Section eight (8), the northeast quarter of Section seven (7) and the south half of Section six (6), said Township and Range, a distance of approximately one and seven-eighths (1%) miles to the place where said highway turns northeast in the southwest quarter of said Section six (6); thence northwest on private right of way a distance of approximately one (1) mile to an east and west highway in the northwest quarter of Section one (1), Township ninety-eight (98) north, Range nine (9) west of the fifth (5) P. M., thence west and northwest on said highway across the northwest quarter of said Section one (1), the north half of Section two (2), last named Township and Range, and the southwest quarter of Section thirty-five (35), Township ninety-nine (99) north, Range nine (9) west of the fifth (5) P. M., and the southeast quarter of Section thirty-four (34), last named Township and Range, a distance of approximately two and one-fourth (214) miles to the place where said highway turns west approximately along the east and west center section line of said Section thirty-four (34); thence west on said east and west highway approximately along the east and west center section line of said Section thirty-four (24), Sections thirty-three (33) and thirty-two (32). last named Township and Range, a distance of approximately two and onefourth (214) miles to the intersection of said east and west highway with a north and south highway at the northwest corner of the southeast quarter of said Section thirty-two (32); thence north on the last named highway approximately along the north and south center section line of said Section thirty-two (32), a distance of approximately one-half (1/2) mile to the place

where said highway turns west along the north section line of said Section thirty-two (32); thence west on said highway along the north section line of said Section thirty-two (32) a distance of approximately one-half (1/2) mile to the intersection of said highway with a north and south highway at the southeast corner of Section thirty (30), last named Township and Range; thence north on the last named highway along the east section line of said Section thirty (30), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway at the northeast corner of said Section thirty (30); thence west on the last named highway along the north section line of said Section thirty (30), Sections twenty-five (25), twenty-six (26), twenty-seven (27), twenty-eight (28), twenty-nine (29) and thirty (30), Township ninety-nine (99) north, Range ten (10) west of the fifth (5) P. M., Winneshiek County, Iowa, and Section twenty-five (25), Township ninety-nine (99) north, Range eleven (11) west of the fifth (5) P. M., a distance of approximately eight (8) miles to the east corporate limits of the city of Cresco, Howard County, Iowa;

No. E-521-1925.

Redfield Power & Milling Co., Redfield. Franchise in Dallas and Guthrie Countles.

This application came on for hearing on October 21, 1924, and on February 6, 1925, franchise was granted on the following route:

Beginning at the intersection of a northeast and southwest diagonal highway with a north and south highway, approximately along the north and south center section line of Section six (6), Township seventy-eight (78) north, Range twenty-nine (29) west of the fifth (5) P. M.; thence south on the last named highway approximately along the north and south center section line of said Section six (6) and Section seven (7), said Township and Range, a distance of approximately two (2) miles, and continuing in a general southerly direction on private right of way across the south half of the south half of said Section seven (7) and the north half of Section eighteen (18), said Township and Range, a distance of approximately onehalf (12) of a mile to the north and south highway approximately along the north and south center section line of said Section eighteen (18); thence south on said highway approximately along the north and south center Section line of said Section eighteen (18), Sections nineteen (19) and thirty (30), said Township and Range, a distance of approximately two and onefourth (2%) miles to the north corporate limits of the town of Dexter. Dallas County, Iowa.

Beginning at the south corporated limits of the town of Linden, Dallas County, Iowa, where said corporate limits is intersected by a north and south highway approximately along the north and south center section line of Section nineteen (19), Township seventy-nine (79) north, Range twentynine (29) west of the fifth (5) P. M.; thence south on said north and south highway approximately along the north and south center Section line of said Section nineteen (19) and Section thirty (30), said Township and Range, a distance of approximately one and one-eighth (11%) miles to the place where said highway turns southeast in the south half of said Section thirty (30), and continuing south on private right of way approximately along the north and south center Section line of the south half of said Section thirty (36), and the north half of Section thirty-one (31), said Township and Range, a distance of approximately one-half (%) of a mile to the northeast and southwest diagonal and irregular highway across the north half of said Section thirty-one (31); thence southwest and west on said highway across the northwest quarter of said Section thirty-one (31) a distance of approximately three-eighths (%) of a mile to the place where said highway turns south in the northwest quarter of said Section thirty-one (31); thence south on said highway across the west half of said Section thirty-one (31) a distance of approximately five-eighths (%) of a mile to the south Section line of said Section thirty-one (31).

Beginning at the northeast corporate limits of the town of Redfield, Dallas County, Iowa; thence east on the east and west highway across the north half of the north half of Section three (3), Township seventy-eight (78) north, Range twenty-nine (29) west of the fifth (5) P. M. a distance of approximately one (1) mile to the intersection of said east and west highway with a north and south highway along the east section line of said Section three (3); thence north on the last named highway along the east section line of said Section three (3) a distance of approximately onefourth (14) of a mile to the place where said highway turns east alone the north section line of Section two (2), said Township and Range; thence east on said highway along the north section line of said Section two (2), a distance of approximately twenty (20) rods to the place where said highway turns north at the southwest corner of Section thirty-one (31), Township seventy-nine (79) north, Range twenty-eight (28) west of the fifth (5) P. M.; thence north on said highway along the west section line of said Section thirty-one (31) a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway at the northwest corner of said Section thirty-one (31); thence east on the last named highway along the north section line of said Section thirty-one (31) a distance of approximately three-fourths (%) of a mile to the northeast corner of the northwest quarter of the northeast quarter of said Section thirty-one (31).

Beginning at the north corporate limits of the town of Redfield, Dallas County, Iowa, where said corporate limits is intersected by a northwest and southeast diagonal highway across the northwest quarter of Section four (4), Township seventy-eight (78) north, Range twenty-nine (29) west of the fifth (5) P. M.; thence northwest on said highway across the northwest quarter of said Section four (4) and the southwest quarter of Section thirty-five (35); Township seventy-nine (79) north, Range twenty-nine (29) west of the fifth (5) P. M. a distance of approximately one-half (1/2) of a mile.

Beginning at the west corporate limits of the town of Redfield, Dallas County, Iowa, where said corporate limits is intersected by an east and west and irregular highway across the north half of Section five (5), Township seventy-eight (78) north, Range twenty-nine (29) west of the fifth (5) P. M.; thence west, northwest and southwest on said highway across the north half of said Section five (5) and the north and west halves of Section six (6), said Township and Range, a distance of approximately two (2) miles to the place where said highway turns west in the west half of said Section six (6); thence west on said highway across the west half of said Section six (6) and the east half of Section one (1), Township seventyeight (78) north, Range thirty (30) west of the fifth (5) P. M., Guthrie County, Iowa, a distance of approximately three-eighths (%) of a mile to the place where said highway turns northwest in the east half of said Section one (1); thence northwest on said highway across said Section one (i) a distance of approximately seven-eighths (%) of a mile to the place where said highway turns west in the northwest quarter of said Section one (1); thence west on said highway across the northwest quarter of said Section one (1) and the northeast quarter of Section two (2), said Township and Range, a distance of approximately one-half (1/2) of a mile to the place where said highway turns south in the northeast quarter of said Section two (2); thence south on said highway across the northeast quarter of said Section two (2) a distance of approximately one-eighth (%) of a mile to the place where said highway turns west in the northeast quarter of said Section two (2); thence west on said highway across the north half of said

Section two (2) a distance of approximately three-fourths (%) of a mile to the west section line of said Section two (2).

Beginning at the intersection of an east and west highway with a north and south highway in the northwest quarter of Section two (2), Township seventy-eight (78) north, Range thirty (30) west of the fifth (5) P. M .: thence north on the last named highway across the northwest quarter of said Section two (2) a distance of approximately three-fourths (%) of a mile to the north section line of said Section two (2); thence west on private right of way along the north section line of said Section two (2) and Section three (3), said Township and Range, a distance of approximately one-half (16) of a mile to the east and west highway along the north section line of said Section three (3), and continuing west on said east and west highway along the north section line of said Section three (3) and Section four (4), said Township and Range, a distance of approximately one and three-fourths (1%) miles to the place where said highway turns south at the northwest corner of said Section four (4); thence south, west and south on said highway across the northeast quarter of Section five (5), said Township and ltange, a distance of approximately three-eighths (%) of a mile to the place where said highway turns west in the northeast quarter of said Section five (5); thence west, southwest, west and northwest on said highway as it is now located across the north halves of said Section five (5) and Section six (6), said Township and Range, and the northeast quarter of Section one (1), Township eighty-seven (87) north, Range thirty-one (31) west of the fifth (5) P. M., a distance of approximately two and one-fourth (2%) miles to the place where said highway turns west in the northeast quarter of said Section one (1); thence west on said highway across the north half of the north half of said Section one (1) and Section two (2), last named Township and Range, a distance of approximately one and onefourth (1%) miles to the intersection of said east and west highway with a north and south highway across the northwest quarter of the northwest quarter of said Section two (2); thence north on the last named highway across the northwest quarter of the northwest quarter of said Section two (2) a distance of approximately one-fourth (1/4) of a mile to the place where said highway turns west along the north section line of said Section two (2); thence west on said highway along the north section line of said Section two (2) a distance of approximately three-sixteenths (3/16) of a mile.

Beginning at the intersection of an east and west highway with a north and south highway near the center of Section two (2), Township seventy-eight (7s) north. Range thirty (30) west of the fifth (5) P. M.; thence south on the last named highway approximately along the north and south center section line of said Section two (2) a distance of approximately one-half (3c) of a mile.

No. E-523-1925.

lown Southern Utilities Company, Centerville. Franchise in Jasper County.

This application came on for hearing on October 21, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of Section twelve (17). Township seventy-eight (78) north, Range eighteen (18) west of the fifth (5) P. M., Jasper County. Iowa: thence west on the last named highway along the north section line of said Section twelve (12), and Section eleven (11), said Township and Range, a distance of approximately one and one-half (1½) miles to the place where said highway turns south at the northwest corner of the northeast quarter of said Section eleven (11); thence south on said

highway approximately along the north and south center section line of said Section eleven (11), a distance of approximately one-fourth (14) of a mile to the intersection of said north and south highway with an east and west highway across the northwest quarter of said Section eleven (11): thence west on the last named highway approximately along the east and west center line of the northwest quarter of said Section eleven (11), a distance of approximately one-half (1/2) of a mile to the place where said highway turns south along the west section line of said Section (11); thence south on said highway along the west section line of said Section eleven (11), a distance of approximately one-fourth (14) of a mile to the place where said highway turns west approximately along the east and west center section line of Section ten (10), said Township and Range; thence west on said highway approximately along the east and west center section line of said Section ten (10) and Section nine (9), said Township and Range, a distance of approximately two (2) miles to the intersection of said east and west highway with a north and south highway along the east section line of Section eight (8), said Township and Range; thence south on the last named highway along the east section line of said Section eight (8). and Section seventeen (17), said Township and Range, a distance of approximately one (1) mile to the place where said highway turns west approximately along the east and west center section line of said Section seventeen (17); thence west on said highway approximately along the east and west center section line of said Section seventeen (17), a distance of approximately three-fourths (%) of a mile to the place where said highway turns north in the west half of said section seventeen (17); thence north on said highway across the northwest quarter of said Section seventeen (17), a distance of approximately one-half (1/2) of a mile to the intersection of said north and south highway with an east and west highway along the north section line of said Section seventeen (17); thence west on the last named highway along the north section line of said Section seventeen (17), Section eighteen (18), said Township and Range, Sections thirteen (13) and fourteen (14), Township seventy-eight (78) north, Range nineteen (19) west of the fifth (5) P. M. a distance of approximately two and three-fourths (2%) miles to the place where said highway turns north approximately along the north and south center section line of Section eleven (11), last named Township and Range; thence north on said highway approximately along the north and south center section line of said Section eleven (11), a distance of approximately one-half (1/2) of a mile to the place where said highway turns west near the center of said Section eleven (11); thence west on said highway across the west half of said Section eleven (11), a distance of approximately one-fourth (14) of a mile to the place where said highway turns north in the northwest quarter of said Section eleven (11); thence north on said highway a distance of approximately thirty-three (33) feet, to the south corporate limits of the town of Reasnor, Jasper County, Iowa, and including the streets and alleys of the village of Galesburg, Jasper County, Iowa.

No. E-524-1925.

Iowa Southern Utilities Company, Centerville. Franchise in Jasper and Poweshiek Counties.

This application came on for hearing on October 21, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the north corporate limits of the city of Newton, Jasper County, Iowa, where said corporate limits is intersected by a north and south highway along the west Section line of Section twenty-seven (27). Township eighty (80) north, Range nineteen (19) west of the fifth (5) P. M.; thence north on said highway along the west Section line of said Section twenty-seven (27) a distance of approximately one-fourth (14).

of a mile to the intersection of said north and south highway with an east and west highway at the southwest corner of Section twenty-two (22), said Township and Range; thence east on the last named highway along the south Section line of said Section twenty-two (22), Sections twenty-three (23) and twenty-four (24), said Township and Range, a distance of approximately three (3) miles to the intersection of said east and west highway with a north and south highway at the southwest corner of Section nineteen (19), Township eighty (80) north, Range eighteen (18) west of the fifth (5) P. M.; thence north on the last named highway along the west Section line of said Section nineteen (19) a distance of approximately onefourth (%) of a mile; thence east on private right of way across the south half of said Section nineteen (19) a distance of approximately one-half (14) of a mile to the east and west highway across the south half of said Section nineteen (19); thence east, northeast and east on said highway across the southeast quarter of said Section nineteen (19) a distance of approximately nine-sixteenths (9/16) of a mile to the north and south highway along the west Section line of Section twenty (20), last named Township and Range; thence north on said north and south highway along the west Section line of said Section twenty (20), a distance of approximately one-fourth (1/4) of a mile to the intersection of said north and south highway with an east and west highway approximately along the east and west center section line of said Section twenty (20); thence east on the last named highway approximately along the east and west center Section line of said Section twenty (20), Sections twenty-one (21) and twenty-two (22), last named Township and Range, a distance of approximately two and five-eighths (2%) miles to the place where said highway turns north in the northeast quarter of said Section twenty-two (22); thence north on said highway across the northeast quarter of said Section twenty-two (22) a distance of approximately oneeighth (1/4) of a mile, and continuing north on private right of way across the northeast quarter of said Section twenty-two (22) a distance of approximately three-eighths (%) of a mile to the north Section line of said Section twenty-two (22); thence east on private right of way along the north section line of said Section twenty-two (22) and Section twenty-three (23), last named Township and Range, a distance of approximately three-fourths (%) of a mile to the east and west highway along the north line of the northwest quarter of said Section twenty-three (23), and continuing east on said east and west highway along the north section line of said Section twenty-three (23) and twenty-four (24), last named Township and Range, and Section nineteen (19), Township eighty (80) north, Range seventeen (17) west of the fifth (5) P. M., a distance of approximately two and one-fourth (2%) miles to a place where said highway turns north approximately along the north and south center section line of Section eighteen (18), last named Township and Range; thence north on said highway approximately along the north and south center Section line of said Section eighteen (18), a distance of approximately one-fourth (1/4) of a mile to the intersection of said north and south highway with an east and west highway across the southeast quarter of said Section eighteen (18); thence east on the last named highway approximately along the east and west center line of the southeast quarter of said Section eighteen (18) and the south half of Section seventeen (17). last named Township and Range, a distance of approximately three-fourths (%) of a mile, then continuing east on private right of way across the south half of said Section seventeen (17), a distance of approximately one-eighth (%) of a mile and continuing east on the east and west highway across the south half of said Section seventeen (17) and Section sixteen (16), last named Township and Range, a distance of approximately three-fourths (%) of a mile, and continuing east on private right of way across the south half of said Section sixteen (16) a distance of approximately three-sixteenths (3/16) of a mile and continuing east on the east and west highway across the south half of Section sixteen (16) and Section fifteen (15), last named Town-

ship and Range, a distance of approximately three-fourths (%) of a mile to the place where said highway turns southeast in the southwest quarter of said Section fifteen (15); thence southeast and east on said highway across the southwest quarter of said Section fifteen (15) a distance of approximately five-sixteenths (5/16) of a mile to the place where said highway turns north approximately along the north and south center Section line of said Section fifteen (15); thence north on said highway approximately along the north and south center Section line of said Section fifteen (15) a distance of approximately one-sixteenth (1/16) of a mile to the intersection of said north and south highway with an east and west highway across the southeast quarter of said Section fifteen; thence east on the last named highway across the southeast quarter of said Section fifteen (15) and the south half of Section fourteen (14), last named Township and Range, a distance of approximately seven-eighths (%) of a mile, and continuing east on private right of way across the south half of said Section fourteen (14), a distance of approximately three-sixteenths (3/16) of a mile, and continuing east on the east and west highway across the south half of said Section fourteen (14) and Section thirteen (13), last named Township and Range, a distance of approximately one and three-eighths (1%) miles to the intersection of said east and west highway with the north and south highway along the east Section line of said Section thirteen (13); thence north on the last named highway along the east Section line of said Section thirteen (13) a distance of approximately one-fourth (%) of a mile to the northeast corner of the southeast quarter of said Section thirteen (13), Jasper County, Iowa, thence east on the east and west highway along the east and west center Section line of Sections eighteen (18) and Seventeen (17), Township eighty (80) north, Range sixteen (16) west of the fifth (5) P. M., a distance of approximately one and one-half (114) miles to the west corporate limits of the city of Grinnell. Poweshiek County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-four (24), Township eights (80) north, Range eighteen (18) west of the fifth (5) P. M.; thence south on the last named highway along the west Section line of said Section twenty-four (24) a distance of approximately three-fourths (%) of a mile to the north corporate limits of the town of Kellogg, Jasper County, Jowa.

No. E-526-1925.

Adel Light & Power Company, Adel. Franchise in Dallas and Polk Counties.

This application came on for hearing on October 28, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Adel, Dallas County, Iowa, where said corporate limits is intersected by a north and south highway across the west half of the west half of Section thirty-two (32), Township seventy-nine (79) north. Range twenty-seven (27) west of the fifth (5) P. M.; thence south on said highway across the west half of the west half of said Section thirty-two (32), a distance of approximately one-fourth (4) of a mile to the place where said highway turns west in the west half of said Section thirty-two (32); thence west on said highway across the west half of said Section thirty-two (32), a distance of approximately one-eighth (4) of a mile to the place where said highway turns south along the west section line of said Section thirty-two (32); thence south on said highway along the west section line of said Section thirty-two (32); thence south on said highway along the west section line of said Section thirty-two (32), a distance of approximately one-half (4) of a mile to the southwest corner of said Section thirty-two (32).

Beginning at the intersection of a north and south highway with an east and west highway at the southwest corner of Section twenty-six (26), Township seventy-nine (79) north, Range twenty-six (26) west of the fifth (5)

p. M.; thence east on the last named highway along the south section line of said Section twenty-six (26), a distance of approximately one (1) mile to the intersection of said east and west highway with a north and south highway at the southeast corner of said Section twenty-six (26); thence north on the last named highway along the east section line of said Section twenty-six (26), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway at the northeast corner of said Section twenty-six (26); thence east on the last named highway along the north section line of Section twenty-five (25), said Township and frange, a distance of approximately one (1) mile to the northeast corner of said Section twenty-five (25).

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section thirty-six (36), Township seventy-nine (79) north, Range twenty-six (26) west of the fifth (5) p. M.; thence south on the last named highway along the west section line of said Section thirty-six (36), a distance of approximately one (1) mile to the southwest corner of said Section thirty-six (36).

Beginning at the northwest corner of the southwest quarter of Section thirty-six (35), Township seventy-nine (79) north, Range twenty-six (25) west of the fifth (5) P. M.; thence east on private right of way approximately along the east and west center section line of said Section thirty-six (36), a distance of approximately one (1) mile to the east section line of said Section thirty-six (36).

Beginning at the intersection of an east and west highway with a north and south highway at the southwest corner of Section twenty-eight (28), Township seventy-nine (79) north, Range twenty-six (26) west of the fifth (5) P. M.; thence north on the last named highway along the west section line of said Section twenty-eight (28), and Section twenty-one (21), said Township and Range, a distance of approximately two (2) miles to the northwest corner of said Section twenty-one (21).

Beginning at the intersection of a north and south and diagonal highway with an east and west highway in the southwest quarter of Section twenty (20). Township seventy-nine (79) north, Range twenty-seven (27) west of the fifth (5) P. M.; thence east on the last named highway approximately along the east and west center section line of said Section twenty (20) and Section twenty-one (21), said Township and Range, a distance of approximately one (1) mile; thence north on private right of way across the northwest quarter of said Section twenty-one (21), a distance of approximately one-fourth (34) of a mile.

Beginning near the southeast corner of the northwest quarter of the southwest quarter of Section twenty (20), Township seventy-nine (79) north, Range twenty-seven (27) west of the fifth (5) P. M.; thence west on private right of way across the southwest quarter of said Section twenty (20) and the southeast quarter of Section nineteen (19), said Township and Range, a distance of approximately one-half (14) of a mile to the east and west highway approximately along the east and west center section line of said Section nineteen (19), and continuing west on said east and west highway approximately along the east and west center section line of said Section nineteen (19), a distance of approximately one-half (14) of a mile to the place where said highway turns north in the west half of said Section nineteen (19): thence north on the said highway across the northwest quarter of said Section nineteen (19), a distance of approximately one-half (14) of a mile to the place where said highway turns west along the north section line of said Section nineteen (19); thence west on said highway along the north section line of said Section nineteen (19), a distance of approximately sixty (60)

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of Section twelve (12), Township seventy-eight (78) north. Range twenty-six (28) west of the fifth (5) P. M.;

thence east on the last named highway along the north section line of said section twelve (12), Dallas County, Iowa, and Sections seven (7) and eight (8), Township seventy-cight (78) north, Range twenty-five (25) west of the fifth (5) P. M., a distance of approximately three (3) miles to the west corporate limits of the Town of Cloverhills, Polk County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway a distance of approximately one-fourth (½) of a mile west of the northeast corner of Section eight (8). Township seventy-eight (78) north, Range twenty-five (25) west of the fifth (5) P. M.; thence south on the last named highway approximately along the north and south center line of the east half of said Section eight (8) and Section seventeen (17), said Township and Range, a distance of approximately one and three-fourths (1½) miles to the intersection of said north and south highway with an east and west highway across the southeast quarter of said Section seventeen (17).

Beginning at the intersection of a north and south highway with an east and west highway a distance of approximately one-fourth (¾) of a mile west of the northeast corner of Section seventeen (17), Township seventy-eight (78) north, Range twenty-five (25) west of the fifth (5) P. M.; thence east on the last named highway along the north section line of said Section seventeen (17), and Section sixteen (16), said Township and Range, a distance of approximately one (1) mile.

No. E-527-1925.

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Citizens Gas & Electric Company, Waterloo. Franchise in Black Hawk County.

This application came on for hearing on October 28, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at a point on the north and south highway along the east section line of Section nineteen (19), Township eighty-seven (87) north, Range fourteen (14) west of the fifth (5) P. M.; Black Hawk County, Iowa, near the southeast corner of the northeast quarter of said Section nineteen (19); thence north on said north and south highway along the east section line of said Section nineteen (19) and section eighteen (18), said Township and Range, a distance of approximately one (1) mile to a point near the northeast corner of the southeast quarter of said Section eighteen (18).

No. E-528-1925.

Northern Iowa Gas & Electric Company, Humboldt. Franchise in Humboldt County.

This application came on for hearing on November 18, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Rutland, Humboldt County, Iowa, where said corporate limits is intersected by an east and west highway at the southwest corner of Section twenty-one (21). Township ninety-two (92) north, Range twenty-nine (29) west of the fifth (5) P. M.; thence north on the north and south highway along the west section line of said Section twenty-one (21), Sections sixteen (16), nine (9) and four (4), said Township and Range, and Sections thirty-three (33) and twenty-eight (28). Township ninety-three (93) north, Range twenty-nine (29) west of the fifth (5) P. M. a distance of approximately six (6) miles to the intersection of said north and south highway with an east and west highway at the north-west corner of said Section twenty-eight (28).

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No. E-529-1925.

Northern Iowa Gas & Electric Company, Humboldt,

Franchise in Winnebago County.

This application came on for hearing on November 18, 1924, and on January 13, 1925, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Forest City, Winnebago County, Iowa, where said corporate limits is intersected by an east and west highway near the northwest corner of the northeast quarter of Section thirty-six (36), Township ninety-eight (98) north, Range twenty-four (24) west of the fifth (5) P. M.; thence east on said east and west highway along the north section line of said Section thirty-six (36), a distance of approximately fifteen hundred (1,500) feet.

Beginning at the west corporate limits of the town of Forest City, Winnebago County, Iowa, where said corporate limits is intersected by an east and west highway near the northeast corner of the northwest quarter of the southwest quarter of Section thirty-five (35), Township ninety-eight (98) north, Range twenty-four (24) west of the fifth (5) P. M.; thence west on said east and west highway approximately along the east and west center section line of said Section thirty-four (34), said Township and Range, a distance of approximately fifteen hundred (1,500) feet.

No. E-530-1925.

Northern Iowa Gas & Electric Company, Humboldt. Franchise in Palo Alto County.

This application came on for hearing on November 18, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the city of Emmetaburg, Palo Alto County, Iowa, where said corporate limits is intersected by a south-east and northwest diagonal highway near the southeast corner of Section thirty (30), Township ninety-six (96) north, Range thirty-two (32) west of the fifth (5) P. M.; thence southeast on said diagonal highway across the southwest quarter of Section twenty-nine, said Township and Range, a distance of approximately three-tenths (3/10) of a mile to the intersection of said diagonal highway with an east and west highway along the south section line of said Section twenty-nine (29); thence east on the last named highway along the south section ine of said Section twenty-nine (29); thence east on the last named highway eight (28), twenty-seven (27), twenty-six (26), and twenty-five (25), said Township and Range, a distance of approximately four and eight-tenths (4 8/10) miles to the northwest corporate limits of the town of Cylinder, Palo Alto County, Iowa.

No. E-531-1925.

Chicago & North Western Railway Company v. Farmers Mutual Telephone Company, Montour, and Tama Telephone Company, Tama.

Improperly constructed wire crossings over railroad tracks at Montour. Satisfactorily adjusted.

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No. E-532-1925.

Iowa Southern Utilities Company, Centerville.

Franchise in Keokuk County.

This application came on for a hearing on November 18, 1924, and on December 31, 1924, franchise was granted upon the following route.

Beginning at the west corporate limits of the town of Keota, Keokuk County, Iowa, where said corporate limits is intersected by an east and west

highway along the north section line of Section twenty-five (25), Township seventy-six (76) north, Range ten (10) west of the fifth (5) P. M.; thence west on said east and west highway along the north section line of Section twenty-six (26), said Township and Range, a distance of approximately onehalf (%) of a mile to the intersection of said east and west highway with a north and south highway approximately along the north and south center section line of said Section twenty-six (26); thence south on the last named highway approximately along the north and south center Section line of said Section twenty-six (26) a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway along the north section line of Section thirty-five (35), said Township and Range; thence west on the last named highway along the north section line of said Section thirty-five (35), Sections thirty-four (34), thirty-three (33), thirty-two (32) and thirty-one (31), said Township and Range, Sections thirty-six (36), thirty-five (35), thirty-four (34), thirty-three (33), thirtytwo (32) and thirty-one (31), Township seventy-six (76) north, Range eleven (11) west of the fifth (5) P. M., Sections thirty-six (36) and thirty-five (35). Township seventy-six (76) north Range twelve (12) west of the fifth (5) P. M. a distance of approximately eleven and three-fourths (11%) miles to the intersection of said east and west highway with a north and south highway approximately along the north and south center line of the northeast quarter of said Section thirty-five (35); thence south on the last named highway approximately along the north and south center line of the northeast quarter of said Section thirty-five (35) a distance of approximately onefourth (%) of a mile to the north corporate limits of the city of Sigourney, Keokuk County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway at the southwest corner of Section twenty-nine (29), Township seventy-six (76) north, Range ten (10) west of the fifth (5) P. M : thence north on the last named highway along the west section line of said Section twenty-nine (29) a distance of approximately one (1) mile to the northwest corner of said Section twenty-nine (29).

No. E-533—1925. Board of Railroad Commissioners v. Lincoln Rural Telephone Company," The left the second will be in the second the se

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Improper construction telephone wires over C. R. I. & P. tracks north of Hartley.

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Satisfactorily taken care of.

No. E-534-1925.

Board of Railroad Commissioners v. Town of Moorland. Improper construction of wire crossing over M. & St. L. tracks.

Certain changes were made in the line which made it conform with the requirements of the Board.

No. E-535-1925.

Iowa Light, Heat & Power Co., Carroll. Franchise in Calhoun County. This application came on for hearing on November 25, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Rockwell City, Calhoun County, Iowa, where said corporate limits is intersected by an east and west highway along the north section line of Section thirty-two (32). Township eighty-eight (88) north, Range thirty-two (32) west of the fifth (5) P. M.; thence east on said east and west highway along the north section

line of said Section thirty-two (32), Sections thirty-three (33), thirty-four (34), thirty-five (35), and thirty-six (36), said Township and Range, sections thirty-one (31), thirty-two (32), thirty-three (33), and thirty-four (34), Township eighty-eight (88), north, Range thirty-one (31) west of the fifth (5) P. M. a distance of approximately nine (9) miles to the intersection of said east and west highway with a north and south highway at the northwest corner of Section thirty-five (25), last named township and Range, thence south on the last named highway along the west section line of said Section thirty-five (35), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway at the southwest corner of said Section thirty-five (35).

Beginning at the northwest corner of the northeast quarter (%) of Section two (2), Township eighty-seven (87) north, Range thirty-one (31), west of the fifth (5) P. M.; thence south in the east margin of the north and south highway approximately along the north and south center section line of said Section two (2), a distance of approximately one-fourth (%) of a mile; thence west across said highway to the east corporate limits of the town of Somers, Calhoun County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway at the southeast corner of Section twenty-eight (28), Township eighty-eight (88) north, Range thirty-one (31) west of the fifth (5) P. M.; thence north on the last named highway along the east section line of said Section twenty-eight (28), Sections twenty-one (21), sixteen (16) and nine (9), said Township and Range, a distance of approximately three and one-half (31/2) miles to the south corporate limits of the town of Knierim, Calhoun County, Iowa.

No. E-536-1925.

Iowa Light, Heat & Power Company, Carroll. Franchise in Carroll County:

This application came on for hearing on November 25, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of Section two (2), Township eightythree (83) north, Range thirty-five (35) west of the fifth (5) P. M., Carroll County, Iowa; thence south on the last named highway along the east section line of said Section two (2), Sections eleven (11) and fourteen (14), said Township and Range, a distance of approximately two and one-half (2%) miles to the southeast corner of the northeast quarter of said Section fourteen (14); thence west on private right of way approximately along the east and west center section line of said Section fourteen (14), a distance of approximately one (1) mile to the north and south highway along the west section line of said Section fourteen (14), and continuing west on the east and west highway approximately along the east and west center section line of Section fifteen (15) and sixteen (16), said Township and Range, a distance of approximately one and one-fourth (11/4) miles to the southwest corner of the southeast quarter of the northeast quarter of said Section sixteen (16).

Beginning on the north and south highway along the east section line of Section sixteen (16), Township eighty-three (83) north, Range thirty-five (25) west of the fifth (5) P. M. at the northeast corner of the southeast quarter of the northeast quarter of said Section sixteen (16); thence south on said north and south highway along the east section line of said Section sixteen (16), a distance of approximately one-half (14) of a mile.

No. E-537-1925.

Iowa Light, Heat & Power Company, Carroll. Franchise in Crawford and Carroll Counties.

This application came on for hearing on November 25, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Manning, Carroll County, Iowa, where said corporate limits is intersected by an east and west highway along the south section line of Section eighteen (18), Township eighty-two (\$2\$) north, Range thirty-six (36) west of the fifth (5) Pr. M.; thence west on said east and west highway along the south section line of said Section eighteen (18) and Section thirteen (13), Township eighty-two (\$2\$) north, Range thirty-seven (37) west of the fifth (5) P. M. Crawford County, Iowa, and Section fourteen (14), last named Township and Range, a distance of approximately two and seven-eighths (2%) miles to the intersection of said east and west highway with a north and south highway at the southeast corporate limits of the town of Aspinwal, Crawford County, Iowa.

No. E:538-1925.

Iowa Light, Heat & Power Company, Carroll, Iowa. Franchise in Carroll County.

This application came on for hearing on November 25, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the northwest corporate limits of the town of Arcadia, Carroll County, Iowa, where said corporate limits is intersected by a north and south highway at the southwest corner of Section nine (9), Township eighty-four (84) north, Range thirty-six (36) west of the fifth (5) P. M.; thence north on said north and south highway along the west section line of said Section nine (9) and Section four (4), said Township and Range, Sections thirty-three (33), twenty-eight (28), twenty-one (21) and sixteen (16), Township eighty-five (85) north, Range thirty-six (36) west of the fifth (5) P. M. a distance of approximately six (6) miles to the intersection of said north and south highway with an east and west highway at the northwest corner of said Section sixteen (16); thence east on the last named highway along the north section line of said Section sixteen (16), Sections fifteen (15), fourteen (14) and thirteen (13), last named Township and Range, a distance of approximately three and one-half (3½) miles to the west corporate limits of the town of Breda, Carroll County, Iowa.

No. E-539—1925,

Interstate Power Company, Lancaster, Wisc. Franchise in Allamakee County.

This application came on for hearing on December 2, 1924, and on December 31, 1924, franchise was granted upon the following route:

Beginning at the northwest corporate limits of the city of Lansing, Allamakee County, Iowa, where said corporate limits is intersected by a northwest and southeast diagonal highway across the west half of Section twenty (20), Township ninety-nine (99) north, Range three (3) west of the fifth (5) P. M.; thence in a general northwesterly and northerly direction on said diagonal highway across the west half of said Section twenty (20), the northeast quarter of Section nineteen (19), Section eighteen (18), the southwest quarter of Section seven (7), said Township and Range, the east half of Section twelve (12), and Section one (1), Township ninety-nine (99) north, Range four (4) west of the fifth (5) P. M., the west half of Section thirty-six (36), the southwest quarter of Section twenty-five (25) and the east half of Section twenty-six (26), Township one hundred (100) north, Range four (4) west of the fifth (5) P. M., a distance of approximately six and one-tenth (6 1/10) miles to the place where said highway turns west in the northeast quarter of said Section twenty-six (26); and continuing northwest on private right of way paralleling and adjacent to the southwest right of way line of

the Chicago, Milwaukee & St. Paul Railway across the northeast quarter of said Section twenty-six (26), a distance of approximately one-fourth (\(\frac{\gamma}{3} \)) of a mile and crossing said railroad right of way to the northeast side thereof, and continuing northwest on private right of way from three (3) to six (6) feet outside of and paralleling the northeast right of way line of said railroad company, across the northeast quarter of said Section twenty-six (26), the south and west halves of Section twenty-three (23), the southwest quarter of Section fourteen (14), and the southeast quarter of Section fifteen (15), last named Township and Range, a distance of approximately two (2) miles to the intersection of said private right of way with a north and south center line of the east half of said Section fifteen (15); thence north on private right of way approximately along the north and south center line of the east half of said Section fifteen (15) and Section ten (10), last named Township and Range, a distance of approximately one and one-fourth (1\(\frac{\gamma}{3} \) miles to the south corporate limits of the town of New Albin, Aliamakee County, Iows.

No. E-540-1925.

C. M. & St. P. R'y. Co. v. Town of Redfield. Improper construction of wire crossing over railroad track.

Satisfactorily adjusted.

No. E-541-1925.

Panora Mutual Telephone Company v. Town of Panora. Inductive interference.

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Satisfactorily adjusted.

No. E-542-1925.

Iowa Electric Company, Cedar Rapids. Franchise in Jackson County.

This application came on for hearing on December 2, 1924, and on
December 31, 1924, franchise was granted upon the following route:

Beginning at the intersection of a southeast and northwest diagonal highway with a north and south highway at the southwest corner of the northwest quarter of Section twenty (26), Township eighty-four (84) north, Range three (3) east of the fifth (5) P. M., Jackson County, Iowa; thence north on the last named highway along the west section line of said Section twenty (28) a distance of approximately one-half (½) of a mile to the northwest corner of said Section twenty (20).

Beginning at the intersection of a north and south highway with an east and west highway at the southwest corner of Section ten (10), Township eighty-five (85) north, Range three (3) east of the fifth (5) P. M.; thence east on the last named highway known as Primary Road No. 62, along the south section line of said Section ten (10), a distance of approximately onehalf (1/2) of a mile to the place where said highway turns northeast in the south half of said Section ten (10); thence in a general northeasterly direction on said Primary Road No. 62 across the southeast quarter of said Section ten (10), across Section eleven (11), the southeast quarter of Section two (2), the south and east halves of Section one (1), said Township and Range, the north half of Section six (6). Township eighty-five (85) north, Range four (4) east of the fifth (5) P. M., the southeast quarter of Section thirtyone (31), the south half of Section thirty-two (32), the south and east halves of Section thirty-three (33), the southeast quarter of Section twenty-eight (28), the west and north halves of Section twenty-seven (27), the southeast quarter of Section twenty-two (22), the south half of Section twenty-three (23), the northwest quarter of Section twenty-four (24), and the southwest quarter of Section thirteen (13), Township eighty-six (86) north, Range four (4) east of the fifth (5) P. M., a distance of approximately eleven and threefourths (11%) miles to the intersection of said Primary Road No. 62 with a north and south highway in the southwest quarter of said Section thirteen (13); thence north on the last named highway across the southwest quarter of said Section thirteen (11) a distance of approximately one-fourth (½) of a mile to the place where said highway turns west, and continuing north and northeast on private right of way across said Section thirteen (13) and the south half of Section twelve (12), last named Township and Range, a distance of approximately one and one-half (1½) miles; thence east on private right of way along the north corporate limits of the town of Bellevue, Jackson County, Iowa, a distance of approximately one-eighth (½) of a mile to the northwest and southeast diagonal highway across the southwest quarter of Section seven (7), Township eighty-six (86) north, Range five (5) east of the fifth (5) P. M.

Beginning at the north corporate limits of the town of Bellevue, Jackson County, Iowa, where said corporate limits is intersected by a northwest acoutheast diagonal highway across the southwest quarter of Section seven (7), Township eighty-six (86) north, Range five (5) east of the fifth (5) P. M.; thence in a general northerly direction on said diagonal highway across the southwest quarter of said Section seven (7), along the east section line of Section twelve (12), Township eighty-six (86) north, Range four (4) east of the fifth (5) F. M., across the east half of Section one (1), last named Township and Range, a distance of approximately one and three-fourths (1%) miles to the north section line of said Section one (1).

No. E-543-1925.

Iowa Railway and Light Company, Cedar Rapids. Franchise in Boone County.

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This application came on for hearing on December 9, 1924, and on January 13, 1925, franchise was granted upon the following route:

. Beginning at the east corporate limits of the city of Boone, Boone County, Iowa, where said corporate limits is interested by an east and west highway approximately along the east and west center section line of Section twenty-seven (27), Township eighty-four (84) north, Range twenty-six (26) west of the fifth (5) P. M.; thence east on said east and west highway approximately along the east and west center section line of said Section twenty-seven (27). Sections twenty-six (26) and twenty-five (25), said Township and Range, a distance of approximately one and eighty-five hundredths (1.85) miles to a point just east of the intersection of said highway with the Fort Dodge, Des Moines and Southern Railroad Company's tracks in said Section twenty-five (25).

No. E-545—1925.

Interstate Power Company, Lancaster, Wisc. Franchise in Fayette and Buchanan Counties.

This application came on for hearing on January 6, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Fairbank, Buchanan County, Iowa, where said corporate limits is intersected by a north and south highway approximately along the north and south center line of the west half of Section five (5), Township ninety (90) north, Range ten (10) west of the fifth (5) P. M.; thence south on said highway approximately along the north and south center line of the west half of said Section five (5), Sections eight (8), seventeen (17) and twenty (20), said Township and Range, a distance of approximately three and one-fourth (3¼) miles to the place where said highway turns southwest and is intersected by a northwest and southeast diagonal highway across the southwest quarter of said Section twenty (20); thence southeast on the last named highway across the south-

west quarter of said Section twenty (20) and the northwest quarter of Section twenty-nine (29), said Township and Range, a distance of approximately one-half (1/2) of a mile to the place where said highway turns south in the northwest quarter of said Section twenty-nine (29); thence south on said highway along the north and south center section line of said Section twentynine (29) a distance of approximately one-fourth (1/4) of a mile to the intersection of said north and south highway with an east and west highway along the east and west center section line of said Section twenty-nine (29); thence east on the last named highway along the east and west center section line of said Section twenty-nine (29), Sections twenty-eight (28) and twentyseven (27), said Township and Range, a distance of approximately two (2) miles to the intersection of said east and west highway with the north and south highway along the north and south center section line of said Section twenty-seven (27); thence south on the last named highway along the north and south center section line of said Section twenty-seven (27) and Section thirty-four (34) said Township and Range, and Section three (3), Township eighty-nine (89) north, Range ten (10) west of the fifth (5) P. M. a distance of approximately two and one-fourth (2%) miles to the place where said highway turns west in the south half of said Section three (3); thence west and southwest on said highway across the southwest quarter of said Section three (3) and the northwest quarter of Section ten (10), last named Township and Range, a distance of approximately one (1) mile to the intersection of said highway with an east and west highway approximately along the east and west center section line of said Section ten (10); thence west on the last named highway along the east and west center section line of Sections nine (9), eight (8) and seven (7), last named Township and Range, a distance of approximately two and three-fourths (2%) miles to the northwest corner of the northeast quarter of the southwest quarter of said Section seven (7).

Beginning at the southeast corner of the northeast quarter of Section four (4), Township ninety (90) north, Range nine (9) west of the fifth (5) P. M.; thence west on the east and west highway along the east and west center section line of said Section four (4) a distance of approximately three-fourths (%) of a mile.

Beginning at the intersection of a north and south highway with an east and west highway along the east line of the southeast quarter of Section sixteen (16). Township ninety (99) north, Range nine (9) west of the fifth (5) P. M.; thence west and southwest on the last named highway across the southeast quarter of said Section sixteen (16) a distance of approximately one-fourth (14) of a mile.

Beginning at the intersection of a 'north and south highway with an east and west highway at the southwest corner of Section twenty-one (21), Township ninety (90) north, Range nine (9) west of the fifth (5) P. M; thence east on the last named highway along the south section line of said Section twenty-one, Sections twenty-two (22) and twenty-three (23), said Township and Range, a distance of approximately three (3) miles to the intersection of said east and west highway with a north and south highway at the south-east corner of said Section twenty-three (23); thence north on the last named highway along the east section line of said Section twenty-three (23) a distance of approximately one-half (½) of a mile to the northeast corner of the southeast quarter of said Section twenty-three (23).

Beginning at the intersection of an east and west highway with a north and south highway at the southwest corner of the southeast quarter of Section twenty-one (21), Township ninety (90) north, Range nine (9) west of the fifth (5) P. M.; thence north on the last named highway along the north and south center section line of said Section twenty-one (21) a distance of approximately three-fourths (%) of a mile.

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-six (26), Town-

ship ninety (99) north, Range nine (9) west of the fifth (5) P. M.; thence south on the last named highway along the west section line of said Section twenty-six (26), Section thirty-five (35), said Township and Range, and Section two (2), Township eighty-nine (89) north, Range nine (9) west of the fifth (5) P. M., a distance of approximately two and one-half (2½) miles to the place where said highway turns west along the east and west center section line of Section three (3), last named Township and Range; thence west on said highway along the east and west center section line of said Section three (3), a distance of approximately one-fourth (¼) of a mile to the place where said highway turns south in the southeast quarter of said Section three (3); thence south on said highway across the southeast quarter of said Section three (3) a distance of approximately one-half (½) of a mile to the south section line of said Section three (3).

Beginning near the northeast corner of Section thirty-three (33), Townshin ninety (90) north, Range nine (9) west of the fifth (5) P. M.; thence west on the east and west highway along the north section line of said Section thirty-three (33), a distance of approximately one-half (½) of a mile.

Beginning at the northwest corner of the southeast quarter of Section seventeen (17). Township ninety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence south on the north and south highway along the north and south center section line of said Section seventeen (17), a distance of approximately one-fourth (1/4) of a mile to the north corporate limits of the city of Oelwein, Fayette County, Iowa.

Beginning at the west corporate limits of the city of Oelwein, Fayette County, Iowa, where said corporate limits is intersected by an east and west highway along the south section line of Section seventeen (17), Township injety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence west on said east and west highway along the south section line of said Section seventeen (17), a distance of approximately three-eighths (%) of a mile.

Beginning at the west corporate limits of the city of Oelwein, Fayette County, Iowa, where said corporate limits is intersected by an east and west highway along the east and west center section line of Section twenty-nine, (29), Township ninety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence west on said east and west highway along the east and west center section line of said Section twenty-nine (23), a distance of approximately seven-eighths (%) of a mile.

Beginning at the southeast corner of Section thirty-two (32). Township ninety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence west on the east and west highway along the south section line of said Section thirty-two (32) a distance of approximately one (1) mile to the southwest corner of said Section thirty-two (32); thence north on the north and south highway along the west section line of said Section thirty-two (32) a distance of approximately one-half (½) mile to the northwest corner of the southwest quarter of said Section thirty-two (32).

Beginning at the southeast corner of Section thirty-two (32), Township ninety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence north on the north and south highway along the east section line of said Section thirty-two (32) and Section twenty-nine (29), said Township and Range, a distance of approximately one and one-half (1½) miles to the northeast corner of the southeast quarter of said Section twenty-nine (29).

Beginning at the east corporate limits of the city of Oelwein, Fayette County, Iowa, where said corporate limits is intersected by an east and west highway along the east and west center section line of Section twenty-eight (28), Township ninety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence east on said highway along the east and west center section line of said Section twenty-eight (28), Sections twenty-seven (27) and twenty-six (26), said Township and Range, a distance of approximately one and one-half (14) miles to the intersection of said east and west highway

with a north and south highway across the west half of said Section twenty-six (26).

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of the northeast quarter of the southwest quarter of Section twenty-three (23), Township ninety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence south on the last named highway approximately along the north and south center line of the west half of said Section twenty-three (23) and Section twenty-six (26), said Township and Range, a distance of approximately one and one-fourth (1%) miles.

Beginning at the intersection of a north and south highway along the north and south center section line of Section thirty-three (33), Township ninetyone (91) north, Range nine (9) west of the fifth (5) P. M. with an east and west highway approximately along the east and west center line of the northeast quarter of said Section thirty-three (33); thence east on the last named highway approximately along the east and west center line of the northeast quarter of said Section thirty-three (23) and the north halves of Sections thirty-four (34) and thirty-five (35), said Township and Range, a distance of approximately two and one-half (21/2) miles to the intersection of said east and west highway with a north and south highway along the west section line of Section thirty-six (36), said Township and Range; thence north on the last named highway along the west section line of said Section thirty-six (36) Sections twenty-five (25) and twenty-four (24), said Township and Range, a distance of approximately one and three-fourths (1%) miles to the northwest corner of the southwest quarter of said Section twentyfour (24).

Beginning at the intersection of the north and south highway with an east and west highway along the south line of the southeast quarter of Section thirty-three (33), Township ninety-one (91) north, Range nine (9) west of the fifth (5) P. M.; thence east on the last named highway along the south section line of said Section thirty-three (33), Sections thirty-four (34) and thirty-five (35), said Township and Range, a distance of approximately one and three-fourths (1%) miles.

No. E-546—1925.

Raymond Electric Company, Raymond. Franchise in Black Hawk County.

This application came on for hearing on January 6, 1925, and on February 6, 1925, franchise was issued upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the southwest corner of Section twenty-four (24), Township eighty-nine (82) north, Range twelve (12) west of the fifth (5) P. M., Black Hawk County, Iowa; thence north on the last named highway along the west section line of said Section twenty-four (24) and Section thirteen (13), said Township and Range, a distance of approximately two (2) miles to the northwest corner of said Section thirteen (13) and including the streets and alleys of the village of Dewar, Black Hawk County, fowa.

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of Section twenty-four (24), Township eighty-line (89) north, Range twelve (12) west of the fifth (5) P. M.; thence east on the last named highway along the north section line of said Section twenty-four (24), a distance of approximately eight-tenths (8/19) of a mile.

Beginning at the intersection of an east and west highway with a north and south highway at the southwest corner of Section two (2), Township eighty-eight (88) north, Range twelve (12) west of the fifth (5) P. M.; thence north on the last named highway along the west section line of said Section

two (2) a distance of approximately one-half (1/2) of a mile to the northwest corner of the southwest quarter of said Section two (2).

No. E-547-1925.

Adel Light & Power Company, Adel. Franchise in Polk County.

This application came on for hearing on January 6, 1925, and on February 6, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway in the southeast quarter of Section seventeen (17). Township seventy-eight (78) north, Range twenty-five (25) west of the fifth (5) P. M., Polk County, Iowa; thence east on the last named highway across the southeast quarter of said Section seventeen (17) a distance of approximately one-fourth (14) of a mile to the intersection of said east and west highway with a north and south highway along the east section line of said Section seventeen (17); thence south on the last named highway along the east section line of said Section seventeen (17) and Section twenty (20), said Township and Range, a distance of approximately one and one-fourth (14) miles to the southeast corner of said Section twenty (20); thence west on the east and west highway along the south section line of said Section twenty (20) a distance of approximately one (1) mile to the southwest corner of said Section twenty (20).

Beginning at the northeast corner of Section twenty-nine (29), Township seventy-eight (78) north, Range twenty-five (25) west of the fifth (5) P. M.; thence southwest on the northeast and southwest diagonal highway across the northeast quarter of said Section twenty-nine (29), a distance of approximafely three-eighths (%) of a mile; thence south crossing over private right of way of the Chicago, Rock Island and Pacific Railway Company and continuing south across the east half of said Section twenty-nine (29) to the gravel pit on Coon River, and including the right to use all highways, streets, alleys and avenues of the village of Commerce, Polk County, Iowa.

No. E-548-1925.

North Grant Telephone Company, Ames, v. Iowa Public Service Com pany, Nevada, Overbuilding in Story County.

Satisfactorily adjusted.

No. E-549-1925. Iowa Southern Utilities Company, Centerville. Franchise in Lucas and Monroe Counties.

This application came on for hearing on January 27, 1925, and on February 27, 1925, franchise was granted upon the following route:

Beginning at the east corporate limits of the city of Charlton, Lucas County, Iowa, where said corporate limits is intersected by a northwest and southeast diagonal highway across the southeast quarter of Section twenty (20), Township seventy-two (72) north, Range twenty-one (21) west of the fifth (5) P. M.; thence in a general easterly direction on said diagonal highway across the southeast quarter of said Section twenty (20), the southwest quarter of Section twenty-one (21), along the south section line of said Section twenty-one (21), across the southeast quarter of said Section twenty-one (21), and along the south section line of the southeast quarter of said Section twenty-one (21), along the south section line of Section twenty-two (22), and across the southeast quarter of said Section twenty-two (22), said Township and Range, a distance of approximately two and four-tenths (2 4/10) miles to the place where said highway turns east along the west section line of Section twenty-three (23), said Township and Range; thence

east on said highway approximately along the east and west center line of the south half of said Section twenty-three (23) and Section twenty-four (24), said Township and Range, a distance of approximately one and threefourths (1%) miles to the intersection of said east and west highway with a north and south highway across the southeast quarter of said Section twenty-four (24); thence south on the last named highway across the southeast quarter of said Section twenty-four (24), and the northeast quarter of Section twenty-five (25) said Township and Range, a distance of approximately one-half (1/2) of a mile to the place where said highway turns east in the northeast quarter of said Section twenty-five (25); thence east on said highway across the northeast quarter of said Section twenty-five (25) a distance of approximately one-fourth (%) of a mile to the place where said highway turns south along the west section line of Section thirty (30). Township seventy-two (72) north, Range twenty (20) west of the fifth (5) P. M .: thence south on said highway along the west section line of said Section thirty (30) and Section thirty-one (31), last named Township and Range, a distance of approximately one and three-fourths (1%) miles to the north corporate limits of the town of Russell, Lucas County, Iowa.

Beginning at the intersection of a north and south highway with an east and west highway at the southeast corner of Section thirty-six (36), Township seventy-two (72) north. Range twenty-one (21) west of the fifth (5) P. M.: thence west on the last named highway along the south section line of said Section thirty-six (36) a distance of approximately one-half (1/2) of

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of Section thirty-one (31), Township seventy-two (72) north, Range twenty (20) west of the fifth (5) P. M .: thence east on the last named highway along the north section line of said Section thirty-one (31), Sections thirty-two (32), thirty-three (33), thirtyfour (34), thirty-five (35) and thirty-six (36), said Township and Range, Lucas County, Iowa, and Sections thirty-one (31), thirty-two (32) and thirtythree (23), Township seventy-two (72) north, Range nineteen (19), west of the fifth (5) P. M. a distance of approximately eight and one-fourth (814) miles to the north and south highway across the west half of said Section thirty-three (33); thence south on said north and south highway across the west half of said Section thirty-three (33), a distance of approximately one (1) mile to the north corporate limits of the town of Melrose, Monroe County,

No. E-550—1925.

Rudolph Schiele, Downey. Franchise in Cedar County.

This application came on for hearing on January 27, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning at the place where the east and west highway approximately along the east and west center section line of Section twenty-nine (29), Township seventy-nine (79) north, Range four (4) west of the fifth (5) P. M., Cedar County, Iowa, branches to the northeast and to the southeast; thence southeast on the northwest and southeast diagonal highway across the southeast quarter of said Section twenty-nine (29) and the southwest quarter of Section twenty-eight (28), said Township and Range, a distance of approximately seven-tenths (7/10) of a mile; thence crossing said highway to the northeast side thereof to the premises of the applicant.

No. E-551-1925.

Three Rivers Light & Power Company, Des Moines. Franchise in Polk County.

This application came on for hearing on January 27, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning at the southeast corner of the northeast quarter of Section thirty-six (36), Township seventy-eight (78) north, Range twenty-five (25) west of the fifth (5) P. M., Polk County, Iowa; thence west on the east and west highway along the east and west center section line of said Section thirty-six (36), Sections thirty-five (35) and thirty-four (34), said Township and Range, a distance of approximately two and one-fourth (2½) miles to the intersection of said east and west highway with a north and south highway across the northeast quarter of said Section thirty-four (34); thence north on the last named highway across the northeast quarter of said Section thirty-four (34), a distance of approximately one-half (½) of a mile to the north section line of said Section thirty-four (34).

Beginning at the intersection of an east and west highway with a north and south highway at the northeast corner of the northwest quarter of Section twenty-six (28). Township seventy-eight (78) north, Range twenty-five (25) west of the fifth (5) P. M.; thence south on the last named highway along the north and south center section line of said Section twenty-six (28), a distance of approximately one (1) mile to the intersection of said north and south highway with an east and west highway along the last named highway along the south section line of said Section twenty-six (26), Sections twenty-seven (27) and twenty-eight (28), said Township and Range, a distance of approximately two and one-half (2½) miles to the southwest corner of said Section twenty-eight (28).

No. E-552-1925.

Board of Railroad Commissioners, Des Moines, v. Iowa Service Company, Missouri Valley. Improper construction—wires over railroad track. Satisfactorily adjusted.

No. E-553-1925.

Board of Railroad Commissioners, Des Moines, v. Mutual Telephone Company, Osceola. Improper construction telephone wires over C. B. & Q. tracks at Osceola,

Satisfactorily adjusted.

No. E-554-1925.

Board of Railroad Commissioners, Des Moines, v. Ft. Dodge Gas & Electric Company, Ft. Dodge. Improper construction wires over Illinois Central tracks at Ft. Dodge.

Satisfactorily adjusted.

No. E-555-1925.

Iowa Falls Electric Company, Cedar Rapids. Franchise in Boone and Hamilton Counties.

Hearing was held on February 17, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning at the north corporate limits of the city of Boone, Boone County, Iowa, where said corporate limits is intersected by a north and south highway

at the southeast corner of Section sixteen (15), Township eighty-four (84) north, Range twenty-six (26) west of the fifth (5) P. M.; thence north on said north and south highway along the east section line of said Section sixteen (16), Sections nine (2) and four (4), said Township and Range, Sections thirty-three (33), twenty-eight (28), twenty-one (21), sixteen (16), nine (9) and four (4), Township eighty-five (85) north, Range twenty-six (26), west of the fifth (5) P. M., Boone County, Iowa, Sections thirty-three (33), twenty-eight (28), twenty-one (21), and sixteen (16), Township eighty-six (86) north, Range twenty-six (26) west of the fifth (5) P. M., a distance of approximately thirteen (13) miles to the east and west highway at the north-east corner of said Section sixteen (16); thence west on the east and west highway along the north section line of said Section sixteen (16), Sections seventeen (17) and eighteen (18), last named Township and Range, a distance of approximately two and one-half (2½) miles to the east corporate limits of the town of Stratford, Hamilton County, Iows.

No. E-556-1925.

Iowa Light, Heat & Power Company, Carroll. Franchise in Audubon and Shelby Counties.

This application came on for hearing on March 12, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning near the west private right of way line of the Chicago. Rock Island & Pacific Railway Company, where the same intersects the east and west highway along the south line of the southeast quarter of Section twentyseven (27), Township seventy-nine (79) north, Range thirty-five (35) west of the fifth (5) P. M., Audubon County, Iowa: thence west on said east and west highway along the south section line of said Section twenty-seven (27) and Section twenty-eight (28), said Township and Range, a distance of approximately one (1) mile to the place where said highway turns southwest in the northeast quarter of Section thirty-three (33), said township and Range: thence southwest, west and northwest on said highway across the north half of said Section thirty-three (23) a distance of approximately five-eighths (%) of a mile to the place where said highway turns west along the north section line of said Section thirty-three (33); thence west on said highway along the north section line of said Section thirty-three (33). Sections thirty-two (32) and thirty-one (31) said Township and Range, Sections thirty-six (36) and thirty-five (35), Township seventy-nine (79) north, Range thirty-six (36) west of the fifth (5) P. M., a distance of approximately three and five-eighths (3%) miles to the northwest corner of the northeast quarter of the northeast quarter of said Section thirty-five (35).

Beginning at the northwest corner of Section thirty-six (36), Township seventy-nine (79) north, Range thirty-six (36) west of the fifth (5) P. M., thence south on the north and south highway along the west section line of said Section thirty-six (36), a distance of approximately one mile to the east and west highway at the southwest corner of said Section thirty-six (36).

Beginning at the southeast corner of Section thirty-six (36), Township seventy-nine (79) north, Range thirty-six (36) west of the fifth (5) P. M., thence west on the east and west highway along the south section line of said Section thirty-six (36), Sections thirty-five (35), thirty-four (34), and thirty-three (33), said township and range a distance of approximately three and two-thirds (3 2/3) miles and continuing west on said east and west highway between sections thirty-three (33) and thirty-two (32), said township and range and sections one (1) and two (2) Township seventy-eight (78) north, Range thirty-seven (37) west of the fifth (5) P. M., Shelby County, Iowa, a distance of approximately one and one-third (1 1/2) miles to the southwest corner of said Section thirty-two (32).

No. E-557-1925.

Mississippi River Power Company, Ft. Madison. Request for construction—Chapter 383, Section 8328, Code of Iowa, 1924, dealing with danger signs.

Request complied with.

No. E-558-1925.

Iowa Falls Electric Company, Cedar Rapids. Franchise in Hancock County.

This application came on for hearing on February 24, 1925, and franchise was granted April 4, 1925, upon the following route:

Beginning at a point where the north and south highway along the west section line of Section twenty-eight (28). Township ninety-six north, Range twenty-four (24) west of the fifth (5) P. M., Hancock County, Iowa, is intersected by the right of way of the Chicago, Milwaukee & St. Paul Railway Company; thence north on said north and south highway along the west section line of said Section twenty-eight (28) Sections twenty-ore (21), sixteen (16), nine (9) and four (4), said Township and Range, and Section thirty-three (33), Township ninety-seven (97) north, Range twenty-four (24) west of the fifth (5) P. M. a distance of approximately five and one-fourth (5¼) miles to the northwest corner of the southwest quarter of said Section thirty-three (33) and including the streets and alleys of the village of Hayfield, Hancock County, Iowa.

Beginning at the place where a north and south highway along the east section line of Section twenty-nine (29). Township ninety-six (96) north Range twenty-four (24) west of the fifth (5) P. M. is intersected by the right of way of the Chicago, Milwaukee & St. Paul Railway Company; thence west on private right of way acquired by the applicant across the south half of said Section twenty-nine (29) to the village of Duncan, Hancock County, Iowa, and including the streets and alleys of said village

No. E-559-1925.

Iowa Service Company, Omaha, Nebr. Franchise in Mills County.

This application came on for hearing on February 24, 1925, and on
March 25, 1925, franchise was granted on the following route:

Beginning at the west corporate limits of the Town of Malvern, Mills County, Iowa, where said corporate limits is intersected by the north section line of Section thirty-one (31), Township seventy-two (72) north, Range forty-one (41), west of the fifth (5) P. M.; thence west on private right of way approximately along the north section line of said Section thirty-one (31) and Section thirty-six (36), Township seventy-two (72) north, Range forty-two (42), west of the fifth (5) P. M., a distance of approximately one and one-sixteenth (1 1/16) miles to the east and west highway along the north section line of said Section thirty-six (26), and continuing west on said east and west highway along the north section line of said Section thirty-six (36), a distance of approximately fifteen-sixteenths (15/16) of a mile to a point approximately two hundred fifty (250) feet east of the northwest corner of said Section thirty-six (36); thence in a general southwesterly direction on private right of way across the northwest quarter of the northwest quarter of said Section thirty-six (36) and the northeast quarter of the northeast quarter of Section thirty-five (35), last named township and range, a distance of approximately seven hundred fifty (750) feet to a place approximately three hundred fifteen (315) feet south of the north section line of said Section thirty-five (35); thence northwest on private right of way across the northeast quarter of the northeast quarter of said Section thirty-five (35), a distance of approximately three hundred fifty (350) feet to the north section line of said Section thirty-five (35); thence west on private right of way approximately along the north section line of said Section thirty-five (25)

and Section thirty-four (34), last named township and range a distance of approximately one and nine-tenths (1 5/10) miles to the east and west highway at the northeast corner of Section thirty-three (33), last named township and range, and continuing west on said east and west highway along the north section line of said Section thirty-three (33), Sections thirty-two (32) and thirty-one (31), last named township and range a distance of approximately two and three-fourths (2%) miles to the place where said highway turns north, and continuing west on private right of way along the north section line of said Section thirty-one (31) and Section thirty-six (36), Township seventy-two (72) north, Range forty-three (43), west of the fifth (5) P. M., a distance of approximately three-fourths (%) of a mile; thence northwest on private right of way across the southwest quarter of Section twenty-five (25), last named township and range, a distance of approximately three-sixteenths (3/16) of a mile to a point approximately one hundred forty (140) feet north of the south line of the southwest quarter of said Section twenty-five (25); thence southwest on private right of way across the southwest quarter of said Section twenty-five (25), a distance of approximately five hundred (500) feet to the east and west highway along the north section line of Section thirty-six (36), last named township and range; thence west on said east and west highway along the north section line of said Section thirty-six (36), Sections thirty-five (35) and thirty-four (34), last named township and range, a distance of approximately two and onethird (2 1/3) miles to the northwest corner of said Section thirty-four (34); thence northwest on private right of way across the southeast quarter of the southeast quarter of Section twenty-eight (28), last named township and range, a distance of approximately one-hundred (100) feet to a point approximately sixty (60) feet north of the south line of the southeast quarter of said Section twenty-eight (28); thence west on private right of way across the southeast quarter of the southeast quarter of said Section twenty-eight (28), a distance of approximately one-eighth (%) of a mile; thence southwest on private right of way across the southeast quarter of said Section twenty-eight (28) a distance of approximately one hundred (100) feet to the north section line of Section thirty-three (\$3), last named township and range; thence west on private right of way approximately along the north section line of said Section thirty-three (32) and Section thirty-two (32), last named township and range, a distance of approximately one and one-eighth (11%) miles to the east and west highway along the north section line of said Section thirty-two (32), and continuing west on said east and west highway along the north section line of said Section thirty-two (32), Section thirtyone (31), last named township and range, and sections thirty-six (36) and thirty-five (25), Township seventy-two (72) north, Range forty-four (44), west of the fifth (5) P. M., a distance of approximately two and three-fourths (2%) miles to the steel tower located south (S) of the Chicago, Burlington and Quincy Rallroad Company right of way near the east bank of the Missourl River.

Beginning at the south corporate limits of the town of Pacific Junction, Mills County, Iowa, where said corporate limits is intersected by a north and south highway along the east Section line of Section twenty-nine (29), Township seventy-two (72) north, (N) Range forty-three (43) west of the fifth (5) P. M.; thence south on said north and south highway along the east section line of said Section twenty-nine (29), a distance of approximately one-fourth (\(\frac{1}{2}\)) of a mile to the east and west highway across the east highway approximately along the east and west enter section line of said Section twenty-nine (29); thence west on said east and west highway approximately along the east and west center section line of said Section twenty-nine (29) a distance of approximately one-fourth (\(\frac{1}{2}\)) of a mile to the place where said highway turns south in the east half of said Section twenty-nine (29); thence south on said highway across the southeast quarter of said Section twenty-nine (29) a distance of approximately one-half (\(\frac{1}{2}\)) of a mile to the south section line of said Section twenty-nine (29).

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No. E-560-1925.

Iowa Electric Company, Cedar Rapids. Franchise in Scott County.

This application came on for hearing on March 24, 1925, and on April 4, 1925, franchise was granted on the following route:

Beginning at the northwest corner of the southwest quarter of Section twenty (20). Township seventy-eight (78) north, Range two (2) east of the fifth (5) P. M., Scott County, Iowa; thence west on the east and west highway approximately along the east and west center section line of Section nineteen (19), said Township and Range, a distance of approximately one-half (4) of a mile to the northwest corner of the southeast quarter of said Section nineteen (19).

No. E-562-1925.

Interstate Power Company, Lancaster, Wisc. Franchise in Winnebago County.

This application came on for hearing on March 11, 1925, and on April 4, 1925, franchise was granted on the following route:

Beginning at the west corporate limits of the town of Lake Mills, Winnebago County, Iowa, where said corporate limits is intersected by the right of way of the Minneapolis and Saint Louis Railway Company in the northeast quarter of the southwest quarter of Section three (3), Township ninety-nine (99) north, Range twenty-three (23) west of the fifth (5) P. M.; thence west on private right of way paralleling the south right of way line of said railroad company across the northeast quarter of the southwest quarter of said Section three (3) a distance of approximately one-fourth (14) of a mile to the point of intersection with the north and south highway near the northwest corner of the northeast quarter of the southwest quarter of said Section three (3); thence south on said north and south highway across the southwest quarter of said Section three (3) a distance of approximately one-half (1/2) of a mile to the place where said highway turns west along the south section line of said Section three (3); thence west on said highway along the south section line of said Section three (3) a distance of approximately one-fourth (14) of a mile to the north and south highway at the northeast corner of Section nine (9), said Township and Range; thence south on said north and south highway along the east section line of said Section nine (9) a distance of approximately one (1) mile to the east and west highway at the southeast corner of said Section nine (9); thence west on said east and west highway along the south section line of said Section nine (9), Sections eight (8) and seven (7), said Township and Range, Sections twelve (12), eleven (11), ten (10), nine (9), eight (8) and seven (7), Township ninety-nine (99) north, Stange twenty-four (24) west of the fifth (5) P. M. and Sections twelve (12) and eleven (11), Township ninety-nine (99) north, Range twenty-five (25) west of the fifth (5) P. M., a distance of approximately eleven (11) miles to the north and south highway at the southwest corner of said Section eleven (11); thence south on said north and south highway along the west section line of Section fourteen (14), last named Township and Range, a distance of approximately one (1) mile to the east and west highway at the southwest corner of said Section fourteen (14).

No. E-563-1925.

Iowa Electric Co., Cedar Rapids. Franchise in Jones County.

This application came on for hearing on March 24, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning at a place on the northeast and southwest diagonal highway across the northwest quarter of the southwest quarter of Section twenty-seven (27). Township eighty-six (86) north, Range three (3) west of the fifth P. M., which is a distance of approximately one hundred and fifty (150) feet south of the south corporate limits of the town of Monticello, Jones

County, Iowa; thence east on private right of way twenty-five (25) feet in width, paralleling the south corporate limits of the town of Monticello at a separation of one hundred and fifty (150) feet, across the southwest quarter of said Section twenty-seven (27), a distance of approximately five-twelfths (5/12) of a mile to a place just east of the north and south center section line of said Section twenty-seven (27); thence north on private right of way twenty-five (25) feet in width, along the west line of the east half of said Section twenty-seven (27) and the southeast quarter of Section twenty-two (22), said township and range, a distance of approximately fifteen-sixteenths (15/16) of a mile to the northeast and southwest diagonal highway across the east half of said Section twenty-two (22).

No. E-564-1925.

Central Iowa Power & Light Company, Charles City. Franchise in Bremer County.

This petition was filed on February 21, 1925, and the application was withdrawn by the applicant on March 17, 1925.

No. E-565-1925.

Lester O. Olson and Hans W. Helgevold, Eagle Grove. Franchise in Wright County.

This application came on for hearing on March 24, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the southeast corner of Section fourteen (14). Township ninety-one (91) north, Range twenty-six (25) west of the fifth (5) P. M., Wright County, Iowa; thence west on the last named highway along the south section line of said Section fourteen (14) and Section fifteen (15), said township and range, a distance of approximately one and three-fourths (1%) miles to a place just west of the west right of way line of the Chicago & North Western Railway Company, where same intersects said east and west highway along the south section line of the southwest quarter of said Section (15).

No. E-566-1925.

Iowa Transmission Line Company, Des Moines. Franchise in Lee County.

This application came on for hearing on March 24, 1925, and on April 4, 1925, franchise was granted upon the following route:

Beginning at the northwest corporate limits of the City of Keckuk, Lee County, Iowa, where said corporate limits is intersected by an east and west highway at the northwest corner of the northeast quarter of Section twentythree (23). Township sixty-five (65) north, Range five (5) west of the fifth (5) P. M.: thence west on said east and west highway along the north section line of said Section twenty-three (23), a distance of approximately one-tenth (1/10) of a mile; thence north across said highway to a point on private right of way, which is approximately thirty (30) feet north of the north margin of said highway; thence west on private right of way paralleling the north right of way line of said east and west highway along the south section line of Section fourteen (14), said township and range, at a separation of about thirty (30) feet, a distance of approximately seventeen hundred (1700) feet to the west line fence of the Chicago, Burlington & Quincy Railroad Company's private right of way across the southwest corner of said Section fourteen (14); thence south on private right of way and crossing said east and west highway, a distance of approximately eighty (80) feet to a point ten (10) feet south of the Mississippi River Power Company's transmission line in the northwest corner of Section twenty-three (23), said township and

range; thence west on private right of way paralleling the south line of said east and west highway along the north section line of Section twenty-two (22), said township and range, a distance of approximately one (1) mile to the northwest corner of said Section twenty-two (22); and continuing west on private right of way approximately along the north section line of Section twenty-one (21), said township and range, a distance of approximately one (1) mile to the northwest corner of said Section twenty-one (21); thence north on private right of way a distance of approximately thirty (30) feet; thence west on private right of way across the southeast quarter of Section seventeen (17), said township and range, a distance of approximately six hundred and sixty (660) feet; thence south a distance of approximately thirty (30) feet to the north section line of Section twenty (20), said township and range; thence west on private right of way, approximately along the north section line of said Section twenty (20), a distance of approximately one-half (4) of a mile to the east and west highway along the north section line of said Section twenty (20) and continuing west on said east and west highway along the north section line of said Section twenty (20) and Section nineteen (19), said township and range, and Section twenty-four (24), Township sixty-five (65) north, Range six west of the fifth (5) P. M., a distance of approximately two and three-eighths (2%) miles to the north and south highway at the northwest corner of said Section twenty-four (24); thence north on said north and south highway along the east section line of Section fourteen (14), last named township and range, to the place where said highway turns east; thence west on private right of way across the northeast quarter of said Section fourteen (14) a distance of approximately three-eighths (%) of a mile to the Des Moines River.

No. E-567-1925.

Incorporated Town of Underwood. Franchise in Pottawattamie County. This application came on for hearing on March 24, 1925, and on May 13, 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the southeast corner of the southwest quarter of Section thirty-three (33). Township seventy-six (76) north, Range forty-two (42), west of the fifth (5) P. M., Pottawattamic County, Iowa; thence north on the last named highway approximately along the north and south center section line of said Section thirty-three (33). Sections twenty-eight (28) and twenty-one (21), said township and range, a distance of approximately three (3) miles to the east and west highway at the northeast corner of the northwest quarter of said Section twenty-one (21).

No. E-568—1925.

Iowa Railway & Light Company, Cedar Rapids. Franchise in Story County.

This application came on for hearing on April 7, 1925, and on April 28, 1925, franchise was granted upon the following route:

Beginning at the east (E) corporate limits of the City of Nevada, Story County, Iowa, where said corporate limits is intersected by an east (E) and west (W) highway across the north (N) half of Section five (5). Township eighty-three (83), north (N), Range twenty-two (22), west (W) of the fifth (5) P. M., thence east (E) on said east (E) and west (W) highway across the north (N) half of Section five (5) a distance of approximately one-half (½) of a mile to the place where said highway turns north (N) along the east (E) section line of said Section five (5); thence north (N) on said highway along the east (E) section line of said Section five (5) a distance of approximately one-third (1/3) of a mile to the east (E) and west (W) highway at the southwest (SW) corner of Section thirty-three (33), Township eighty-four (84) north (N), Range twenty-two (22), west (W) of the fifth (5) P. M.; thence east (E) on said east (E) and west (W) highway

along the south (S) section line of said Section thirty-three (33) a distance of approximately one (1) mile to the north (N) and south (S) highway at the southeast (SE) corner of said Section thirty-three (33); thence north (N) on said north (N) and south (S) highway along the east (E) section line of said Section thirty-three (33), Sections twenty-eight (28) and twenty-one (21), last named township and range, a distance of approximately two and one-half (2½) miles to the east (E) and west (W) highway approximately along the east (E) and west (W) center section line of Section twenty-two (22), last named township and range; thence east (E) on said east (E) and west (W) highway approximately along the east (E) and west (W) center section line of Said Section twenty-two (22), a distance of approximately one-half (½) of a mile, and including the right to use streets and alleys of the village of Fernald, Story County, Iowa.

No. E-569-1925.

Ft. Dodge Gas & Electric Company, Ft. Dodge. Franchise in Webster and Calhoun Counties.

This application came on for hearing on April 7, 1925, and on May 26, 1925, franchise was granted upon the following route:

Beginning at the west corporate limits of the City of Fort Dodge, Webster County, Iowa, where said corporate limits is intersected by the right of way of the Chicago, Great Western Railroad Company; thence southwest on private right of way paralleling the northwest right of way line of said railroad company across the south half of Section thirty (30), Township eighty-nine (89) north, Range twenty-eight (28), west of the fifth (5) P. M., a distance of approximately nine-sixteenths (9/16) of a mile to the east and west highway along the south section line of said Section thirty (30); thence west on said east and west highway along the south section line of said Section thirty (30), and Section twenty-five (25), Township eighty-nine (89) north, Range twenty-nine (29), west of the fifth (5) P. M., a distance of approximately one and one-fourth (1%) miles to the southwest corner of said Section twenty-five (25); thence north on private right of way along the east section line of Section twenty-six (26), last named township and range, a distance of approximately one-half (14) of a mile to the northeast corner of the southeast quarter of said Section twenty-six (26); thence west on private right of way approximately along the east and west center section line of said Section twenty-six (26), a distance of approximately five-eighths (%) of a mile to the east and west highway approximately along the east and west center section line of said Section twenty-six (26), and continuing west on said east and west highway approximately along the east and west center section line of said Section twenty-six (26) and Section twentyseven (27), last named township and range, a distance of approximately one and three-eighths (1%) miles to the north and south highway along the west section line of said Section twenty-seven (27); thence north on said north and south highway along the west section line of said Section twenty-seven (27) a distance of approximately one-half (1/2) of a mile to the east and west highway at the southeast corner of Section twentyone (21), last named township and range; thence west on said east and west highway along the south section line of said Section twenty-one (21) and Section twenty (20), last named township and range, a distance of approximately one and one-half (11/2) miles to and through the village of Tara, Webster County, Iowa, and continuing west on private right of way approximately along the south section line of said Section twenty (20) a distance of approximately one-half (1/2) of a mile to the north and south highway along the east section line of Section nineteen (19), last named township and range; thence north on said north and south highway along the east section line of said Section nineteen (19) a distance of approximately one-half (1/2) of a mile to the southeast corner of the northeast quarter of said Section nineteen (19); thence west on private right of way approximately along the east and west center section line of said Section nineteen (19), Section twenty-four (24), Township eighty-nine (89) north, Range thirty (30), west of the fifth (5) P. M., a distance of approximately two (2) miles to the east corporate limits of the town of Barnum, Webster County, Iowa.

Beginning at the north corporate limits of the town of Barnum, Webster County, Iowa, where said corporate limits is intersected by a north and south highway at the southeast corner of Section fifteen (15). Township eighty-nine (89) north, Range thirty (30) west of the fifth (5) P. M.; thence north on said north and south highway along the east section line of said Section fifteen (15), a distance approximately one (1) mile to the east and west highway at the southeast corner of Section ten (10) said township and range; thence west on said east and west highway along the south section line of said Section ten (10). Sections nine (2), eight (8) and seven (7), said township and range and Section twelve (12). Township eighty-nine (8) township and range and Section twelve (12). Township eighty-nine (31) west of the fifth (5) P. M., Calhoun County, Iowa, a distance of approximately five (5) miles to the north and south highway at the southwest corner of said Section twelve (12).

No. E-570-1925.

Iowa Service Company, Omaha. Franchise in Cass and Montgomery Counties.

This application came on for hearing on April 14, 1925, and on May 13, 1925, franchise was granted upon the following route:

Beginning at the south corporate limits of the Town of Marne, Cass County, Iowa, where said corporate limits is intersected by a north and south highway approximately along the north and south center section line of Section twenty-eight (28), Township seventy-seven (77) north, Range thirty-seven (37), west of the fifth (5) P. M.; thence south on said north and south highway approximately along the north and south center section line of said Section twenty-eight (28), a distance of approximately three-fourths (%) of a mile to the east and west highway along the north section line of Section thirtythree (23), said township and range; thence east on said east and west highway along the north section line of said Section thirty-three (33), a distance of approximately one-half (14) of a mile to the north and south highway at the northeast corner of said Section thirty-three (33); thence south on said north and south highway along the east section line of said Section thirty-three (33), Sections four (4), nine (9), sixteen (16), twentyone (21), twenty-eight (28) and thirty-three (33), Township seventy-six (76) north, Range thirty-seven (37), west of the fifth (5) P. M., Sections four (4) and nine (9), Township seventy-five (75) north, Range thirty-seven (37), west of the fifth (5) P. M., a distance of approximately eight and one-half (8%) miles to the northwest and southeast diagonal highway across said Section nine (9).

Beginning at the west corporate limits of the Town of Lewis, Cass County, Iowa, where said corporate limits is intersected by a northwest and southeast diagonal highway across the west half of Section ten (10), Township seventy-five (75) north, Range thirty-seven (37), west of the fifth (5) P. M.; thence northwest on said diagonal highway across the west half of said Section ten (10), and the east and north haives of Section nine (9), said township and range, a distance of approximately one and three-eighths (1%) miles to the north and south highway along the west section line of said Section nine (9); thence south on said north and south highway along the west section line of said Section nine (9), Sections sixteen (16), twentyone (21), twenty-eight (28) and thirty-three (33), said township and range, and Section four (4). Township seventy-four (74) north, Range thirty-seven (37), west of the fifth (5) P. M., a distance of approximately five and threefourths (5%) miles to the east and west highway at the southwest corner of said Section four (4); thence west on said east and west highway along the north section line of Section eight (8), last named township and range. a distance of approximately three-fourths (%) of a mile to the east corporate limits of the Town of Griswold, Cass County, Iowa.

Beginning at the south corporate limits of the Town of Griswold, Cass County, Iowa, where said corporate limits is intersected by a north and south highway along the west section line of Section eight (8), Township seventy-four (74) north, Range thirty-seven (27), west of the fifth (5) P. M.; thence south on said north and south highway along the west section line of said Section eight (8), Sections seventeen (17), twenty (20), and twenty-nine (29), said township and range, a distance of approximately three and three-fourths (3%) miles to the east and west highway at the southwest corner of said Section twenty-nine (29); thence west on said east and west highway along the north section line of Section thirty-one (31), said township and range, a distance of approximately one-half (1/2) of a mile to the north and south highway approximately along the north and south center section line of said Section thirty-one (31); thence south on said north and south highway approximately along the north and south center section line of said Section thirty-one (31), a distance of approximately one (1) mile to the east and west highway along the north section line of Section six (6), Township seventy-three (73) north, Range thirty-seven (37) west of the fifth (5) P. M., Montgomery County, Iowa; thence west in the south margin of said east and west highway along the north section line of said Section six (6), Sections one (1), two (2), three (3), and four (4). Township seventy-three (73) north, Range thirty-eight (38), west of the fifth (5) P. M., a distance of approximately four and one-half (41/4) miles to the north and south highway at the northwest corner of said Section four (4); thence south on said north and south highway along the west section line of said Section four (4), Sections nine (9), Sixteen (16), twenty-one (21), twenty-eight (28) and thirty-three (33), last named township and range, and Section four (4), Township seventy-two (72) north, Range thirty-eight (38) west of the fifth (5) P. M., a distance of approximately six and one-half (61/2) miles to the place where said highway turns west approximately along the east and west center section line of Section five (5), last named township and range; thence west on said highway approximately along the east and west center section line of said Section five (5) a distance of approximately one-fourth (%) of a mile to the north and south highway across the east half of said Section five (5); thence south on said north and south highway across the east half of said Section five (5) and Section eight (8), last named township and range, a distance of approximately one and one-half (1%) miles to the south section line of said Section eight (8); thence east on private right of way approximately along the south line of the southeast quarter of the southeast quarter of said Section eight (8), a distance of approximately one-fourth (%) of a mile to the southwest corner of Section nine (9), last named township and range; thence south on the north and south highway along the west section line of Sections sixteen (16) and twenty-one (21), last named township and range, a distance of approximately one and one-half (14) miles to the north corporate limits of the city of Red Oak, Montgomery County, Iowa.

Beginning at the northeast corner of the northwest quarter of Section one (1), Township seventy-three (73) north, Range thirty-eight (38), west of the fifth (5) P. M.; thence south on the north and south highway approximately along the north and south center section line of said Section one (1) a distance of approximately one-half (½) of a mile to the north corporate limits of the town of Elliott, Montgomery County, Iowa.

No. E-571-1925.

J. W. White, Cumberland. Franchise in Montgomery and Cass Counties. This application came on for hearing on April 14, 1925, and on May 13, 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-seven (27), Township seventy-five (75) north, Range thirty-six (36), west of the fifth (5), P. M., Cass County, Iowa; thence south on the last named highway along the west section line of said Section twenty-seven (27) and Section thirty-

four (34), said township and range, Sections three (3), ten (10), fifteen (15), twenty-two (22), twenty-seven (27), and thirty-four (24), Township seventy-four (74) north, Range thirty-six (36), west of the fifth (5) P. M., Cass County, Iowa, and Section three (3), Township seventy-three (73) north, Range thirty-six (36), west of the fifth (5) P. M., a distance of approximately eight and three-fourths (8%) miles to the north corporate limits of the Town of Grant, Montgomery County, Iowa.

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of Section nine (9), Township seventy-four (74) north, Range thirty-six (36), west of the fifth (5) P. M .: thence west on the last named highway along the north section line of said Section nine (9), Sections eight (8) and seven (7), said township and range, Sections twelve (12) and eleven (11), Township seventy-four (74) north, Range thirty-seven (37), west of the fifth (5) P. M., a distance of approximately five (5) miles to the north and south highway at the northwest corner of said Section eleven (11) and continuing west on private right of way paralleling the east and west highway along the north line of the northeast quarter of Section ten (10), last named township and range, a distance of approximately one-half (1/2) of a mile to the northwest corner of the northeast quarter of said Section ten (10), and continuing west on said east and west highway along the north line of the northwest quarter of said Section ten (10) and along the north section line of Sections nine (9) and eight (8), last named township and range, a distance of approximately two and one-fourth (21/4) miles to the east corporate limits of the Town of Griswold, Cass County, Iowa.

No. E-572-1925.

Iowa Southern Utilities Company, Centerville. Franchise in Lucas and Monroe Counties.

This application came on for hearing on April 21, 1925, and on May 13, 1925, franchise was granted upon the following route:

Beginning at the east corporate limits of the Town of Russell, Lucas County, Iowa, where said corporate limits is intersected by an east and west highway across the north half of Section five (5), Township seventy-one (71) north Range twenty (20), west of the fifth (5) P. M.; thence east on said east and west highway across the north half of said section five (5) a distance of approximately three-fourths (%) of a mile to the place where said highway turns south along the east section line of said Section five (5); thence south on said highway along the east section line of said Section five (5). a distance of approximately one-fourth (%) of a mile to the east and west highway approximately along the east and west center section line of Section four (4), said township and range; thence east on said east and west highway approximately along the east and west center section line of said Section four (4) and Section three (3), said township and range, a distance of approximately one and one-half (11/2) miles to the north and south highway approximately along the north and south center section line of said Section three (3); thence south on said north and south highway approximately along the north and south center section line of said Section three (3), a distance of approximately one-half (1/2) of a mile to the east and west highway along the south section line of said Section three (3); thence east on said east and west highway along the south section line of said Section three (3), Sections two (2) and one (1), said township and range, a distance of approximately two (2) miles to the north and south highway across the south half of said Section one (1); thence north, northeast and southeast on said highway across the south and east halves of said Section one (1), across Section six (6) and the west half of Section five (5), Township seventy-one (71) north, Range nineteen (19), west of the fifth (5) P. M., a distance of approximately three (3) miles to the place where said highway turns east in the south half of said Section five (5), thence east on said highway across the south half of said Section five (5), a distance of

approximately one-half (%) of a mile to the west corporate limits of the Town of Melrose, Monroe County, Iowa.

No. E-573-1925.

Interstate Power Company, Lancaster, Wisc. Franchise in Howard County.

This application came on for hearing on April 21, 1925, and on May 22, 1925, franchise was granted upon the following route:

Beginning at the north corporate limits of the City of Cresco, Howard County, Iowa, where said corporate limits is intersected by a north and south highway at the southeast corner of Section fifteen (15), Township ninety-nine (99) north, Range eleven (11), west of the fifth (5) P. M.; thence north on said north and south highway along the east section line of said Section fifteen (15), Sections ten (10) and three (3), said township and range, and Section thirty-four (34), Township one hundred (100) north, Range eleven (11), west of the fifth (5) P. M., a distance of approximately four (4) miles to the east and west highway at the northeast corner of said Section thirtyfour (34); thence west on said east and west highway along the north section line of said Section thirty-four (34), a distance of approximately onehalf (1/2) of a mile to the north and south highway approximately along the north and south center section line of Section twenty-seven (27), last named township and range; thence north on said north and south highway approximately along the north and south center section line of said Section twentyseven (27) and Section twenty-two (22), last named township and range, a distance of approximately one and one-fourth (11/4) miles to the place where said highway turns northeast in the southeast quarter of said Section twentytwo (22), and continuing north on private right of way paralleling and approximately thirty (30) feet west of the north and south center section line of said Section twenty-two (22) a distance of approximately three-eighths (%) of a mile to the north and south highway approximately along the north and south center line of the north half of said Section twenty-two (22), and continuing north on said north and south highway approximately along the north and south center line of the north half of said Section twenty-two (22) and the north and south center section line of Section fifteen (15), last named township and range, a distance of approximately one and three-eighths (1%) miles to the east and west highway along the north section line of said Section fifteen (15); thence west on said east and west highway along the north section line of said Section fifteen (15), a distance of approximately one-eighth (14) of a mile to the place where said highway turns northwest in the southwest quarter of Section ten (10), last named township and range; thence northwest and north on said highway across the east half of the west half of said Section ten (19) a distance of approximately fifteen-sixteenths (15/16) of a mile to the east and west highway across the north half of the northwest quarter of said Section ten (19); thence west on said east and west highway across the north half of the northwest quarter of said Section ten (10) a distance of approximately one-fourth (%) of a mile to the place where said highway turns north in the northwest quarter of the northwest quarter of said Section ten (10); thence north on said highway across the northwest quarter of said Section ten (10), a distance of approximately one-tenth (1/10) of a mile to the north county line of Howard County, Iowa,

No. E-574-1925.

Des Moines Electric Light Company, Mills County Division, Glenwood, Iowa. Franchise in Pottawattamie and Mills Counties.

This application came on for hearing on April 28, 1925, and on May 13, 1925, franchise was granted upon the following route:

Beginning at the intersection of Twenty-ninth (23) Avenue and Fourth (4) recet at the south corporate limits of the City of Council Bluffs, Pottawattamie County, Iowa; thence east in the south margin of the east and west highway

along the north section line of Section twelve (12). Township seventy-four (74) north, Range forty-four (44) west of the fifth (5) P. M., and Section seven (7), Township seventy-four (74) north, Range forty-three (43), west of the fifth (5) P. M., a distance of approximately one and one-fifth (1 1/5) miles to the northwest and southeast diagonal highway across the northeast quarter of said Section seven (7); thence southeast on said diagonal highway across the northeast quarter of said Section seven (7), a distance of approximately one-fourth (1/4) of a mile to the east and west highway across the northeast quarter of said Section seven (7); thence east on said east and west highway across the northeast quarter of said Section seven (7) and the northwest quarter of Section eight (8) last named township and range, a distance of approximately three-eighths (%) of a mile to the north and south highway across the west half of said Section eight (8); thence south on said north and south highway across the west half of said Section eight (8), a distance of approximately one-eighth (1/4) of a mile to the northwest and southeast diagonal highway across the west half of said Section eight (8); thence southeast and northeast on said diagonal highway across said Section eight (8) and the west half of Section nine (9), last named township and range, a distance of approximately one and one-fourth (14) miles to the place where said highway turns east approximately along the east and west center section line of said Section nine (9); thence east on said east and west highway approximately along the east and west center section line of said Section nine (9), and Section ten (10), last named township and range, a distance of approximately one and one-fourth (11/4) miles to the place where said highway turns northeast in the northeast quarter of said Section ten (10), and continuing east on private right of way across the east half of said Section ten (10) a distance of approximately one-third (1/3) of a mile to the east section line of said Section ten (10); thence south on private right of way approximately along the east section line of said Section ten (10), a distance of approximately five-eighths (%) of a mile to the southeast corner of said Section ten (10); thence east on the east and west highway along the south section line of Sections eleven (11) and twelve (12), last named township and range, a distance of approximately two (2) miles to the north and south highway at the southeast corner of said Section twelve (12); thence south on said north and south highway along the west section line of Section eighteen (18), Township seventy-four (74) north, Range forty-two (42), west of the fifth (5) P. M., a distance of approximately one-half (1/2) of a mile to the east and west highway approximately along the east and west center section line of said Section eighteen (18); thence east on said east and west highway approximately along the east and west center section line of said Section eighteen (18), a distance of approximately one (1) mile to the north and south highway along the west section line of Section seventeen (17), last named township and range; thence south on said north and south highway, along the west section line of said Section seventeen (17), and Section twenty (20), last named township and range, a distance of approximately one and one-fourth (14) miles to the east and west highway across the southwest quarter of said Section twenty (20); thence east on said east and west highway across the southwest quarter of said Section twenty (20), a distance of approximately one-fourth (14) of a mile to the north and south highway across the southwest quarter of said Section twenty (20); thence south on said north and south highway across the southwest quarter of said Section (20) and the west halves of Sections twenty-nine (29) and thirty-two (32), last named township and range, a distance of approximately two and one-fourth (214) miles to the east and west highway along the south section line of said Section thirty-two (32); thence west on said east and west highway along the south section line of said Section thirty-two (32), a distance of approximately one-fourth (34) of a mile to the north and south highway at the southwest corner of said Section thirty-two (32), Pottawattamie County, Iowa; thence scuth on said north and south highway along the east Section line of Section six (6), Township seventy-three (73) north, Range forty-two (42) west of the fifth (5) P. M., Sections seven (7), eighteen (18), nineteen (19), thirty (30), and

thirty-one (31) last named township and range, a distance of approximately six (6) miles to the east and west highway at the southeast corner of said Section thirty-one (31), thence west on said east and west highway along the south section line of said Section thirty-one (31), a distance of approximately one (1) mile to the north and south highway at the northeast corner of Section one (1). Township seventy-two (72) north, Range forty-three (43), west of the fifth (5) P. M.; thence south on said north and south highway along the east section line of said Section one (1), a distance of approximately one (1) mile to the place where said highway turns west at the southeast corner of said Section one (1); thence west on said highway along the south section line of said Section one (1) a distance of approximately six hundred (600) feet to the place where said highway turns southwest in the northeast quarter of Section twelve (12), last named township and range; thence southwest on said highway across the northeast quarter of said Section twelve (12), a distance of approximately one thousand seven hundred and fifty (1,750) feet; thence west on private right of way across the east half of said Section twelve (12), a distance of approximately onefourth (1/4) of a mile to the east corporate limits of the City of Glenwood, Mills County, Iowa.

No. E-575-1925.

Grant Maddy, Bussey. Franchise in Marion County.

This application came on for hearing on April 28, 1925, and on November 17, 1925, franchise was granted upon the following route:

Beginning at the north corporate limits of the town of Bussey, Marion County, Iowa, where said corporate limits is intersected by the private right of way of the Wabash Railway Company across the southwest quarter of Section thirteen (13), Township seventy-four (74) north, Range eighteen (18), west of the fifth (5) P. M.; thence in a general northerly direction on said private right of way and paralleling the westerly right of way fence of said railway company across said Section thirteen (13), Sections twelve (12) and one (1), said township and range, Sections thirty-six (36) and twenty-five (25), Township seventy-five (75) north, Range eighteen (18), west of the fifth (5) P. M., a distance of approximately five and one-tenth (5 1/10) miles to the village of Tracy, Marion County, Iowa, and including the right to use the avenues, streets and alleys of said village.

No. E-576-1925.

Maxwell Electric Company, Maxwell. Franchise in Story and Polk Counties.

This application came on for hearing on April 28, 1925, and on May 26, 1925, franchise was granted upon the following route:

Beginning at the southeast corporate limits of the town of Maxwell, Story County, Iowa, where said corporate limits is intersected by an east and west highway approximately along the east and west center section line of Section twenty-six (26), Township eighty-two (82) north, Range twenty-two (22), west of the fifth (5) P. M.; thence east on said east and west highway approximately along the east and west center section line of said Section twentysix (26), a distance of approximately one-fourth (14) of a mile to the north and south highway across the west half of said Section twenty-six (26): thence south on said north and south highway across the west half of said Section twenty-six (26) and Section thirty-five (35), said township and range, and Section two (2), Township eighty-one (81) north, Range twentytwo (22) west of the fifth (5) P. M., a distance of approximately two (2) miles to the place where said highway turns west in the west half of said Section two (2); thence west on said highway across the west half of said Section two (2) a distance of approximately one-fourth (4) of a mile to the west section line of said Section two (2).

Beginning at the south corporate limits of the town of Maxwell, Story

County, Iowa, where said corporate limits is intersected by a north and south highway across the southeast quarter of Section twenty-seven (27). Township eighty-two (82) north, Range twenty-two (22), west of the fifth (5) P. M.; thence south on said north and south highway across the southeast quarter of said Section twenty-seven (27) a distance of approximately threeeighths (%) of a mile.

Beginning at the intersection of the north and south highway with an east and west highway in the west half of Section fifteen (15), Township eighty-two (82) north, Range twenty-two (22), west of the fifth (5) P. M.; thence east on the last named highway approximately along the east and west center section line of said Section fifteen (15), a distance of approximately one-fourth (¾) of a mile.

Beginning at the intersection of the north and south highway with an east and west highway in the northwest quarter of Section two (2), Township eighty-one (81) north, Range twenty-two (22) west of the fifth (5) P. M., thence east on the last named highway across the north half of said Section two (2), a distance of approximately three-fourths (%) of a mile to the east section line of said Section two (2).

Beginning at the northwest corner of Section one (1). Township eighty-one (81) north, Range twenty-two (22), west of the fifth (5) P. M.; thence south on the north and south highway along the west section line of said Section one (1), Sections twelve (12), thirteen (13), and twenty-four (24), said township and range, a distance of approximately four (4) miles to the east and west highway at the southwest corner of said Section twenty-four (24); thence west on said east and west highway along the south section line of Section twenty-three (23), said township and range, a distance of approximately one-eighth (%) of a mile.

Beginning at the northwest corner of Section twelve (12), Township eightyone (81) north, Range twenty-two (22) west of the fifth (5) P. M.; thence east on the east and west highway along the north section line of said Section twelve (12), a distance of approximately one-fourth (%) of a mile.

Beginning at the northwest corner of Section twenty-four (24), Township eighty-one (81) north, Range twenty-two (22) west of the fifth (5) P. M.; thence east on the east and west highway along the north section line of said Section twenty-four (24), a distance of approximately one-eighth (1/2) of a mile.

No. E-577-1925.

Northeastern Iowa Power Company, West Union. Franchise in Floyd. Howard and Mitchell Counties.

This application came on for hearing on May 12, 1925, and on June 17, 1925, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Orchard, Mitchell County, Iowa, where said corporate limits is intersected by an east and west highway at the northwest corner of Section seventeen (17), Township ninetyseven (97) north, Range sixteen (16) west of the fifth (5) P. M.; thence east on said east and west highway along the north section line of said Section seventeen (17), Sections sixteen (16), fifteen (15), fourteen (14), and thirteen (13), said township and range, a distance of approximately four and three-fourths (4%) miles to the place where said highway turns to the northeast and to the southeast and continuing east on private right of way approximately along the north section line of said Section thirteen (13), and Section eighteen (18), Township ninety-seven (97) north, Range fifteen (15) west of the fifth (5) P. M., a distance of approximately one and one-eighth (11%) miles to the east and west highway along the north section line of said Section eighteen (18), and continuing east on said east and west highway along the north section line of said Section eighteen (18) and Section seventeen (17), last named township and range, a distance of approximately one and one-eighth (1%) miles to the north and south highway at the southwest corner of Section nine (9), last named township and range; thence

north on said north and south highway along the west section line of said Section nine (9), a distance of approximately one (1) mile to the east and west highway at the northwest corner of said Section nine (9), thence east on said east and west highway along the north section line of said Section nine (9), Sections ten (10), eleven (11), and twelve (12), last named township and range, Sections seven (7), eight (8), nine (9), ten (10), eleven (11) and twelve (12), Township ninety-seven (97) north, Range fourteen (14) west of the fifth (5) P. M., a distance of approximately nine and one-third (9 1/2) miles to the west corporate limits of Elma, Howard County, Iowa.

Reginning at the west corporate limits of the town of Orchard, Mitchell County. Iowa, where said corporate limits is intersected by a northeast and southwest diagonal highway across the northwest quarter of Section eighteen (18), Township ninety-seven (97) north, Range sixteen (16) west of the 8fth (5) P. M.; thence in a general southwesterly direction on said highway across the northwest quarter of said Section eighteen (18), a distance of approximately one-half (1/2) mile to the north and south highway across the northwest quarter of said Section eighteen (18); thence south on said north and south highway across the west half of said Section eighteen (18), a distance of approximately three-fourths (%) of a mile to the cast and west highway along the south section line of said Section eighteen (18); thence east on said east and west highway along the south section line of said Section eighteen (18), a distance of approximately one-fourth (14) of a mile to the north and south highway across to the northwest quarter of section nineteen (19), said township and range; thence south on said north and south highway across the northwest quarter of said section nineteen (19), a distance of approximately one-fourth (14) of a mile to the place where said highway turns west in northwest quarter of said Section nineteen (19); thence west on said highway across the northwest quarter of said Section (19), and the northeast quarter of Section twenty-four (24), Township ninety-seven (97) north, Range seventeen (17) west of the fifth (5) P. M., a distance of approximately three-eighths (%) of a mile to the place where said highway turns south in the northeast quarter of said Section twenty-four (24): thence in a general southwesterly direction on said highway across the east half of said Section twenty-four (24), a distance of approximately five-eighths (%) of a mile to the north and south highway across the southeast quarter of said Section twenty-four (24); thence south on said north and south highway across the southeast quarter of said Section twentyfour (24), a distance of approximately three-eighths (%) of a mile to the east and west highway along the south section line of said Section twenty-four (24); thence west on said east and west highway along the south section line of said Section twenty-four (24), a distance of approximately five-eighths (%) of a mile to the north and south highway at the southwest corner of said Section twenty-four (24); thence south on said north and south highway along the west section line of Sections twenty-five (25) and thirty-six (26). last named township and range; Sections one (1), twelve (12), thirteen (13), (wenty-four (24), twenty-five (25), and thirty-six (36), Township ninety-six (96) north, Range seventeen (17), west of the fifth (5) P. M., Sections one (1), Twelve (12), thirteen (13), twenty-four (24), twenty-five (25), and thirty-six (36), Township ninety-five (95) north, Range seventeen (17) west of the fifth (5) P. M., Sections one (1), twelve (12), thirteen (13), twentyfour (24), twenty-five (25), and -thirty-six (36), Township ninety-four (94) north, Range seventeen (17) west of the fifth P. M., a distance of approximately twenty (20) miles to the south section line of said Section thirty-six (36), Floyd County, Iowa.

No. E-578-1925.

William Steinhoff, Kanawha. Franchise in Hancock County.

Closed without prejudice.

No. E-582-1925.

Central Iowa Power & Light Company, Philadelphia, Pa., (Humboldt District). Franchise in Winnebago County.

This application came on for hearing on May 5, 1925, and on June 10, 1925, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Forest City. Winnebago County, Iowa, where said corporate limits is intersected by an east and west highway along the south section line of Section twenty-five (25). Township ninety-eight (98) north, Range twenty-four (24) west of the fifth (5) P. M.; thence east on said east and west highway along the south section line of said Section twenty-five (25), a distance of approximately onehalf (1/2) of a mile to the north and south highway at the southeast corner of said Section twenty-five (25); thence north on said north and south highway, along the east section line of said Section twenty-five (25) Sections twenty-four (24), thirteen (13), and twelve (13), said township and range, a distance of approximately four (4) miles to the east and west highway at the southeast corner of Section one (1), said township and range; thence west on said east and west highway along the south section line of said Section one (1), a distance of approximately one-half (1/2) of a mile to the north and south highway across the south half of said Section one (1); thence north and northeast in the east margin of said highway across the east half of said Section one (1), a distance of approximately one-half (1/4) of a mile; thence crossing said highway to the east corporate limits of the town of Leland, Winnebago County, Iowa,

No. E-583-1925.

Iowa Electric Company, Cedar Rapids. Franchise in Van Baren County. This application came on for hearing on May 12, 1925, and on May 26, 1925, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Keesauqua, Van Buren County, Iowa, where said corporate limits is intersected by a northwest and southeast diagonal highway across the northeast quarter of Section one (1), Township sixty-eight (68) north, Range ten (10) west of the fifth (5) P. M.; thence southeast on said diagonal highway across the northeast quarter of said Section one (1) a distance of approximately one-half (%) of a mile to the place where said highway turns south along the east Section line of said Section one (1); thence south on said highway along the east section line of said Section one (1), Sections twelve (12), thirteen (13), and twenty-four (24), said township and range, a distance of approximately three (3) miles to the east and west highway along the east and west center section line of said Section twenty-four (24); thence west on said east and west highway along the east and west center section line of said Section twenty-four (24), Sections twenty-three (23), twenty-two (22), and twentyone (21), said township and range, a distance of approximately three and one-half (31/2) miles to the place where said highway turns southwest in the south half of said Section twenty-one (21), thence southwest on said highway across the south half of said Section twenty-one (21), a distance of approximately one-half (1/4) of a mile to the place where said highway turns west along the south section line of said Section twenty-one (21), thence west on said highway along the south section line of said Section twenty-one (21). Sections twenty (20) and nineteen (19), said township and range, a distance of approximately one and three-fourths (1%) miles to the place where said highway turns southwest in the northeast quarter of Section thirty (30), said township and range; thence southwest on said highway across said Section thirty (30), a distance of approximately one and one-fourth (14) miles to the place where said highway turns south along the west section line of said Section thirty (30); thence south on said highway along the west section line of said Section thirty (30) and Section thirty-one (31), said township and range, a distance of approximately one-half (1/2) of a mile to the north corporate limits of the town of Cantril, Van Buren County, Iowa.

No. E-584-1925.

Central Iowa Power & Light Company, Waterloo. Franchise in Grundy County.

This application came on for hearing on May 12, 1925, and on August 4, 1925, franchise was granted upon the following route:

Beginning at the north (N) corporate limits of the town of Reinbeck, Grundy County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section twenty-one (21). Township eighty-seven (87) north, Range fifteen (15) west of the fifth (5) P. M.; thence north on said north and south highway along the east section line of said Section twenty-one (21), Sections sixteen (16), nine (9) and four (4), said Township and Range, a distance of approximately three and three-fourths (3%) miles to the northeast corner of said Section four (4).

Beginning at the southwest corner of Section four (4) Township eightyseven (87) north, Range fifteen (15), west of the fifth (5) P. M.; thence east on the east and west highway along the south section line of said Section four (4), Sections three (3) and two (2), said Township and Range, a distance of approximately three (3) miles to the southeast corner of said Section two (2).

Beginning at the southwest corner of Section two (2), Township eighty-seven (87) north, Range fifteen (15), west of the fifth (5) P. M.; thence north on the north and south highway along the west section line of said Section two (2), Sections thirty-five (35) and twenty-six (26), Township eighty-eight (88) north, Range fifteen (15) west of the fifth (5) P. M., a distance of approximately three (3) miles to the east and west highway at the northwest corner of said Section twenty-six (26).

Beginning at the southwest corner of Section twenty-five (25), Township eighty-seven (87) north, Range fifteen (15), west of the fifth (5) P. M.; thence north on the north and south highway along the west section line of said Section twenty-five (25) and Section twenty-four (24), said township and range, a distance of approximately two (2) miles to the northwest corner of said Section twenty-four (24), thence east on the east and west highway along the south section line of Section thirteen (13), said township and Range, a distance of approximately one-fourth (44) of a mile to the north and south highway across the west half of said Section thirteen (13); thence north on said north and south highway across the west half of said Section thirteen (13), a distance of approximately three-fourths (%) of a mile to the east and west highway across the north half of said Section thirteen (13); thence west on said east and west highway approximately along the east and west center line of the north half of said Section thirteen (13), Sections fourteen (14) and fifteen (15), said Township and Range, a distance of approximately two and one-fourth (21/4) miles to the north and south highway along the west section line of said Section fifteen (15).

Beginning at the northeast corner of Section thirty-six (36), Township eighty-seven (87) north, Range fifteen (15), west of the fifth (5) P. M.; thence west on the cast and west highway along the north section line of said Section thirty-six (36) and Section thirty-five (35), said Township and Range, a distance of approximately one and one-fourth (1½) miles.

Beginning at the northeast corner of Section twenty-six (26), Township eighty-seven (87) north, Range fifteen (15), west of the fifth (5) P. M.; thence west on the east and west highway along the north section line of said Section twenty-six (26), a distance of approximately one-fourth (14) of a mile.

No. E-585-1925.

Ida Grove Electric Company, Ida Grove. Franchise in Ida County.

This application came on for hearing on June 16, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at a place just south of the Chicago and North Western Rail-

road track where the same intersects the north and south highway along the west section line of Section twenty-three (23), Township eighty-seven (87) north, Range thirty-nine (39) west of the fifth (5) P. M., Ida County, Iowa: thence north on said north and south highway along the west section line of said Section twenty-three (23), a distance of approximately two hundred (260) feet to the intersection with a primary road Number thirty-five (35), across the northwest quarter of said Section twenty-three (23): thence in a general westerly direction on said primary road Number thirty-five (35), across the north halves of Sections twenty-two (22), twenty-one (21), and twenty (20) and the east and south halves of Section nineteen (19), said township and range, and the east and north halves of Section twenty-four (24).
Township eighty-seven (87) north, Range forty (40) west of the fifth (5) P. M., a distance of approximately four and three-fourths (4%) miles to the place where said highway turns south in the northwest quarter of said Section twenty-four (24).

No. E-587-1925.

Central Iowa Power & Light Company, Waterloo, Franchise in Black Hawk County.

This application came on for hearing on May 12, 1925, and on June 10, 1925, franchise was granted upon the following route:

Beginning at the east corporate limits of the city of Waterloo, Black Hawk County, Iowa, where said corporate limits is intersected by an east and west highway along the south section line of Section eighteen (18). Township eightynine (8) north, Range twelve (12), west of the fifth (5) P. M.; theroe said on said east and west highway along the south section line of said Section eighteen (18) and Section seventeen (17), said township and range, a distance of approximately one (1) mile to the southeast corner of the southwest quarter of said Section seventeen (17).

Beginning at the northeast corner of Section thirty-two (32), Township eighty-eight (38) north, Range thirteen (13), west of the fifth (5) P. M.; thence south on the north and south highway along the east section line of said Section thirty-two (32), a distance of approximately one (1) mile to the east and west highway at the southeast corner of said Section thirty-two (32).

Beginning at the southwest corner of Section ten (10), Township eighty-nine (89) north, Range thirteen (13), west of the fifth (5) P. M.; thence east on the east and west highway along the south section line of said Section ten (10), a distance of approximately one (1) mile to the north and south highway at the southeast corner of said Section ten (10).

Beginning at the northwest corner of the northeast quarter of Section fifteen (15), Township eighty-nine (89) north, Range thirteen (13), west of the fifth (5) P. M.; thence south on the north and south highway approximately along the north and south center line of the northeast quarter of said Section fifteen (15), a distance of approximately one-half (4) of a mile to the east and west center section line of said Section fifteen (15).

Beginning at the north corporate limits of the city of Waterloo, Black Hawk County, Iowa, where said corporate limits is intersected by a north and south highway at the southeast corner of Section eleven (11), Township eighty-nine (89) north, Range thirteen (12), west of the fifth (5) P. M.; thence north on said north and south highway along the east section line of said Section eleven (11) and Section two (2), said Township and Range, a distance of approximately two (2) miles to the east and west highway at the northeast corner of said Section two (2).

No. E-588-1925.

Des Moines Electric Light Company, Des Moines. Franchise in Mahaska County.

This application came on for hearing on May 27, 1925, and on June 17, 1925, franchise was granted upon the following route:

Beginning at the west corporate limits of the City of Oskaloosa, Mahaska County, Iowa, where said corporate limits is intersected by a private right of way of the Minneapolis and St. Louis Railroad Company across the northeast quarter of Section twenty-three (23), township seventy-five (75) north, Range sixteen (16) west of the fifth (5) P. M.; thence southwest on said rallroad company's private right of way approximately forty feet (40) northwest of the center line of the railroad track, across the east and south halves of said Section twenty-three (23) a distance of approximately one mile to the east corporate limits of the town of Beacon, Mahaska County, Iowa.

Beginning at the south corporate limits of the town of Beacon, Mahaska County, Iowa, where said corporate limits is intersected by a private right of way of the Minneapolis and St. Louis Railroad Company, across the west half of Section twenty-six (26) Township seventy-five (75) north, Range sixteen (16), west of the fifth (5) P. M.; thence in a general southerly direction on said private right of way approximately forty (40) feet west of the center line of the track, across the west half of said Section twenty-six (26), Section thirty-five (35), said township and range and Section two (2), Township seventy-four (74) north, Range sixteen (16) west of the fifth (5) P. M., and the north and east halves of Section eleven (11), last named township and range, a distance of approximately three and one-eighth (31/4) miles to a point in line with the south side of First Street in the village of Givin; thence south on private right of way crossing the Chicago, Rock Island and Pacific Railroad Company's right of way, a distance of approximately two hundred fifty (250) feet to a point approximately fifty (50) feet southeast of Second Street on Railroad Street; thence southeast on Railroad Street for a distance of approximately three hundred fifty (350) feet to the west right of way line of the Minneapolis and St. Louis Railroad Company; thence in a general southerly direction on said Minneapolis and St. Louis Railroad Company's private right of way approximately forty (40) feet west of the center line of the track, across the east half of said Section eleven (11), the southwest quarter of Section twelve (12), the west half of Section thirteen (13) across Section twenty-four (24) and the east half of Section twenty-five (25), last named township and range, a distance of approximately three and one-third (3%) miles to a point about two hundred (200) feet north of the intersection of the Minneapolis and St. Louis and Chicago and North Western Railroad Companies' private right of way in the southeast quarter of said section twenty-five (25); thence west on private right of way about two hundred (200) feet north of and parallel to the center line of the Chicago and North Western Railroad Company right of way across the southeast quarter of said Section twenty-five (25), a distance of approximately nine hundred (900) feet; thence southwest on private right of way across the southeast quarter of said Section twenty-five (25), a distance of approximately five hundred (500) feet to the east and west highway; thence west on said east and west highway across the south half of said Section twenty-five (25), a distance of approximately one-half (1/2) of a mile to the place where said highway turns north in the west half of said Section twenty-five (25) and continuing west on private right of way across the west half of said Section twenty-five (25), a distance of approximately eight hundred (800) feet to a substation located in the southwest quarter of said section twenty-five (25), and including the right to use avenues, streets and alleys in the village of Givin, Mahaska County, Iowa.

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No. E-589-1925.

Central Iowa Power & Light Company, Philadelphia, Pa., (Cedar Valley Division). Franchise in Floyd and Cerro Gordo Counties.

This application came on for hearing on June 2, 1925, and on June 17. 1925, franchise was granted upon the following route:

Beginning at the southeast corner of Section nine (9), Township ninety-five (95) north, Range eighteen (18) west of the fifth (5) P. M., Floyd County. lows: thence north on the north and south highway along the east section line of said Section nine (9), a distance of approximately one-half (1/4) of a mile to the east and west highway along the east and west center section line of said Section nine (9); thence west on said east and west highway along the east and west center section line of said Section nine (9) and Section eight (8), said Township and Range, a distance of approximately one and one-fourth (1%) miles to the place where said highway turns north in the east one-half (14) of said Section eight (8); thence north on said highway across the northeast quarter (%) of said Section eight (8), a distance of approximately one-half (%) of a mile to the east and west highway along the north section line of said Section eight (8), thence west on said east and west highway along the north section line of said Section eight (8) and Section seven (7), said Township and Range, Sections twelve (12), eleven (11), ten (10), nine (9), eight (8) and seven (7), Township ninety-five (95) north, Range nineteen (19) west of the fifth (5) P. M., Sections twelve (12) and eleven (11), Township ninety-five (95) north, Range twenty (20) west of the fifth (5) P. M., a distance of approximately nine and three-fourths (9%) miles to the north and south highway at the northwest corner of said Section eleven (11); thence south on said north and south highway along the west section line of said Section eleven (11), Sections fourteen (14), twenty-three (23), twenty-six (26) and thirty-five (35), last named township and range. a distance of approximately five (5) miles to the north corporate limits of the town of Rockwell, Cerro Gordo County, Iowa,

Beginning at the south corporate limits of the town of Rockwell. Cerro Gordo County, Iowa, where said corporate limits is intersected by a north and south highway at the northeast corner of Section sixteen (16), Township ninety-four (94) north, Range twenty (20) west of the fifth (5) P. M., thence south on said north and south highway along the east section line of said Section sixteen (16), a distance of approximately three-fourths (%) of a mile to the northwest right of way line of the Minneapolis and St. Louis Railroad Company where same intersects said north and south highway; thence in a general southwesterly direction along the northwest right of way line of said railroad company's private right of way across the southeast quarter of said Section sixteen (16) and the east half of Section twenty-one (21), said township and range, a distance of approximately one and three-eighths (1%) miles to the east and west highway along the north section line of Section twenty-eight (28), said township and range; thence west on said east and west highway along the north section line of said Section twenty-eight (28). a distance of approximately one-fourth (%) of a mile to the northwest corner of the northeast quarter of said Section twenty-eight (28); thence south on private right of way approximately along the north and south center section line of said Section twenty-eight (28) and Section thirty-three (33) said township and range, a distance of approximately one and one-half (1%) miles to the north and south highway along the north and south center section line of said Section thirty-three (33); thence south on said north and south highway along the north and south center section line of said Section thirty-three (33), a distance of approximately one-half (1/2) of a mile to the south section line of said Section thirty-three (33),

No. E-590-1925.

Board of Supervisors of Henry County v. Iowa Electric Company. Electrocution of "Shorty" Palmer.

The electrical engineer for the Board inspected the transmission line

and bridge involved in this accident, and made such recommendations to the Board as would prevent a recurrence. The necessary changes were made by the Iowa Electric Company, and the file was closed on November 28, 1925.

No. E-591—1925. Interstate Power Company, Lancaster, Wis. Franchise in Clayton and Dubuque Counties.

This application came on for hearing on June 1, 1925, and on June 17, 1925, franchise was granted upon the following route:

Beginning at a point near the Mississippi River at approximately the northwest corner of the northeast quarter of the southeast quarter of Section twenty-two (22, Township ninety-one (91) north, Range one (1), west of the fifth (5) P. M., Clayton County, Iowa; thence southeast on private right of way across the southeast quarter of said Section twenty-two (22), a distance of approximately three-tenths (3-10) of a mile to a place on the east line of the southeast quarter of said Section twenty-two (22); thence south on private right of way approximately along the east section line of said Section twenty-two (22), a distance of approximately one-fourth (14) of a mile to the northwest corner of Section twenty-six (26), said township and range; thence east on private right of way approximately along the north section line of said Section twenty-six (26), a distance of approximately four-tenths (4-10) of a mile to a point on the north line of the northeast quarter of the northwest quarter of said Section twenty-six (26); thence southwest on private right of way across the east half of the northwest quarter of said Section twenty-six (26), a distance of approximately four-tenths (4-10) of a mile to a northwest and southeast diagonal highway across the south half of the northwest quarter of said Section twenty-six (26); thence southeast on said diagonal highway across said Section twenty-six (26), a distance of approximately four-fifths (4-5) of a mile to the south section line of said Section twenty-six (26); thence east on said highway along the south section line of said section twenty-six (26), a distance of approximately one-tenth (1-10) of a mile to the north and south highway at the northeast corner of Section thirty-five (35), said township and range; thence south on said north and south highway along the east section line of said Section thirty-five (35), a distance of approximately one (1) mile to the southeast corner of said Section thirty-five (35) and continuing south on private right of way approximately along the east section line of Section two (2), Township ninety (90) north, Range one (1) west of the fifth (5) P. M., a distance of approximately one-half (16) of a mile; thence southeast on private right of way across the southwest quarter of the northwest quarter of the northwest quarter of the southwest quarter of Section one (1), last named township and range, a distance of approximately two-tenths (2-10) of a mile to the intersection of a northeast and southwest diagonal highway with a northwest and southeast diagonal highway in the southwest quarter of said section one (1); thence in a general southeasterly direction on the last named highway across the south half of said Section one (1) and the east half of Section twelve (12), last named township and range, a distance of approximately one and four-tenths (1 4-10) miles to the place where said highway turns south along the east section line of said Section twelve (12); thence south on said highway along the east section line of said Section twelve (12), Sections thirteen (13) and twenty-four (24), last named township and range, a distance of approximately one and four-tenths (1 4-10) miles to the place where said highway turns southeast and continuing south on private right of way approximately along the east section line of Section twenty-four (24), and Section twenty-five (25), last named township and range, a distance of approximately nine-tenths (9-10) of a mile to the intersection of said private right of way with Primary Road number twenty (20) across the northeast quarter of said Section twenty-five (25); thence in a general direction on said Primary Road number twenty (20) across Sections thirty (30), twenty-nine (29),

twenty-eight (28) and twenty-seven (27), township ninety (90) north, Range one (1) east of the fifth (5) P. M., a distance of approximately four (4) miles to the north and south center section line of said Section twenty-seven (27); thence east on private right of way across the north half of the southeast quarter of said Section twenty-seven (27), a distance of approximately three-tenths (3-10) of a mile to the intersection of said private right of way with Primary Road number twenty (20) in the northeast quarier of the southeast quarter of said Section twenty-seven (27); thence southeast on said Primary Road number twenty (20) across the northeast quarter of the southeast quarter of said Section twenty-seven (27), and the west half of the southwest quarter of Section twenty-six (26), last named township and range, a distance of approximately four-tenths (4-10) of a mile to a point in the southwest quarter of the southwest quarter of said Section twenty-six (26). and continuing southeast on private right of way across the southwest quarter of said Section twenty-six (26) and the north half of Section thirty-five (35). last named township and range, a distance of approximately six-tenths (6-10) of a mile to an east and west highway across the northeast quarter of said Section thirty-five (25): thence east on said east and west highway across the northeast quarter of said Section thirty-five (35), a distance of approximately one-eighth (1%) of a mile; thence southeast on private right of way across the northeast quarter of said Section thirty-five (25) and the west half of Section thirty-six (36) last named township and range, a distance of approximately one mile to the intersection of said private right of way with Primary Road number twenty (20) in the south half of said Section thirty-six (36); thence in a general easterly direction on said Primary Road number twenty across the south halves of said Section thirty-six (36) and Section thirty-one (31), Township ninety (96) north, Range two (2), east of the fifth (5) P. M., a distance of approximately one and three-tenths (1 3-10) miles to the north and south center section line of said Section thirty-one (31); thence southeast on private right of way across the south half of the southeast quarter of said Section thirty-one (31), and the south half of the southwest quarter of section thirty-two (32), the north halves of Sections five (5) and four (4), the north and east halves of Section three (3) and the southwest quarter of Section two (2), last named township and range, a distance of approximately five and one-tenth (5 1-10) miles to a place on the north line of the northwest quarter of Section eleven (11), last named township and range; thence east on private right of way approximately along the north section line of said Section eleven (11) and Section twelve (12), last named township and range, a distance of approximately one and one-tenth (1 1-10) miles to the east and west highway along the north section line of said Section twelve (12); continuing east on said east and west highway along the north section line of said Section twelve (12), a distance of approximately one-fourth (%) of a mile to the place where said highway turns south on the northeast quarter of said Section twelve (12); thence south on said highway across the northeast quarter of said Section twelve (12), a distance of approximately one-fifteenth (1-15) of a mile to the place where said highway turns east; thence east on said highway across the northeast quarter of said Section twelve (12), a distance of approximately three-tenths (3-10) of a mile to a place where said highway turns south along the east section line of said Section twelve (12); thence south on said highway along the east section line of said Section twelve (12), a distance of approximately one-half (4) of a mile to the north corporate limits of the city of Dubuque, Dubuque County, Iowa.

No. E-592-1925.

Interstate Power Company, Lancaster, Wis. Franchise in Winnebago

This application came on for hearing on June 1, 1925, and on June 17. 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section fifteen (15), Township ninety-nine (99) north, Range twenty-three (23) west of the fifth (5) P. M., Winnebago County, Iowa; thence south on the last named highway along the west section line of said Section fifteen (15), Sections twenty-two (22), twenty-seven (27) and thirty-four (34), said township and range, a distance of approximately four (4) miles to the east and west highway at the northeast corner of Section four (4), Township ninety-eight (98) north, Range twenty-three (23) west of the fifth (5) P. M.; thence west on said east and west highway along the north section line of said Section four (4). Sections five (5) and six (6), last named township and range, a distance of approximately three (3) miles to the north and south highway at the northwest corner of said Section six (6); thence north on said north and south highway along the west section line of Section thirty-one (31). Township ninety-nine (99) north. Range twenty-three (23) west of the fifth (5) P. M., a distance of approximately one (1) mile, to the east and west highway at the northwest corner of said Section thirty-one (31) thence west on said east and west highway along the north section line of Section thirty-six (36). Township ninety-nine (99) north, Range twenty-four (24) west of the fifth (5) P. M., a distance of approximately one-fifth (1-5) of a mile to the north and south highway across the east half of said Section thirty-six (36); thence south and southwest on said highway across the east half of said Section thirty-six (36), a distance of approximately one and one-eighth (11%) miles to the north corporate limits of the town of Leland, Winnebago County, Iowa.

No. E-593-1925.

Interstate Power Company, Lancaster, Wisc. Franchise in Clayton County.

This application was set down for hearing on June 23, 1925, and at the request of the attorney for the applicant was continued to June 26, 1925. on which date it was fully heard. On July 21, 1925, franchise was granted upon the following route:

Reginning at the east corporate limit of the town of Monona, Clayton County, Iowa, where said corporate limit is intersected by a northeast and southwest diagonal highway across the south one-half (1/2) of Section twelve (12), Township ninety-five (95) north, Range five (5) west of the fifth (5) P. M.; thence in a general northeasterly direction on said diagonal and irregular highway across the south one-half (14) of said Section twelve (12), the south and east halves (14) of Section seven (7), Township ninety-five (95) north, Range four (4) west of the fifth (5) P. M., the northwest quarter (1/4) of Section eight (8) and Section five (5), last named township and range, a distance of approximately three and two-tenths (3 2-10) miles to the place where said highway turns north and is intersected by a northeast and southwest diagonal highway near the center of said Section five (5); thence in a general easterly direction on said diagonal highway across the east one-half (1/4) of said Section five (5), and the north one-half (1/2) of Section four (4), last named Township and range, a distance of approximately one and one-half (11/2) miles to the north and south highway along the east section line of said Section four (4); thence south on said north and south highway along the east section line of said Section four (4), a distance of approximately three-fourths (%) of a mile to the southeast corner of said Section four (4).

No. E-594-1925.

Central States Electric Company, Cedar Rapids, Franchise in Emmet County.

This application came on for hearing on June 9, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the north corporate limit of the town of Dolliver, Emmet County, Iowa, where said corporate limit is intersected by a north and south highway along the west section line of Section twenty-two (22), Township

one hundred (100) north, Range thirty-two (32) west of the fifth (5) P. M.; thence north on said north and south highway along the west section line of said Section twenty-two (22), Sections fifteen (15) and ten (15), said Township and Range, a distance of approximately two and seven-sixteenths (2 7-16) miles to the intersection with an east and west highway at the northwest corner of said Section ten (10); thence east in the south margin of said east and west highway along the north section line of said Section ten (10), a distance of approximately one-fourth (1/4) of a mile.

No. E-595-1925.

Iowa Electric Company, Cedar Rapids. Franchise in Iowa County.

This application came on for hearing on June 9, 1925. On October 20, 1925, before a franchise had been issued, applicant filed a dismissal of the case, and it was closed.

No. E-596—1925.

Iowa Electric Company, Cedar Rapids, Franchise in Delaware County, This application came on for hearing on June 9, 1925, and on July 21. 1925, franchise was granted upon the following route:

Beginning at the north corporate limits of the town of Delhi, Delaware County, Iowa, where said corporate limits is intersected by a north and south highway across the east half of Section Seventeen (17), township eighty-eight (88) north, Range four (4), west of the fifth .P. M., thence north on said north and south highway across the east half of said Section seventeen (17) and the southeast quarter of Section eight (8), said Township and Range. a distance of approximately three-fourths (%) of a mile to the place where said highway turns northwest in the southeast quarter of said Section eight (8); thence northwest on said highway across the east half of said Section eight (8), a distance of approximately five-eighths (%) of a mile to the place where said highway turns north in the north half of said Section eight (8): thence north on said highway along the north and south center section line of said Section eight (8) and Section five (5), said township and Range, a distance of approximately five-eighths (%) of a mile to the place where said highway turns northwest in the south half of said Section five (5); thence northwest and north on said highway across the west half of said Section five (5), a distance of approximately five-eighths (%) of a mile to the north section line of said Section five (5).

No. E-597-1925.

Iowa Electric Company, Cedar Rapids. Franchise in Jackson County. This application came on for hearing on June 9, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway along the south line of the southwest quarter of Section twentynine (29), Township eighty-four (84) north, Range five (5) east of the fifth (5) P. M., Jackson County, Iowa; thence north on the last named highway across the west half of said Section twenty-nine (29), a distance of approximately five-eighths (%) of a mile to the place where said highway turns west in the northwest quarter of said Section twenty-nine (29); thence west and northwest on said highway across the northwest quarter of said Section twentynine (29), a distance of approximately three-eighths (%) of a mile to the place where said highway turns north on the west section line of said Section twenty-nine (29); thence north on said highway along the west section line of said Section twenty-nine (29) and Section twenty (20), said township and range, a distance of approximately one (1) mile to the place where said highway turns west in the northeast quarter of Section nineteen (19), said township and range; thence west, southwest and northwest on said highway across the north half of said Section nineteen (19), a distance of approximately three-fourths (%) of a mile to the east corporate limits of the town of Spragueville, Jackson County, Iowa,

No. E-598-1925.

lowa Electric Company, Cedar Rapids. Franchise in Cedar and Clinton Counties.

This application came on for hearing on June 9, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the east corporate limit of the town of Lowden, Cedar County, Iowa, where said corporate limit is intersected by a northwest and southeast diagonal highway known as primary road Number six (6), across the northeast quarter of Section two (2), township eighty-one (81) north, Range one (1) west of the fifth (5) P. M.; thence southeast on said diagonal highway, across the northeast quarter of said Section two (2), a distance of approximately one-third (%) of a mile to the east and west highway across the northeast quarter of said Section two (2).

Beginning at the intersection of an east and west highway with a northwest and southeast diagonal highway known as primary road number six (6), in the northeast quarter of Section one (1), Township eighty-one (81) north. Range one (1) west of the fifth (5) P. M.; thence southeast on said primary road number six (6), across the east half of said Section one (1) and the west half of Section six (6), Township eighty-one (81) north, Range one (1) east of the fifth (5) P. M., a distance of approximately one (1) mile to the south section line of said Section aix (6).

No. E-599-1925.

Iowa Electric Company, Cedar Rapids. Franchise in Clinton County. This application came on for hearing on June 9, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Charlotte, Clinton County, Iowa, where said corporate limits is intersected by an east and west highway across the south half of Section twenty-seven (27), Township eightythree (83) north, Range four (4), east of the fifth (5) P. M.; thence west on said east and west highway across the south half of said Section twenty-seven (27), a distance of approximately three-eighths (%) of a mile to the place where said highway turns southwest in the southwest quarter of said Section twenty-seven (27); thence southwest, west and northwest on said highway across the southwest quarter of said Section twenty-seven (27), the south half of Section twenty-eight (28) and the southeast quarter of Section twentynine (29), said Township and Range, a distance of approximately one and three-fourths (1%) miles to the place where said highway turns west along the east and west center section line of said Section twenty-nine (29); thence west on said highway along the east and west center section line of said Section twenty-nine (29) and Section thirty (30), said Township and Range, a distance of approximately one and seven-eighths (1%) miles to the north and south highway along the east section line of Section twenty-five (25). Township eighty-three (83) north, Range three (3) east of the fifth (5) P. M.; thence north on said north and south highway along the east section line of said Section twenty-five (25), a distance of approximately one-half (1/2) of a mile to the east and west highway at the northeast corner of said Section twenty-five (25); thence west on said east and west highway along the north section line of said Section twenty-five (25), Sections twenty-six (26) and twenty-seven (27), last named Township and Range, a distance of approximately two and three-fourths (2%) miles to a point just west of the west right of way line of the Chicago, Milwaukee & St. Paul Railroad Company, where same intersects said east and west highway along the north section line of said Section twenty-seven (27).

No. E-600-1925.

Central States Electric Company, Cedar Rapids. Franchise in Franklin and Wright Counties.

Hearing was held on this application on June 30, and on October 20, 1925, the application was withdrawn,

No. E-601-1925.

Central States Electric Company, Cedar Rapids. Franchise in Boone County.

This application came on for hearing on June 30, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the north corporate limit of the city of Boone, Boone County, Iowa, where said corporate limit is intersected by a north and south highway at the southwest corner of Section sixteen (16), Township eighty-four (84) north, Range twenty-six (26) west of the fifth (5) P. M.; thence north on said north and south highway along the west section line of said Section sixteen (16), a distance of approximately one mile to the intersection with an east and west highway at the northwest corner of said Section sixteen (16), thence east on said cast and west highway along the north section line of said Section sixteen (16), a distance of approximately one (1) mile to the intersection with a north and south highway at the northeast corner of said Section sixteen (16).

No. E-603-1925.

Iowa Transmission Line Company, Des Moines. Franchise in Polk County.

This application came for hearing on June 30, 1925, and on July 1, 1925, franchise was granted upon the following route:

Beginning at a place about two hundred (200) feet south of the north line and about one hundred fifty (150) feet west of the east line of the northwest quarter of the northeast quarter of Section twenty (20), Township seventyeight (78) north, Range twenty-three (23) west of the fifth (5) P. M., Polk County, Iowa; thence northwest on private right of way across the northwest quarter of the northeast quarter of said Section twenty (20) and the southwest quarter of the southeast quarter of Section seventeen (17), said Township and range, a distance of approximately three-eights (%) of a mile to a place about one hundred twenty-four (124) feet east of the north and south center section line of said Section seventeen (17), on the east and west highway across the southeast quarter of said Section seventeen (17); thence north on private right of way on a strip of land not exceeding one hundred (100) feet in width, paralleling and adjacent to east side of the north and south highway approximately along the north and south center section line of said Section seventeen (17), a distance of approximately three-fourths (%) of a mile to the north section line of said Section seventeen (17), and continuing north on private right of way approximately along the west line of the east half of section eight (8) and five (5), said township and range, a distance of approximately one and one-eighth (11/2) miles to the southwest right of way line of the Chicago, Rock Island and Pacific Railway Company, across the southwest quarter of the southeast quarter of said Section five (5); thence in a general northeasterly direction in the southeasterly margin of said railroad company's private right of way across the east half of said Section five (5) and the northwest quarter of the northwest quarter of Section four (4), said township and range, a distance of approximately one and one-fourth (14) miles to the north side of the east and west highway along the north section line of said Section four (4).

No. E-604-1925.

L. R. Schlichter, Sioux City, and J. C. Roush, Onawa. Franchise in Woodbury County.

This application came on for hearing on June 30, 1925, and on August 12, 1925, franchise was granted upon the following route:

Beginning at the east corporate limit of the city of Sloux City, Woodbury County, Iowa, where said corporate limit is intersected by an east and west highway along the north section line of Section nine (9), Township eightyeight (88) north, Range forty-seven (47) west of the fifth (b) P. M.; thence east on said east and west highway along the north section line of said Section nine (9), Sections ten (10), eleven (11) and twelve (12), said township and Range, Sections seven (7) and eight (8), Township eighty-eight (88) north, Range forty-six (46) west of the fifth (5) P. M., a distance of approximately six (6) miles to the north and south highway at the northeast corner of said Section eight (8); thence north on said north and south highway along the west section line of Section four (4), last named township and range, a distance of approximately one (1) mile to the east and west highway at the northwest corner of said Section four (4); thence east on said east and west highway along the north section line of said Section four (4), Sections three (3), two (2) and one (1), last named township and range, Sections six (6). five (5) and four (4), Township eighty-eight (88) north, Range forty-five (45) west of the fifth (5) P. M., a distance of approximately six and one-half (614) miles to the north and south highway across the south half of Section thirty-one (31). Township eighty-nine (89) north, Range forty-four (44) west of the fifth (5) P. M.; thence north on said north and south highway across the south half of said Section thirty-one (31), a distance of approximately one-half (1/2) of a mile to the east and west highway along the east and west center section line of said Section thirty-one (31); thence east on said east and west highway along the east and west center line of said Section thirty-one (31), Sections thirty-two (32), thirty-three (33) and thirty-four (34), last named township and range, a distance of approximately three and one-half (3%) miles to the place where said highway turns southeast along the east section line of said Section thirty-four (34); thence southeast on said highway across the south half of Section thirty-five (35), last named township and range, a distance of approximately one (1) mile to the place where said highway turns east along the south section line of said Section thirty-five (35); thence east on said east and west highway along the south section line of said Section thirty-five (35) and Section thirty-six (36), last named township and range, Sections thirty-one (31), thirty-two (32), thirty-three (33), thirty-four (34), thirty-five (35) and thirty-six (36), Township eighty-nine (89) north, Range forty-three (43) west of the fifth (5) P. M., a distance of approximately seven and one-eighth (7%) miles to the place where said highway turns southeast at the southeast corner of said Section thirty-six (36); thence in a general easterly direction on said highway across the north half of Section four (4), Township eighty-eight (88) north, Range forty-three (43) west of the fifth (5) P. M., and across Sections three (3), two (2) and one (1), last named township and range, a distance of approximately four (4) miles to the west corporate limit of the town of Correctionville. Woodbury County, Iowa.

Beginning at the east corporate limit of the town of Correctionville, Woodbury County, Iowa, where said corporate limit is intersected by a northwest and southeast diagonal highway across the northeast quarter of Section six (6), Township eighty-eight (88) north Range forty-two (42) west of the fifth (5) P. M.; thence southeast on said diagonal highway across the east half of said Section six (6), a distance of approximately one-half (½) of a mile to the place where said highway turns east along the east section line of said Section six (6); thence east on said highway along the east and west center section line of Sections five (5), four (4), three (3) and two (2), said township and range, a distance of approximately four (4) miles to the east section line of said Section two (2) and continuing east in the south margin of said highway along the east and west center section line of Section one (1), said

township and range, a distance of approximately one-half (1/2) of a mile to the west corporate limit of the town of Cushing, Woodbury County, Iowa.

Beginning at the southeast corner of Section thirty-six (36), Township eighty-nine (89) north, Range forty-three (43) west of the fifth (5) P. M.; thence north on the north and south highway along the east section line of said Section thirty-six (36), Sections twenty-five (25), twenty-four (24) and thirteen (13), said township and range, a distance of approximately four miles to the south corporate limit of the town of Pierson, Woodbury County, Iowa.

Beginning at the northwest corner of Section nine (9), Township eightyeight (88) north, Range forty-six, 46) west of the fifth (5) P. M.; thence south on the north and south highway along the west section line of said Section nine (9), Sections sixteen (16), twenty-one (21), and twenty-eight (28), said township and range, a distance of approximately three and one-half (3%) miles to the village of Bronson, Woodbury County, Iowa.

No. E-605-1925.

Iowa Service Company, Omaha, Nebr. Franchise in Fremont and Page Counties.

This application came on for hearing on July 2, 1925, and due to defective publication in Fremont County, the hearing was continued to July 28, 1925. On October 2, 1925, franchise was granted upon the following route:

Beginning at the west corporate limit of the city of Shenandoah, Page County, Iowa; thence west across the north and south highway along the east line of Section twenty-four (24), township sixty-nine (69) north, range forty (40) west of the fifth (5) P. M.; Fremont County, Iowa, thence south on the north and south highway along the east line of said Section twenty-four (24), and Section twenty-five (25), said township and range, a distance of approximately one and one-half (11/2) miles to the intersection with an east and west highway at the northeast corner of Section thirty-six (36), said township and range; thence east on said east and west highway along the north line of Sections thirty-one (31), thirty-two (32) and thirty-three (33), township sixty-nine (69), north, range thirty-nine (39) west of the fifth (5) P. M.; Page County, Iowa; a distance of approximately three (3) miles to the north and south highway at the northwest corner of Section thirty-four (34), last named township and range; thence south on the north and south highway along the west line of said Section thirty-four (34), a distance of approximately one (1) mile to the east and west highway along the south line of said Section thirty-four (34); thence east on said east and west highway along the south line of said Section thirty-four (34) and Section thirty-five (35), last named township and range, a distance of approximately two miles to the intersection with a north and south highway at the southeast corner of said Section thirty-five (35); thence north on said north and south highway along the east line of said Section thirty-five (35), a distance of approximately one-half (1/4) of a mile to the village of Bingham, Page County, Iowa.

Beginning at the northwest corner of Section ten (10), township sixty-eight (68) north, range thirty-nine (29) west of the fifth (5) P. M.; thence south on the north and south highway along the west line of said Section ten (10), Sections fifteen (15), twenty-two (22) and twenty-seven (27), said township and range, a distance of approximately four (4) miles to the intersection with an east and west highway at the southwest corner of said Section twenty-seven (27); thence east on said east and west highway along the south line of said Section twenty-seven (27) and Section twenty-six (26), said township and range, a distance of approximately two (2) miles to the intersection with a north and south highway at the southeast corner of said Section twenty-six (26); thence south on said north and south highway along the west line of Section thirty-six (36), said township and range, a distance of approximately one (1) mile to the intersection with an east and west highway at the southwest corner of said Section thirty-six (36); thence east highway at the southwest corner of said Section thirty-six (36); thence east

on said east and west highway along the south line of said Section thirty-six (36) and Section thirty-one (31), township sixty-eight (68) north, Range thirty-eight (38) west of the fifth (5) P. M., a distance of approximately two (2) miles to the west corporate limit of the town of Coin, Page County, Iowa.

No. E-606-1925.

Iowa Service Company, Omaha, Franchise in Mills County,

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This application came on for hearing on July 7, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway along the south line of the southwest quarter of Section twenty-nine (29), Township seventy-two (72) north, Range forty-two (42) west of the fifth (5) P. M., Mills County, Iowa; thence north and northwest on the last named highway across the west half of said Section twenty-nine (29), a distance of approximately one-half (4½) of a mile.

Beginning at the southeast corner of Section twenty-eight (28), Township seventy-two (72) north, Range forty-three (43) west of the fifth (5) P. M.; thence north on the north and south highway along the east section line of said Section twenty-eight (28), a distance of approximately one-half (1/2) of a mile to the place where said highway turns west along the east and west center section line of said Section twenty-eight (28); thence west on said highway along the east and west center section line of said Section twenty-eight (28), a distance of approximately one-third (1/2) of a mile to twenty-eight (28), a distance of approximately one-third (1/2) of a mile to the south corporate limits of the town of Pacific Junction, Mills County, Iowa.

No. E-607-1925.

Iowa Service Company, Omaha. Franchise in Fremont and Mills Counties.

This application came on for hearing on July 7, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the south corporate limit of the town of Malvern, Mills County, Iowa, where said corporate limit is intersected by a north and south highway along the north and south center line of the west half of Section thirty-two (32). Township seventy-two (72) north, Range forty-one (41) west of the fifth (5) P. M.; thence south on said north and south highway across the west half of said Section thirty-two (32), a distance of approximately threefourts (%) of a mile to the east and west highway along the south section line of said Section thirty-two (32); thence southwest on the northeast and southwest diagonal highway across the northwest quarter of Section five (5), Township seventy-one (71) north, Range forty-one (41) west of the fifth (5) P. M., a distance of approximately one-half (1/4) of a mile to the place where said highway turns south along the west section line of said Section five (5); thence south on said highway along the west section line of said Section five (5); a distance of approximately three-fourths (%) of a mile to the east and west highway at the northeast corner of Section seven (7), last named township and range; thence west on said east and west highway along the north section line of said Section seven (7); a distance of approximately one (1) mile to the north and south highway at the northwest corner of said Section seven (7); thence south on said north and south highway along the west section line of said Section seven (7); Sections eighteen (18), nineteen (19), thirty (30) and thirty-one (31), last named township and range, a distance of approximately five (5) miles to the east and west highway at the northeast corner of Section one (1), township seventy (70) north, Range forty-two (42) west of the fifth (5) P. M.; thence west on said east and west highway along the north section line of said Section one (1). Sections two (2) and three (3), last named township and range, a distance of approximately two and three-fourth (2%) miles to the east corporate limits of the town of Tabor, Fremont County, Iowa.

No. E-608-1925.

Central Iowa Power & Light Company, (Cedar Valley Division), Charles City. Franchise in Butler County.

This application came on for hearing on July 7, 1925, and on July 21, 1925, franchise was granted upon the following route:

Beginning at the north corporate limit of the town of Bristow, Butter-County, Iowa, where said corporate limit is intersected by a north and south highway along the west section line of Section eighteen, Township ninety-two (92) north, Range seventeen (17) west of the fifth (5) P. M.; thence north on said north and south highway along the west section line of said Section eighteen (18), Sections seven (7) and six (6), said Township and Range, a distance of approximately two and one-half (2½) miles to the east and west highway at the northwest corner of said Section six (6).

No. E-609—1925.

Iowa Light, Heat & Power Company, Carroll. Franchise in Carroll County.

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This application came on for hearing on July 14, 1925, and on August 12, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway approximately three-eighths (%) of a mile west of the northeast corner of Section twenty-one (21), township eighty-four (84), north, Range thirty-six (26) west of the fifth (5) P. M., Carroll County, Iowa; thence east in the south margin of the last named highway along the north section line of said Section twenty-one (21), a distance of approximately three-eighths (%) of a mile to the intersection with the north and south highway at the northeast corner of said Section twenty-one (21); thence south on said north and south highway along the east section line of said Section twenty-one (21); a distance of approximately one-half (½) of a mile to the southeast corner of the northeast quarter of said Section twenty-one (21).

No. E-610-1925.

Iowa Light, Heat & Power Company, Carroll, Iowa. Franchise in Carroll County.

This application came on for hearing on July 14, 1925, and on August 12, 1925, franchise was granted upon the following route:

Beginning at the north corporate limit of the city of Carroll, Carroll County, Iowa, where said corporate limit is intersected by a north and south highway at, the southeast corner of Section thirteen (13), Township eighty-four (84) north, Range thirty-five (25) west of the fifth (5) P. M.; thence north on said north and south highway along the east section line of said Section thirteen (13) and Section twelve (12), said township and Range, a distance of approximately one and one-half (1½) miles to the intersection of said highway with an east and west highway along the east and west center section line of Section seven (7), Township eighty-four (84) north, Range thirty-four (34) west of the fifth (5) P. M.; thence east on the last named highway along the east and west center section line of section seven (7), a distance of approximately one-half (½) of a mile to the northeast corner of the southwest quarter of said Section seven (7).

No. E-611-1925.

Iowa Light, Heat & Power Company, Carroll. Franchise in Sioux County.

This application came on for hearing on July 29, 1925, and on August 12, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of Section five (5), Township ninetysix (96) north, Range forty-six (46) west of the fifth (5) P. M., Sloux County, Iowa; thence west on the last named highway along the north section line of said Section five (5), a distance of approximately one (1) mile to the intersection with a north and south highway at the northwest corner of said section five (5); thence south on said north and south highway along the west section line of said Section five (5), a distance of approximately one (1) mile to the intersection with an east and west highway at the southwest corner of said Section five (5); thence west on said east and west highway along the south section line of Section six (6), said township and Range, Sections one (1), two (2), three (3), four (4), and five (5), township ninety-six (96) north, Range forty-seven (47) west of the fifth (5) P. M., a distance of approximately six (6) miles to the intersection with a north and south highway at the southwest corner of said Section five (5); thence south on said north and south highway along the west section line of Sections eight (8) and seventeen (17) last named township and range, a distance of approximately one and one-half (1%) miles to the intersection with an east and west highway along the east and west center section line of said Section seventeen (17); thence west on said east and west highway along the east and west center section line of Section eighteen (18), last named township and range; a distance of approximately three-fourths (%) of a mile to the intersection of said highway with the Sloux River along the west border of said County.

Beginning at the place where the north and south highway along the east section line of Section fifteen (15). Township ninety-five (93) north, Ranger forty-eight (48) west of the fifth (5) P. M., is intersected by the Sloux River; thence south on said north and south highway along the east section line of said Section fifteen (15). Section twenty-two (22) and twenty-seven (27), said Township and Range, a distance of approximately three (3) miles to the north corporate limits of the town of Hawarden, Sloux County, Iowa.

No. E-613-1925.

Davis County, by Board of Supervisors, Bloomfield. Franchise in Davis County.

This application came on for hearing on July 28, 1925, and on October 2, 1925, franchise was granted upon the following route:

Beginning at the east corporate limit of the city of Bloomfield, Davis County, Iowa, where said corporate limit is intersected by an east and west highway, known as Primary Road Number Three (3), approximately along the east and west center line of the north half of Section thirty (30), Township sixtynine (69) north, Range thirteen (13) west of the fifth (5) P. M.; thence east, southeast and east on said Primary Road Number Three (3), across the north half of said Section thirty (30), and along the east and west center section line of Section twenty-nine (29), said township and range, a distance of approximately one and five-eighths (1%) miles to the intersection with a north and south highway along the north and south center section line of said Section twenty-nine (29); thence south on said north and south highway, known as Primary Road Number Three (3), along the north and south center section line of said Section twenty-nine (29), Section thirty-two (32), said township and range, and Section five (5). Township sixty-eight (68) north, Range thirteen (13) west of the fifth (5) P. M., a distance of approximately one and three-fourths (1%) miles to the intersection with an east and west highway across the north half of said Section five (5); thence in a general

easterly direction on Primary Road Number Three (3) and the county road across said Section five (5) and Section four (4), last named township and range, a distance of approximately one and one-eighth (1½) miles to the north and south center section line of said Section four (4); thence north on private right of way along the North and south center section line of said Section four (4), a distance of approximately one-half (½) of a mile.

No. E-614-1925.

Central States Electric Company, Cedar Rapids. Franchise in Emmet and Kossuth Counties.

This application came on for hearing on August 17, 1925, and on November 17, 1925, franchise was granted upon the following route:

Beginning at the south corporate limit of the town of Armstrong, Emmet County, Iowa, where said corporate limit is intersected by a north and south highway along the east line of Section fifteen (15), Township ninety-nine (99) north, Range thirty-one (31) west of the fifth (5) P. M.; thence south on said north and south highway along the east line of said Section fifteen (15), Sections twenty-two (22), twenty-seven (27) and thirty-four (34), said township and range, Sections three (3), ten (10), and fifteen (15), Township ninety-eight (98) north, Range thirty-one (31) west of the fifth (5) P. M. a distance of approximately six and one-half (61/2) miles to the intersection with an east and west highway at the southeast corner of said Section niteen (15); thence east on said east and west highway along the north line of Sections twenty-three (23) and twenty-four (24) last named township and range, Sections nineteen (19), twenty (20) and twenty-one (21), Township ninety-eight (98) north, Range thirty (20) west of the fifth (5) P. M., a distance of approximately five (5) miles to the northeast corner of said Section twenty-one (21) and including the right to use the avenues, streets and alleys of the village of Senaca, Kossuth County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty (20), Township ninety-eight (98) north, Range thirty (39) west of the fifth (5) P. M.; thence south on the last named highway along the west line of said Section twenty (20), Sections twenty-nine (29) and thirty-two (32), said township and range, Sections five (5), eight (8) and seventeen (17), Township ninety-seven (97) north, Range thirty (30) west of the fifth (5) P. M., a distance of approximately five and one-fourth (51/4) miles to the northwest corner of the southwest quarter of the northwest quarter of said section seventeen (17) and continuing south in the east margin of said highway along the west line of said Section seventeen (17), a distance of approximately three-fourths (%) of a mile to the intersection with an east and west highway at the southwest corner of said Section seventeen (17); thence east on said east and west highway along the north line of Sections twenty (20), twenty-one (21), twentytwo (22), twenty-three (23) and twenty-four (24), last named township and range, a distance of approximately five (5) miles to the intersection with a north and south highway at the northeast corner of said Section twenty-four (24); thence north on said north and south highway along the east line of section thirteen, last named township and range, a distance of approximately one-half (1/2) of a mile to the south corporate limit of the town of Lone Rock, Kossuth County, Jowa,

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-three (23), township ninety-seven (97) north, Range thirty (30) west of the fifth (5) P. M.; thence south on the last named highway along the west line of said Section twenty-three (23), Sections twenty-six (26) and thirty-five (35), said township and range, and Section two (2). Township ninety-six (96) north, Range thirty (30) west of the fifth (5) P. M., a distance of approximately four (4) miles to the southwest corner of said Section two (2) and including the right to use avenues, streets and alleys of the village of Lotts Creek, Kossuth County, Iowa.

No. E-615-1925.

Amos Thompson and E. J. Thompson, Eagle Grove. Franchise in Wright County.

This application came on for hearing on July 28, 1925, and on August 12, 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of Section twenty-three (23), Township ninety-one (91) north, Range twenty-six (26) west of the fifth (5) P. M., Wright County, Iowa; thence south on the last named highway along the west section line of said Section twenty-three (23), a distance of approximately one-half (½) of a mile to the intersection with an east and west highway along the east and west center section line of said Section twenty-three (23); thence east on said east and west highway along the east and west center section line of said Section twenty-three (23), a distance of approximately fourteen hundred (1406) feet.

No. E-616-1925.

Marion County Electric Company, Knoxville. Franchise in Marion County.

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This application came on for hearing on July 28, 1925, and on August 12, 1925, franchise was granted upon the following route:

Beginning at the southeast corner of the northwest quarter of Section six (6), township seventy-five (75) north, Range nineteen (19) west of the fifth (5) P. M., Marlon County, Iowa; thence east on the east and west highway along the east and west center section line of said Section six (6), a distance of approximately one-half (1/4) of a mile to the east section line of said Section six (6) and continuing east on private right of way approximately along the east and west center section line of Section five (5), said township and range, a distance of approximately one (1) mile to the west margin of the north and south highway along the east line of said Section five (5); thence south on said north and south highway along the east section line of said Section five (5), a distance of approximately one-half (1/2) of a mile to the southeast corner of said Section five (5), and continuing south on private right of way along the east line of the northeast quarter of the northeast quarter of Section eight (8), said township and range, a distance of approximately one-fourth (%) of a mile, and continuing south on the north and south highway along the east section line of said Section eight (8) and Section seventeen (17), said township and range, a distance of approximately one and one-fourth (114) miles to the intersection with an east and west highway along the east and west center section line of said Section seventeen (17): thence east on said east and west highway approximately along the east and west center section line of Sections sixteen (16) and fifteen (15), said township and range, a distance of approximately one and one-half (11/4) miles to the intersection with a north and south highway along the north and south center section line of said Section fifteen (15); thence south on said north and south highway along the north and south center section line of said Section fifteen (15) and Section twenty-two (22), said township and range, a distance of approximately one (1) mile to the intersection with an east and west highway along the east and west center section line of said Section twenty-two (22); thence east on said east and west highway along the east and west center section line of said Section twenty-two (22), a distance of approximately one-half (1/2) of a mile to the intersection with the north and south highway along the east section line of said Section twenty-two (22); thence south on said north and south highway along the east section line of said Section twenty-two (22) and Section twenty-seven (27), said township and range, a distance of approximately one and one-half (1%) miles to the intersection with an east and west highway along the south section line of Section twenty-six (26), said township and range; thence east on said east and west highway along the south section line of said Section twenty-six (26)

and Section twenty-five (25), said township and range, a distance of approximately one and one-half (11/2) miles; thence northeast in the northwest margin of the railroad switch leading from Mine Number Tweive (12) of the Pershing Coal Company, across the east half of said Section twenty-five (25), the north halves of Sections thirty (30) and twenty-nine (29), township seventy-five (75) north, Range eighteen (18) west of the fifth (5) P. M., a distance of approximately two and one-fourth (21/4) miles to the Pershing Coal Company's Mine Number Fourteen (14), located in the northwest quarter of said Section twenty-nine (29).

RAILROAD COMMISSIONERS' REPORT

No. E-617-1925.

Central Iowa Power & Light Company, Philadelphia, Pa. Franchise in Butler County.

This application came on for hearing on August 18, 1925, and on October 2, 1925, franchise was granted upon the following route:

Beginning at the northwest corporate limit of the town of Dumont, Butler County, Iowa, where said corporate limit is intersected by an east and west highway along the north line of Section twenty-nine (29), Township ninetytwo (92) north, Range eighteen (18) west of the fifth (5) P. M.; thence west on said highway leading along the north section line of said Section twenty-nine (29), a distance of approximately one-fourth (14) of a mile to the intersection with a north and south highway along the north and south center section line of Section twenty (20), said township and range; thence north on sald north and south highway along the north and south center line of said Section twenty (20), a distance of approximately one-half (14) of a mile to the intersection with an east and west highway along the east and west center section line of said Section twenty (20); thence east on said east and west highway along the east and west center section line of said Section twenty (20) and Section twenty-one (21), said township and range, a distance of approximately one (1) mile to the intersection with a north and south highway along the north and south center section line of said Section twenty-one (21); thence north on said north and south highway along the north and south center section line of said Section twenty-one (21), Sections sixteen (16), nine (9) and four (4), said township and range, and Section thirty-three (32), Township ninety-three (93) north, Range eighteen (18) west of the fifth (5) P. M., a distance of approximately four and one-half (41/2) miles to the intersection with an east and west highway along the north section line of said Section thirty-three (33); thence west on said east and west highway along the north section line of said Section thirty-three (33) and Section thirty-two (32), last named township and range, a distance of approximately one (1) mile to the east corporate limit of the town of Aredale, Butler County, Iowa.

No. E-618-1925.

Northwestern Light & Power Company, Cedar Rapids, Franchise in Osceola County.

This application came on for hearing on August 17, 1925, and on October 6, 1925, franchise was granted upon the following route:

Beginning at the south corporate limit of the town of Sibley, Osceola County, Iowa, where said corporate limit is intersected by a north and south highway along the north and south center section line of Section thirteen (13), Township ninety-nine (99) north, Range forty-two (42) west of the fifth (5) P. M.; thence south on said north and south highway along the north and south center section line of said Section thirteen (13), a distance of approximately one-half (%) of a mile to the intersection with an east and west highway along the south section line of said Section thirteen (13); thence west on said east and west highway along the south section line of said Section thirteen (13), a distance of approximately one-fourth (14) of a mile to the intersection with a northeast and southwest diagonal highway across the west half of Section twenty-four (24), said township and range; thence southwest on said diagonal highway across the west half of said Section twenty-four (24), a distance of approximately one (1) mile to the south section line of said Section twenty-four (24); thence south on the north and south highway along the east section line of Sections twenty-six (26) and thirty-five (35), said township and range, Sections two (2) and eleven (11), Township ninety-eight (98) north, Range forty-two (42) west of the fifth (5) P. M., a distance of approximately four (4) miles to the intersection with an east and west highway at the southeast corner of said Section eleven (11); thence west on said east and west highway along the south section line of said Section eleven (11), and Section ten (10), last named township and range, a distance of approximately one and one-half (11/2) miles to the southwest corner of the southeast quarter of said Section ten (10).

No. E-619-1925.

Central Iowa Power & Light Company, Philadelphia, Pa. Franchise in Wright County.

This application came on for hearing on August 18, 1925, and on October 2, 1925, franchise was granted upon the following route:

Beginning at the north corporate limit of the city of Clarion, Wright County, Iowa, where said corporate limit is intersected by a north and south highway at the southwest corner of Section thirty (30), Township ninety-two (92) north, Range twenty-four (24) west of the fifth (5) P. M.; thence north on said north and south highway along the west section line of said Section thirty (30), Sections nineteen (19) and eighteen (18), said township and range, a distance of approximately two and one-half (21/2) miles to the intersection with an east and west highway along the east and west center section line of Section eighteen (18); thence east on said east and west highway along the east and west center section line of said Section eighteen (18) and Section seventeen (17), said township and range, a distance of approximately two (2) miles to the west shore of Little Wall Lake.

No. E-620-1925.

Northwestern Light & Power Company, Cedar Rapids. Franchise in Woodbury, Monona and Ida Counties.

This application came on for hearing on August 17, 1925, and on October 6, 1925, franchise was granted upon the following route:

Beginning at the east corporate limit of the town of Correctionville, Woodbury County, Iowa, where said corporate limit is intersected by Primary Road Number twenty-three (23) in the northeast quarter of Section six (6). Township eighty-eight (88) north, Range forty-two (42) west of the fifth (5) P. M.; thence southeast on said Primary Road Number twenty-three (23) across the east half of said Section six (6), a distance of approximately five-eighths (%) of a mile to the place where said Primary Road Number twenty-three (23) turns east on the east section line of said Section six (6): thence east on said Primary Road Number twenty-three (23) along the east and west center section line of Sections five (5), four (4) and three (3), said township and range, a distance of approximately three (3) miles to the intersection with a north and south highway along the west section line of Section two (2), said township and range; thence south on said north and south highway along the west Section line of said Section two (2), Sections eleven (11), fourteen (14), twenty-three (23), twenty-six (26) and thirty-five (35), said township and range, Sections two (2), eleven (11), fourteen (14), twenty-three (23), twenty-six (26) and thirty-five (35), Township eighty-seven (87) north, Range forty-two (42) west of the fifth (5) P. M., Sections two (2), eleven (11) and fourteen (14), Township eightysix (86) north, Range forty-two (42) west of the fifth (5) P. M., a distance of approximately fourteen and one-half (14%) miles to the intersection with an east and west highway at the southwest corner of said Section fourteen

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(14); thence east on said east and west highway along the south section line of said Section fourteen (14), a distance of approximately one-fourth (%) of a mile to the place where said highway turns south; thence south on said highway across the west half of Section twenty-three (23), last named township and range, a distance of approximately one (1) mile to the intersection with an east and west highway along the south section line of said Section twenty-three (23); thence west on said east and west highway along the south section line of said Section twenty-three (23); and Section twenty-two (22), last named township and range, a distance of approximately three-fourths (%) of a mile to the north corporate limit of the town of Danbury, Woodbury County, Iowa.

Beginning at the west corporate limit of the town of Danbury, Woodbury County, Iowa, where said corporate limit is intersected by an east and west highway across the northwest quarter of Section twenty-seven (27). Township eighty-six (86) north, Range forty-two (42) west of the fifth (5) P. M .; thence west on said east and west highway across the northwest quarter of said Section twenty-seven (27) and the north half of Section twenty-eight (28), said township and range, a distance of approximately one (1) mile to the place where said highway turns south in the northwest quarter of said Section twenty-eight (28); thence south and west on said highway across the west half of said Section twenty-eight (28), a distance of approximately one-half (1/2) of a mile to the west section line of said Section twenty-eight (28); thence south on said highway along the west section line of said Section twenty-eight (28), a distance of approximately one-fourth of a mile to the place where said highway turns west in the south half of Section twentynine (29), said township and range; thence west on said highway across the south half of said Section twenty-nine (29), a distance of approximately one (1) mile to the place where said highway turns north along the west section line of said Section twenty-nine (29); thence north on said highway along the west section line of said Section twenty-nine (29), a distance of approximately one-third (1/3) of a mile to the intersection with an east and west highway across the center of Section thirty (30), last named township and range; thence west on said east and west highway approximately along the east and west center line of said Section thirty (30) and Section twenty-five (25), Township eighty-six (86) north, Range forty-three (43) west of the fifth (5) P. M., a distance of approximately two (2) miles to the intersection with a north and south highway along the east section line of Section twenty-six (26), last named township and range; thence south on said north and south highway along the east section line of said Section twenty-six (26), a distance of approximately one-fourth (1/4) of a mile to the intersection with an east and west highway across the south half of said Section twenty-six (26); thence west on said east and west highway across the south half of said Section twenty-six (26) and Section twenty-seven (27), last named township and range, a distance of approximately one and one-half (1%) miles to the intersection with a north and south highway along the north and south center section line of said Section twenty-seven (27); thence south on said north and south highway along the north and south center section line of said Section twenty-seven (27), a distance of approximately one-fourth (%) of a mile to thee intersection with an east and west highway along the south section line of said Section twenty-seven (27); thence west, northwest, southwest, and northwest on the said east and west and diagonal highway along the south section line of said Section twenty-seven (27), across the south half of Section twenty-eight (28) and the southeast quarter of Section twenty-nine (29), and the northeast quarter of Section thirty-two (32), last named township and range, a distance of approximately two and one-fourth (214) miles to the place where said highway turns west along the south section line of Section twenty-nine (29), last named township and range; thence west on said highway along the south section line of said Section twenty-nine (29), a distance of approximately one-half (1/2) of a mile to the place where said highway turns north at the southwest corner of said Section twenty-nine (29); thence north on said highway along the west section line of said Section twenty-nine (29), a distance of approximately one-half (1/2) of a mile to the intersection with an east and west highway approximately along the east and west center section line of Section thirty (30), last named township and range; thence west on said east and west highway approximately along the east and west center section line of said Section thirty (39), a distance of approximately threetourths (%) of a mile to the intersection with a north and south highway across the west half of said Section thirty (30); thence southwest on said highway across the west half of said Section thirty (30); a distance of approximately one-half (1/2) of a mile to the intersection with an east and west highway along the south section line of said Section thirty (30); thence west on said east and west highway along the south section line of said Section thirty (20), Sections twenty-five (25) and twenty-six (26), Township eighty-six (86) north, Range forty-four (44) west of the fifth (5) P. M., a distance of approximately one and one-half (11/2) miles to the east corporation limit of the town of Smithland, Woodbury County, Iowa,

Beginning at the intersection of an east and west highway with a north and south highway approximately one-third (1/3) of a mile north of the southeast corner of Section twenty-six (26), Township eighty-six (86) north, Range forty-three (43) west of the fifth (5) P. M.; thence south on the last named highway along the east section line of said Section twenty-six (26) and Section thirty-five (35), said township and range. Sections two (2) and eleven (11), Township eighty-five (85) north, Range forty-three (43) west of the fifth (5) P. M., a distance of approximately two and five-sixths (2 5/6) miles to the intersection with an east and west highway along the east and west center section line of Section twelve, last named township and range; thence east on said east and west highway along the east and west center section line of said Section twelve (12), a distance of approximately one-half (14) of a mile to the intersection with a north and south highway across said Section twelve (12); thence south on said north and south highway approximately along the north and south center section line of said Section twelve (12) and Section thirteen (13), last named township and range, a distance of approximately one and one-fourth (14) miles to the north corporate limit of the town of Mapleton, Monona County, Iowa,

Beginning at the intersection of a north and south highway with an east and west highway at the northwest corner of Section two (2), Township eighty-six (86) north, Range forty-two (42) west of the fifth (5) P. M.; thence east on the last named highway along the north section line of said Section two (2), and Section one (1) said township and range, Sections six (6), five (5) and four (4), Township eighty-six (86) north, Range fortyone (41) west of the fifth (5) P. M., a distance of approximately four and three-eighths (4%) miles to the place where said highway turns northeast in the southwest quarter of Section thirty-three (33), Township eighty-seven (87) north, Range forty-one (41) west of the fifth (5) P. M.; thence northeast on said highway across the south half of said Section thirty-three (33), a distance of approximately one-fourth (1/4) of a mile to the place where said highway turns north along the north and south center section line of said Section thirty-three (23); thence north on said highway along the north and south center section line of said Section thirty-three (22), a distance of approximately three-eighths (%) of a mile to the east and west center section line of said Section thirty-three (23); thence east on private right of way approximately along the east and west center section line of said Section thirty-three (33), a distance of approximately one-half (1/2) of a mile to the east margin of the north and south highway along the east section line of said Section thirty-three (33); thence north on said north and south highway along the east section line of said Section thirty-three and Section twenty-eight (28), last named township and range, a distance of approximately threefourths (%) of a mile to the east and west center line of the south half of Section twenty-seven (27), last named township and range; thence east on private right of way approximately along the east and west center line of the south half of said Section twenty-seven (27), a distance of approximately one-half (1/2) of a mile to the west corporate limit of the town of Battle Creek, Ida County, Iowa.

No. E-621-1925.

Central States Electric Company, Cedar Rapids. Franchise in Wright County.

This application came on for hearing on August 17, 1925, and on October 2, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of the southeast quarter of Section twelve (12), Township ninety-two (92) north, Range twenty-four (24) west of the fifth (5) P. M., Wright County, Iowa; thence west on the last named highway approximately along the east and west center section line of said Section twelve (12), a distance of approximately one-half (1/2) of a mile to the intersection with a north and south highway along the north and south center section line of said Section twelve (12); thence south on said north and south highway along the north and south center section line of said Section twelve (12), a distance of approximateely one-half (1/2) of a mile to the place where said highway turns west along the south section line of said Section twelve (12); thence west on said highway along the south section line of said Section twelve (12), Sections eleven (11), ten (10) and nine (9), said township and range, a distance of approximately three (3) miles to the intersection with a north and south highway across the east half of said Section nine (9).

Beginning at the intersection of an east and west highway with a north and south highway at the northwest corner of the southeast quarter of Section nine (9). Township ninety-two (92) north, Range twenty-four (24) west of the fifth (5) P. M.; thence south, southeast and south on the last named highway across the east halves of said Section nine (9) and Section sixteen (16), said township and range, a distance of approximately one (1) mile to the east and west center section line of said Section sixteen (16), said township and range, a distance of approximately one (1) mile to the east and west center section line of said Section sixteen (16).

No. E-622-1925.

Central States Electric Company, Cedar Rapids. Franchise in Hamilton County.

This application came on for hearing on August 17, 1925, and on October 6, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the southeast corner of Section thirty (30). Township eighty-seven (87) north, Range twenty-four (24) west of the fifth (5) P. M., Hamilton County, Iowa; thence west on the last named highway along the south line of said Section thirty (30), Sections twenty-five (25), twenty-six (25), twenty-seven (27) and twenty-eight (28), Township eighty-seven (87) north, Range twenty-five (25) west of the fifth (5) P. M., a distance of approximately five (5) miles to the intersection, with a north and south highway at the northwest corner of Section thirty-three (33), last named township and range; thence south on said north and south highway along the west line of said Section thirty-three (33) and Section four (4). Township eighty-six (86) north, Range twenty-five (25) west of the fifth (5) P. M., a distance of approximately two (2) miles to the intersection with an east and west highway at the southwest corner of said Section four (4); thence west on said east and west highway along the north line of Section eight (8), last named township and range, a distance of approximately one-half (1/2) of a mile and continuing west in the south margin of said highway along the north line of said Section eight (8), a distance of approximately one-half (1/2) of a mile to the intersection with a north and south highway at the northwest corner of said Section eight (8); thence south on said north and south highway along the west line of said Section eight (8), a distance of approximately one (1) mile to the intersection with an east and west highway at the southwest corner of said Section eight (8); thence west on said

east and west highway along the north line of Section eighteen (18), last named township and range, Sections thirteen (13), fourteen (14) and fifteen (15), Township eighty-six (86) north, Range twenty-six (26), west of the fifth (5) P. M., a distance of approximately four (4) miles to the intersection with a north and south highway at the northwest corner of said Section fifteen (15).

No. E-624-1925.

Iowa Southern Utilities Company, Centerville. Franchise in Wayne County.

This application came on for hearing on August 18, 1925, and on October 2, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway near the center of Section nineteen (19). Township seventy (70) north, Range twenty-one (21) west of the fifth (5) P. M., Wayne County, Iowa; thence east on the last named highway across the east half of said Section nineteen (19), a distance of approximately one-fourth (%) of a mile to the west corporate limit of the town of Millerton, Wayne County, Iowa.

Beginning at the intersection of an east and west highway with a north and south highway near the center of Section two (2), Township sixty-eight (68) north, Range twenty (20) west of the fifth (5) P. M.; thence north on the last named highway along the north and south center section line of said Section two (2) and Sections thirty-five (35) and twenty-six (26). Township sixty-nine (69) north, Range twenty (20) west of the fifth (5) P. M., a distance of approximately two (2) miles to the intersection with an east and west highway near the center of said Section twenty-six (26); thence west on said east and west highway along the east and west center section line of said Section twenty-six (26); last named township and range, a distance of approximately one (1) mile to the east corporate limit of the town of Promise City, Wayne County, Iowa.

No. E-625-1925.

Iowa Southern Utilities Company, Centerville. Franchise in Decatur County.

This application came on for hearing on August 18, 1925, and on November 28, 1925, franchise was granted upon the following route:

Beginning at the west corporate limit of the town of Leon, Decatur County, Iowa, where said corporate limit is intersected by an east and west highway along the north section line of Section thirty-two (32), Township sixty-nine (69) north, Range twenty-five (25) west of the fifth (5) P. M.; thence west on said east and west highway along the north section line of said Section thirty-two (32), a distance of approximately one-fourth (%) of a mile to the intersection with a north and south highway across the west half of said Section thirty-two (32); thence south on said north and south highway across the west half of said Section thirty-two (32), a distance of approximately one-half (1/2) of a mile and continuing south on private right of way across the southwest quarter of said Section thirty-two (32) and the northwest quarter of Section five (5), Township sixty-eight (68) north, Range twenty-five (25) west of the fifth (5) P. M., a distance of approximately fiveeighths (%) of a mile to the north and south highway known as Primary Road Number One (1), across the west half of said Section five (5), and continuing south on said Primary Road Number One (1) across the West half of said Section five (5) and the northwest quarter of Section eight (8). last named township and range, a distance of approximately one (1) mile to the place where said highway turns southwest in the northwest quarter of said Section eight (8); thence in a general southwesterly direction on said Primary Road Number One (1) across the west half of said Section eight (8), the southeast quarter of Section seven (7), across Sections eighteen

(18) and nineteen (19) and the west half of Section thirty (30), last named township and range, a distance of approximately four and one-fourth (41/4) miles to the place where said highway turns south at the southwest corner of said Section thirty (30); thence south on said Primary Road Number One (1), along the east section line of Section thirty-six (36), Township sixty-eight (68) north, Range twenty-six (26), west of the fifth (5) P. M., a distance of approximately one-half (1/2) of a mile to the place where said Primary Road turns west at the southeast corner of the northeast quarter of said Section thirty-six (36); thence west on said Primary Road Number One (1), along the east and west center section line of said Section thirtysix (36), a distance of approximately three-fourths (%) of a mile to the place where said Primary Road Number One (1) turns southwest in the west half of said Section thirty-six (36); thence southwest on said Primary Road Number One (I) across the southwest quarter of said Section thirty-six (36), a distance of approximately three-eighths (%) of a mile to the east

corporate limit of the town of Davis City, Decatur County, Iowa.

Beginning at the south corporate limit of the town of Davis City, Decatur County, Iowa, where said corporate limit is intersected by a north and south highway along the north and south center section line of Section two (2), Township sixty-seven (67) north Range twenty-six (26) west of the fifth (5) P. M.; thence south on said north and south highway along the north and south center section line of said Section two (2), a distance of approximately one-half (1/2) of a mile to the intersection with an east and west highway across the south half of said Section two (2); thence west on said east and west highway approximately along the east and west center line of the south half of said Section two (2) and Section three (3). said township and range, a distance of approximately one (1) mile to the place where said highway turns southwest in the south half of said Section three (3); thence southwest on said highway across the south half of said Section three (3), a distance of approximately five-eights (%) of a mile to the south section line of said Section three (3); thence west on private right of way along the south section line of said Section three (3) and Section (four (4), said township and range, a distance of approximately onefourth (14) of a mile to the east and west highway along the south section line of said Section four (4), and continuing west on the east and west highway along the south section line of said Section four (4), Sections five (5) and six (6), said township and range, and Section one (1), Township sixty-seven (67) north, Range twenty-seven (27) west of the fifth (5) P. M. a distance of approximately four (4) miles to the east corporate limit of the town of Lamoni, Decatur County, Iowa.

Beginning at the intersection of a north and south highway with an east and west highway along the north line of the northwest quarter of Section thirty-two (32), Township sixty-nine (69) north, Range twenty-five (25) west of the fifth (5) P. M.; thence west on the last named highway along the north section line of said Section thirty-two (32) and Section thirty-one (31), said township and range, a distance of approximately three-fourth (%) of a mile to the place where said highway turns southwest along the north section line of said Section thirty-one (31); thence southwest and northwest on said highway across the north half of said Section thirty-one (31) and the northeast quarter of Section thirty-six (36), Township sixty-nine (69) north, Range twenty-six (26) west of the fifth (5) P. M., and the southeast quarter of Section twenty-five (25), last named township and range, a distance of approximately one and one-fourth (114) miles to the place where said highway turns west in the southeast quarter of said Section twentyfive (25); thence west on said highway across the south half of said Section twenty-five (25), Sections twenty-six (26) and twenty-seven (27), last named township and range, a distance of approximately one and seven-eighths (1%) miles to the east corporate limit of the town of Decatur City, Decatur County,

No. E-626-1925.

Grant Maddy, Bussey. Increase in voltage of transmission line in Marion County.

This file was closed on August 14, 1925, and new application filed.

No. E-627-1925.

Des Moines Electric Light Company, Des Moines. Franchise in Polk County.

This application came on for hearing on August 18, 1925, and on Octo-

her 6, 1925, franchise was granted upon the following route:

Beginning at the east corporate limit of the city of Des Moines. Polk County, Iowa, where said corporate limit is intersected by an east and west highway along the south section line of Section twenty-eight (28), Township seventy-nine (79) north, Range twenty-three (23) west of the fifth (5) P. M., thence east on said east and west highway along the south section line of said Section twenty-eight (28) and Section twenty-seven (27), said township and range, a distance of approximately one and one-fourth (114) miles to a place approximately five hundred eighty-three (583) feet west of the southeast corner of said Section twenty-seven (27); thence southeast on private right of way at an angle of approximately thirty-one (31) degrees one (1) minute across the northeast quarter of the northeast quarter of Section thirty-four (34), said township and range, a distance of approximately seven hundred fifty-three (753) feet to the east margin of the north and south highway along the west section line of Section thirty-five (35) said township and range, thence south on said north and south highway along the west section line of said Section thirty-five (35), a distance of approximately one thousand two hundred seventy-two (1272) feet to a point approximately one thousand five hundred fifty-two (1552) feet south of the northwest corner

No. E-628-1925.

Des Moines Electric Light Company, Des Moines. Franchise in Pottawattamie County.

This application came on for hearing on September 2, 1925, and on October 6, 1925, franchise was granted upon the following route:

Begining at the intersection of an east and west highway with a north and south highway at the center of Section ten (10), Township seventy-four (74) north, Range forty-three (43) west of the fifth (5) P. M., Pottawattamie County, Iowa, thence south on the last named highway approximately along the north and south center line of said Section ten (10), a distance of approximately one-half (1/2) of a mile to the south line of said Section ten (10); thence east on private right of way approximately along the south line of the southeast quarter of said Section ten (10), a distance of approximately one-half (14) of a mile to the north margin of the east and west highway at the southwest corner of Section eleven (11), said township and range.

No. E-630-1925.

Stringtown Co-operative Electric Company, Waukee. Franchise in Dallas County.

This application came on for hearing on September 2, 1925, and on October 2, 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north ' and south highway at the southeast corner of Section twenty-five (25), Township seventy-nine (79) north, Range twenty-seven (27) west of the fifth (5) P. M., Dallas County, Iowa; thence north on the last named highway along the east line of said Section twenty-five (25), Sections twenty-four (24) and thirteen (13), said township and range, a distance of approximately two and one-half (2½) miles to the northeast corner of the southeast quarter of said Section thirteen (13).

Beginning at the intersection of a north and south highway with an east and west highway at the southwest corner of the southeast quarter of Section fourteen (14), Township seventy-nine (79) north, Range twenty-seven (27) west of the fifth (5) P. M.; thence east on the last named highway along the south line of said Section fourteen (14), Sections thirteen (13), said township and range, and Section eighteen (18), Township seventy-nine (79) north, Range twenty-six (26) west of the fifth (5) P. M., a distance of approximately one and seven-eighths (1%) miles to a place just west of where said highway is crossed by the tracks of the Minneapolis and Saint Louis Rallroad Company.

No. E-631—1925.

Central Iowa Power & Light Company, Philadelphia, Pa., (Cedar Valley Division). Franchise in Franklin County.

This application came on for hearing on September 8, 1925, and on November 2, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of Section twenty-one (21), Township ninety-two (92) north, Range twenty (20) west of the fifth (5) P. M., Franklin County, Iowa; thence west on the last named highway along the north line of said Section twenty-one (21), a distance of approximately three-fourths (%) of a mile to the northwest corner of the northeast quarter of the northwest quarter of said Section twenty-one (21).

No. E-632-1925.

Iowa Electric Company, Cedar Rapids. Franchise in Adair, Cass and Guthrie Counties.

This application came on for hearing on September 8, 1925, and on December 1, 1925, franchise was granted upon the following route:

Beginning at the northeast corporate limit of the town of Anita. Cass County, Iows, where said corporate limit is intersected by a northeast and southwest diagonal highway known as Primary Road Number Two (2), across the southwest quarter of Section twenty-two (22), Township seventy-seven (77) north, Range thirty-four (34) west of the fifth (5) P. M.; thence northeast on said Primary Road across said Section twenty-two (22), a distance of approximately two-thirds (%) of a mile to the place where said Primary Road turns east along the north line of said Section twenty-two (22); thence cast on said Primary Road along the north line of said Section twenty-two (22), a distance of approximately one-third (%) of a mile to the place where said Primary Road turns northeast in the southeast quarter of Section fifteen (15), said township and range; thence northeast on said Primary Road across the southeast quarter of the southeast quarter of said Section fifteen (15), and the southwest quarter of Section fourteen (14), said township and range, a distance of approximately one-half (1/2) of a mile to the place where said Primary Road turns east in the southwest quarter of said Section fourteen (14); thence east on said Primary Road across the south half of said Section fourteen (14) and the southwest quarter of Section thirteen (13), said township and range, a distance of approximately one (1) mile to the place where said Primary Road turns northeast in the southwest quarter of said Section thirteen (13); thence northeast on said Primary Road across the south half of said Section thirteen (13), and the north half of Section eighteen (18), Township seventy-seven (77) north, Range thirty-three (33) west of the fifth (5) P. M., and across the southeast quarter of Section seven (7) and the east and north halves of Section eight (8), last named township and range, a distance of approximately three and one-half (3½) miles to the place where said highway turns north at the northeast corner of said Section eight (8); thence north on said highway along the east section line of Section five (5), last named township and range, a distance of approximately one (1) mile to the intersection with an east and west highway at the northeast corner of said Section five (5); thence east on said east and west highway along the north section line of Section four (4), last named township and range, a distance of approximately three-eighths (%) of a mile to the northwest corporate turnt of the town of Adair, Adair County, Iowa.

Beginning at the west corporate limit of the town of Adair, Adair County, towa, where said corporate limit is intersected by an east and west highway along the east and west center line of Section four (4), Township seven (77) north, Range thirty-three (33) west of the fifth (5) P. M.; thence west on said east and west highway along the east and west center line of said Section four (4), a distance of approximately three-eights (%) of a mile to the west section line of said Section four (4).

Beginning at the north corporate limit of the town of Adair, Adair County, Iowa, where said corporate limit is intersected by a north and south highway at the southeast corner of the southwest quarter of Section thirty-three (32), Township seventy-eight (78) north, Range thirty-three (33) west of the fifth (5) P. M.; thence north on said north and south highway along the north and south center section line of said Section thirty-three (33), a distance of approximately one (1) mile to the intersection with an east and west highway along the north section line of said Section thirty-three (33); thence east on said east and west highway along the north section line of said Section thirty-three (33) and Section thirty-four (34), said township and range, a distance of approximately one (1) mile to the northeast corner of the northwest quarter of said Section thirty-four (34).

No. E-633-1925.

Northwestern Light & Power Company, Cedar Rapids. Franchise in Dickinson County.

This application came on for hearing on September 8, 1925, and on October 6, 1925, franchise was granted upon the following route:

Beginning at the east corporate limit of the town of Lake Park, Dickinson County, Iowa, where said corporate limit is intersected by an east and west highway along the east and west center line of Section twenty-seven (27), Township one hundred (100) north, Range thirty-eight (28), west of the fifth (5) P. M.; thence east on said east and west highway along the east and west center line of said Section twenty-seven (27), a distance of approximately three-eighths (%) of a mile to the place where said highway turns south along the east line of said Section twenty-seven (27); thence south on said highway along the east line of said Section twenty-seven (27), a distance of approximately one-half (1/2) of a mile to the intersection with an east and west highway at the southeast corner of said Section twenty-seven (27): thence east on said east and west highway along the north line of Sections thirty-five (35) and thirty-six (36), said township and range, Sections thirty-one (31), thirty-two (32), thirty-three (33) and thirty-four (34), Township one hundred (100) north, Range thirty-seven (37) west of the fifth (5) P. M., a distance of approximately five and one-fourth (51/4) miles to the intersection with a north and south highway across the northwest quarter of said Section thirty-four (34); thence south on said north and south highway across the northwest quarter of said Section thirty-four (34), a distance of approximately one-third (%) of a mile to the place where said highway turns east in the northwest quarter of said Section thirty-four (34); thence east on said highway across the northwest quarter of said Section thirtyfour (34), a distance of approximately one-fourth (14) of a mile to the place where said highway turns south along the north and south center line of said Section thirty-four (34); thence south on said highway along the north and south center line of said Section thirty-four (24), a distance of approximately two-thirds (%) of a mile to the intersection with an east and west

highway along the south line of said Section thirty-four (34): thence east on said highway along the south line of said Section thirty-four (34) and Section thirty-five (35), said township and range, a distance of approximately one and two-fifths (1 2-5) miles to the place where said highway turns southeast along the south line of the southeast quarter of said Section thirty-five (35); thence southeast on said highway across the northeast quarter of the northeast quarter of Section two (2), Township ninety-nine (93) north, Range thirty-seven (37) west of the fifth (5) P. M. and the northwest quarter of Section one (1), last named township and range, a distance of approximately five-eights (%) of a mile; thence south on private right of way across the west haif of said Section one (1), a distance of approximately one-half (%) of a mile.

Beginning at the intersection of an east and west highway with a northeast and southwest diagonal highway along the north section line of Section two (2), Township ninety-nine (99) north, Range thirty-seven (37) west of the fifth (5) P. M.; thence in a general southerly direction on the last named highway across said Section two (2), Sections eleven (11) and fourteen (14), said township and range, a distance of approximately two and five-eighths (2%) miles to the intersection with an east and west highway along the east and west center line of said Section fourteen (14); thence east on said east and west highway along the east and west center line of said Section fourteen (14), a distance of approximately one-half (½) of a mile to the east line of said Section fourteen (14).

No. E-636-1925.

Interstate Power Company, Wilmington, Delaware. Franchise in Clinton, Dubuque and Jackson Counties.

This application came on for hearing on September 8, 1925, and on October 2, 1925, franchise was granted upon the following route:

Beginning at the south corporate limit of the city of Dubuque, Dubuque County, Iowa, at a place on the north line about two hundred seventy-two (272) feet west of the northeast corner of Section one (1), Township eightyeight (88) north Range two (2) east of the fifth (5) P. M.; thence in a general southerly direction on private right of way across the northeast quarter of the northeast quarter of said Section one (1) a distance of approximately one hundred (100) feet to a point in the northeast quarter of the northeast quarter of said Section one (1); thence taking a bearing approximately south forty (40) degrees thirty (20) minutes east and traversing in a straight line in a southeasterly direction on private right of way across the remainder of said Section one (1), the west and south halves of Section six (6), Township eighty-eight (88) north Range three (3) east of the fifth (5) P. M., the northeast quarter of Section seven (7), the southwest quarter of Section eight (8), the northwest quarter and east half of Section seventeen (17), the northeast quarter of the northeast quarter of Section twenty (20), the west half of Section twenty-one (21), the east half of Section twenty-eight (28), the west half of the southwest quarter of Section twenty-seven (27), the west half and the southeast quarter of Section thirtyfour (34), last named township and range, and the northeast quarter of Section three (3), Township eighty-seven (87) north Range three (3), Township eighty-seven (87) north Range three (3) east of the fifth (5) P. M., Jackson County, Iowa, the southwest quarter of Section two (2), the northwest quarter and the east half of Section eleven (11), the northeast quarter of Section fourteen (14), the west half and the southwest quarter of the southeast quarter of Section thirteen (13), the east half of Section twentyfour (24), last named township and range, the southwest quarter of the southwest quarter of Section nineteen (19), Township eighty-seven (87) north Range four (4), east of the fifth (5) P. M., across Section thirty (30), and the northeast quarter of Section thirty-one (31) and the west half of Section thirty-two (32), last named township and range, the northwest quarter of Section five (5), Township eighty-six (86) north, Range four (4) east of the fifth (5) P. M., a distance of approximately fourteen and

four-tenths (14.4) miles to a point in the northwest quarter of said Section five (5); thence turning through an angle approximately right three (3) degrees six (6) minutes, taking a bearing approximately south thirty-seven (37) degrees, twenty-four (24) minutes east and continuing in a southeasterly direction on private right of way across the remainder of the northwest quarter and the east half of said Section five (5), the northeast quarter of the northeast quarter of Section eight (8), the west half of Section nine (9), the northwest quarter and the east half of Section sixteen (16), the northeast quarter of the northeast quarter of Section twenty-one (21), the west half and the southwest quarter of the southeast quarter of Section twenty-two (22), the east half of Section twenty-seven (27), the southwest quarter of the southwest quarter of Section twenty-six (26), the west half and the southwest quarter of the southeast quarter of Section thirty-five (35). last named township and range, the east half of Section (wo (2), Township eighty-five (85) north, Range four (4) east of the fifth (5) P. M., the southwest quarter of the southwest quarter of Section one (1), the west half and the southwest quarter of the southeast quarter of Section twelve (12), the east half of Section thirteen (13), last named township and range, the west half of the southwest quarter of Section eighteen (18), Township eighty-five (85) north Range five (5) east of the fifth (5) P. M., the northwest quarter and the south half of Section nineteen (19), the east half of Section thirty (30), the west half of the southwest quarter of Section twenty-nine (29), the northwest quarter and the south half of Section thirty-two (32), last named township and range, the east half of Section five (5), Township eightyfour (84) north Range five (5) east of the fifth (5) P. M., the southwest quarter of Section four (4), the north half and the southeast quarter of Section nine (9), the northeast quarter of Section sixteen (16), the west half of Section fifteen (15), the northwest quarter and the east half of Section twenty-two (22), last named township and range, a distance of approximately seventeen and eight tenths (17.8) miles to a point approximately in the northeast corner of the southwest quarter of the southeast quarter of said Section twenty-two (22); thence turning through an angle approximately left eleven (11) degrees five (5) minutes taking a bearing approximately south forty-eight (48) degrees twenty-nine (29) minutes east and continuing in a southeasterly direction on a straight line on private right of way, across the southeast quarter of said Section twenty-two (22), the northeast quarter of Section twenty-seven (27), the northwest quarter and the south half of Section twenty-six (26), the northeast quarter of Section thirty-five (35) and the west half of Section thirty-six (36), last named township and range, and the east half of Section one (1), Township eighty-three (83) north Range five (5) east of the fifth (5) P. M., Clinton County, Iowa, and the southwest quarter of Section six (6), Township eighty-three (83) north Range six (6) east of the fifth (5) P. M., the north half and the southeast quarter of Section seven (7), the southwest quarter of the southwest quarter of Section eight (8), the northwest quarter and east half of Section seventeen (17), the northeast quarter of the northeast quarter of Section twenty (20), the northwest quarter and south half of Section twenty-one (21), and the northeast quarter of Section twenty-eight (28), last named township and range, a distance of approximately eight and eight-tenths (8.8) miles to a point approximately at the southeast corner of the northwest quarter of the southwest quarter of Section twenty-seven (27), last named township and range; thence turning through an angle right one (1) degree twenty-two (22) minutes, taking a bearing approximately south forty-seven (47) degrees seven (7) minutes east and continuing southeasterly on private right of way across the southwest quarter of said Section twenty-seven (27), the northwest quarter and east half of Section thirty-four (34) and the southwest quarter of Section thirty-five (35), last named township and range, the northwest quarter and east half of Section two (2), Township eighty-two (82) north Range six (6) east of the fifth (5) P. M., the west half and the southeast quarter of Section twelve (12), the northeast quarter of Section thirteen (13), last named township and range, the west half of Section eighteen (18), Township eightytwo (82) north Range seven (7) east of the fifth (5) P. M., and the north-

east quarter of Section nineteen (19), last named township and range, a distance of approximately slx (6) miles to a point in the northwest quarter of the northeast quarter of said Section nineteen (19); thence south on private right of way across the northeast quarter of said Section nineteen (19), a distance of approximately three-tenths (3-10) of a mile to a point approximately on the east and west center line of said Section nineteen (19); thence southeast on private right of way across the southeast quarter of said Section nineteen (19), a distance of approximately three-tenths (3-10) of a mile to a point in the southeast quarter of the southeast quarter of said Section nineteen (19); thence east on private right of way across the southeast quarter of the southeast quarter of said Section nineteen (19) and the southwest quarter of Section twenty (20), last named township and range, a distance of approximately one-half (%) of a mile to a point near the center of the southeast quarter of the southwest quarter of said Section twenty (20): thence southeast on private right of way across the southeast quarter of the southwest quarter of said Section twenty (20), a distance of approximately one-fifth (1-5) of a mile to the north corporate limit of the city of Clinton, Clinton County, Iowa.

No. E-638-1925.

Iowa Utilities Company, Cedar Rapids. Franchise in Marion County. This application came on for hearing on September 15, 1925, and on October 6, 1925, franchise was granted upon the following route:

Beginning at a place in the west margin of the private right of way of the Wabash Railway Company where same intersects the south line of Section twenty-four (24), Township seventy-five (75) north, Range eighteen (18) west of the fifth (5) P. M., Marion County, Iowa; thence in a general north-westerly direction on said railroad company's private right of way and in the westerly margin thereof and paralleling the westerly right of way fence across said Section twenty-four (24), and Sections twenty-three (23), fourteen (14), eleven (11) and ten (10), said township and range, a distance of approximately three and one-tenth (3 1-10) miles to the southeast corporate limit of the town of Harvey, Marion County, Iowa.

No. E-639-1925.

Iowa Utilities Company, Cedar Rapids. Franchise in Marion County. This application came on for hearing on September 15, 1925, and on October 6, 1925, franchise was granted upon the following route:

Beginning at the west corporate limit of the town Hamilton, Marion County, Iowa, where said corporate limit is intersected by Primary Highway number seventeen (17) across the east half of Section thirty-four (34), Township seventy-four (74) north, Range eighteen (18) west of the fifth (5) P. M.; thence northwest on said Primary Highway number seventeen (17) across the east and north halves of said Section thirty-four (34), the southwest quarter of Section twenty-seven (27) and the east half of Section twenty-eight (28), said Township and Range, a distance of approximately one and one-half (1½) miles to the place where said Primary Highway turns west in the east half of said Section twenty-eight (28); thence west and southwest on said primary highway across said Section twenty-eight (28), a distance of approximately one (1) mile to the east corporate limit of the town of Marysville, Marion County, Iowa.

No. E-640-1925.

C. R. I. & P. Railway Company v. Iowa Southern Utilities Company, Centerville. Improperly constructed overhead wire crossing over tracks near Millerton.

Satisfactorily adjusted.

No. E-646-1925.

Postville Farmers Telephone Company, Postville, v. Interstate Power Company, Dubuque. Overbuilding in Meadow Township, Clayton County. Satisfactorily adjusted.

No. E-648-1925.

Board of Railroad Commissioners, Des Moines, Iowa, v. Iowa City Light & Power Company. Tree trimming, overbuilding, joint construction, and supply line crossing under viaduct of C. R. I. & P. Railway near Coralville.

Adjusted.

No. E-660—1925.

Cedar Valley Hydraulic Company, Philadelphia, Pa. Franchise in Buena Vista, Cherokee and Plymouth Counties.

This application came on for hearing on September 29, 1925, and on October 6, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of Section thirty-three (33), Township ninety-one (91) north, Range thirty-seven (37) west of the fifth (5) P. M.: thence west on the last named highway along the north line of said Section thirty-three (33) and Section thirty-two (32), said township and range, a distance of approximately two (2) miles to the intersection with a north and south highway at the northwest corner of said Section thirty-two (32); thence south on said north and south highway along the west line of said Section thirty-two (32), a distance of approximately one (1) mile to the place where said highway turns west at the southwest corner of said Section thirty-two (32); thence west on said highway along the north line of Section six (6), Township ninety (90) north, Range thirty-seven (37) west of the fifth (5) P. M., Sections one (1), two (2), three (3), four (4), five (5), and six (6), Township ninety (90) north, Range thirty-eight (38) west of the fifth (5) P. M., Sections one (1), two (2), three (3), four (4), five (5) and six (6). Township ninety (90) north, Range thirty-nine (39) west of the fifth (5) P. M., Sections one (1), two (2), three (3), and four (4), Township ninety (90) north, Range forty (40) west of the fifth (5) P. M., a distance of approximately sixteen and three-fourths (16%) miles to the place where said highway turns south in the northwest quarter of said Section four (4), and continuing west on private right of way approximately along the north line of said Section four (4), Sections five (5) and six (6), last named township and range, a distance of approximately two and one-fourth (214) miles to the northwest and southeast diagonal highway across the northeast corner of Section one (1), Township ninety (90) north, Range forty-one (41) west of the fifth (5) P. M.; thence southwest on said diagonal highway across said Section one (1) and Section two (2), last named township and range, a distance of approximately two (2) miles to the south line of said Section two (2); thence west on private right of way along the north line of Sections eleven (11) and ten (10), last named township and range, a distance of approximately one (1) mile to the east and west highway along the north line of said Section ten (10), and continuing west on said east and west highway along the north line of said Section ten (10), Section nine (9), eight (8) and seven (7), last named township and range, Sections twelve (12), eleven (11), ten (10), nine (9), eight (8), and seven (7). Township ninety (90) north, Range forty-two (42) west of the fifth (5) P. M., Sections twelve (12), eleven (11), ten (10), nine (9), eight (8) and seven (7), Township ninety (90) north, Range forty-three (43), west of the fifth (5) P. M., Sections twelve (12), eleven (11), ten (10), nine (9), eight (8) and seven (7), Township ninety (90) north, Range forty-four (44) west of the fifth (5) P. M., Sections twelve (12), eleven (11), ten (10), nine (9), eight (8) and

seven (7), Township ninety (90) north, Range forty-five (45) west of the fifth (5) P. M., Sections twelve (12), eleven 11) and ten (10), Township ninety (90) north, Range forty-six (46), west of the fifth (5) P. M., a distance of approximately thirty and one-fourth (30%) miles to the northwest corner of said Section ten (10); and continuing west on private right of way along the north line of Sections nine (9), eight (8) and seven (7) last named township and range, a distance of approximately two and onefourth (214) miles to the east and west highway along the north line of said Section seven (7); and continuing west on said east and west highway along the north line of said Section seven (7), Sections twelve (12) and eleven (11), Township ninety (90) north, Range forty-seven (47) west of the fifth (5) P. M., a distance of approximately two and three-fourth (2%) miles to the intersection with Primary Road Number twenty-nine (29) at the northwest corner of said Section eleven (11); thence in a general southwesterly direction on said Primary Road Number twenty-nine (29), along the east line and across the east half of Section ten (10), last named township and range, across Sections fifteen (15), twenty-two (22) and twenty-seven (27), last named township and range, a distance of approximately four miles (4) to the place where said highway turns south at the northeast corner of the southeast quarter of section twenty-eight (28), last named township and range; thence south on said highway along the east line of said Section twenty-eight (28), and Section thirty-three (33), last named township and range, a distance of approximately one (1) mile to the place where said highway turns southwest at the northeast corner of the southeast quarter of said Section thirty-three (33); thence southwest on said highway across the southeast quarter of said Section thirty-three (33); a distance of approximately three-fourths (%) of a mile to the south line of said Section thirtythree (33); thence west along the south line of said Section thirty-three (33) and Section thirty-two (32), last named township and range, a distance of approximately one and one-half (11/4) miles to the southwest corner of said Section thirty-two (32).

No. E-661-1925.

Incorporated town of Tennant. Franchise in Harrison and Shelby Counties.

This application came on for hearing on October 6, 1925, and on November 28, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway approximately one-half (1/4) of a mile north of the southwest corner of Section one (1), Township seventy-eight (78) north, Range forty-one (41) west of the fifth (5) P. M., Harrison County, Iowa; thence east on the last named highway which parallels the south line of said Section one(1) at a separation of a half (1/2) of a mile, Section six (6), five (5) and four (4), Township seventy-eight (78) north, Range forty (40) west of the fifth (5) P. M., a distance of approximately four (4) miles to the intersection of a north and south highway along the east line of said Section four (4); thence north on said north and south highway along the east line of said Section four (4), a distance of approximately one-half (1/2) of a mile to the east corporate limit of the town of Tennant, Shelby County, Iowa.

No. E-665-1925.

Central States Electric Company, Cedar Rapids. Franchise in Cerro Gordo County. Application withdrawn.

SHAT, CT 197 - Box (6) And (6)

No. E-667-1925.

Three Rivers Light & Power Company, Des Moines. Franchise in Polk and Warren Counties.

This application came on for hearing on October 13, 1925, and on November 28, 1925, franchise was granted upon the following route:

Reginning at a point on the south bank of the Des Moines River where same is intersected by a north and south highway across the east half of Section twenty (20), Township seventy-eight (78) north Range twenty-three (23) west of the fifth (5) P. M., Polk County, Iowa; thence south on said north and south highway across the east half of said Section twenty (20), a distance of approximately two thousand (2,000) feet to the intersection with an east and west highway along the east and west center line of said Section twenty (20); thence east on said east and west highway along the east and west center line of said Section twenty (20), and Section twenty-one (21). said township and range, a distance of approximately three-fourths (%) of a mile to the place where said highway turns south near the center of said Section twenty-one (21): thence south on said highway along the north and south center line of said Section twenty-one (21). Sections twenty-eight (28) and thirty-three (33), said township and range, and Section four (4), Township seventy-seven (77) north Range twenty-three (23), west of the fifth (5) P. M., a distance of approximately two and three-fourths (2%) miles to the place where said highway turns southeast in the north half of said Section four (4); thence southeast on said highway across the north half of said Section four (4) and the west (W) half of Section three (3), last named township and range, a distance of approximately one and one-half (11/4) miles to the west corporate limit of the town of Carlisle, Warren County,

Reginning at the intersection of a north and south highway with an east and west highway in the south half of Section twenty-one (21), Township seventy-eight (78) north Range twenty-three (23) west of the fifth (5) P. M.; thence east on the last named highway across the southeast quarter of said Section twenty-one (21), a distance of approximately one-half (%) of a mile to the intersection with a north and south highway along the east line of said Section twenty-one (21); thence south on said north and south highway along the east line of said Section twenty-one (21) and Section twenty-eight (28), said township and range, a distance of approximately one and one-half (11/4) miles to the intersection with an east and west highway at the southeast corner of said Section twenty-eight (28); thence east on said east and west highway along the north line of Sections thirty-four (34) and thirty-five (35), said township and range, a distance of approximately one and three-fourths (1%) miles to the place where said highway turns southeast in the northeast quarter of said Section thirty-five (35); thence southeast (SE) on said highway across the east half of said Section thirty-five (35). and the southwest quarter of Section thirty-six (36), said township and range, a distance of approximately one (1) mile to the place where said highway turns south in the southwest quarter of said Section thirty-six (36); thence south on said highway across the southwest quarter of said Section thirty-six (36) and the north half of Section one (1). Township seventy-seven (77) north Range twenty-three (23) west of the fifth (5) P. M., a distance of approximately three-fourths (%) of a mile the village of Clarkson, Warren County, Iowa, and including the right to use avenues, streets and alleys of the said village.

No. E-668-1925.

Central Iowa Power & Light Company, Philadelphia, Pa., (Humboldt Division). Franchise in Pocahontas County.

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This application came on for hearing on October 20, 1925, and on November 2, 1925, franchise was granted upon the following route:

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of Section twenty-five (25). Township ninety-one (21) north, Range thirty-one (31) west of the fifth (5) P. M., Pocahontas County, Iowa; thence west on the last named highway along the north line of said Section twenty-five (25) and Section twenty-six (26), said township and range, a distance of approximately two (2) miles to the intersection with a north and south highway at the northwest corner of said Section twenty-six (26); thence south on said north and south highway along the east line of Section twenty-seven (27), said township and range, a distance of approximately one-fourth (4) of a mile to the southeast corner of the northeast quarter of the fortheast quarter of the northeast quarter of the northeast quarter of the northeast quarter of the northeast quarter of said Section twenty-seven (27); a distance of approximately one-fourth (4) of a mile to the east shore of Lizzard Lake.

No. E-669—1925.

Central Iowa Power & Light Company, Philadelphia, Pa., (Humboldt Division). Franchise in Dickinson County.

This application came on for hearing on October 20, 1925, and on November 2, 1925, franchise was granted upon the following route:

Beginning at the west corporate limit of the town of Spirit Lake, Dickinson County, Iowa, where said corporate limit is intersected by an east and west highway across the north half of Section five (5), Township ninety-nine (99) north, Range thirty-six (36) west of the fifth (5) P. M.; thence west on said highway across the north half of said Section five (5), a distance of approximately one (1) mile to the place where said highway turns southwest along the west line of said Section five (5); thence southwest on said highway across the east half of Section six (6), said township and range. a distance of approximately one-fourth (14) of a mile to the place where said highway turns west along the east and west center line of said Section six (6); thence west on said highway along the east and west center line of said Section six (6) and Section one (1). Township ninety-nine (99) north, Range thirty-seven (37) west of the fifth (5) P. M., a distance of approximately one and three fourths (1%) miles to the place where said highway turns south along the east shore of West Okoboil Lake: thence south on said highway along the east shore of said lake a distance of approximately one-fourth (14) of a mile and including the right to use the streets and alleys of the plats known as Bownell's Beach and The Methodist Camp Grounds, which are located in the southwest quarter of said Section one (1).

Beginning at the intersection of an east and west highway with a north and south highway near the center of Section one (1), Township ninety-nine (99) north, Range thirty-seven (37) west of the fifth (5) P. M.; thence north on the last named highway across the north half of said Section one (1), a distance of approximately one-fourth (1/4) of a mile to the place where said highway turns west in the north half of said Section one (1): thence west and northwest on said highway across the north half of said Section one (1), a distance of approximately three-fourths (%) of a mile to the intersection with a north and south highway along the west line of said Section one (1); thence north on said north and south highway along the west line of said Section one (1), and Section thirty-six (36), Township one hundred (100) north, Range thirty-seven (37) west of the fifth (5) P. M., a distance of approximately one and one-twelfth (1 1-12) miles to the intersection with an east and west highway at the northwest corner of said Section thirty-six (36); thence west on said east and west highway along the south line of Sections twenty-six (26) and twenty-seven (27), last named township and range, a distance of approximately one and one-half (11/4) miles to the intersection with a north and south highway across the northwest quarter of Section thirty-four (34), last named township and range; thence south on said north and south highway across the northwest quarter of said Section thirty-four (34), a distance of approximately eight hundred fifty-five (855) feet and including the right to use the avenues, streets and alleys of the village of Montgomery, Dickinson County, Iowa.

Beginning at the intersection of the west shore of West Okoboji Lake and the north and south highway along the north and south center line of Section twenty-three (23), Township ninety-nine (99) north, Range thirty-seven (37) west of the fifth (5) P. M.; thence south on said highway along the north and south center line of said Section twenty-three (23), a distance of approximately one-fourth (%) of a mile to the intersection with an east and west highway along the south line of said Section twenty-three (23); thence west on said east and west highway along the south line of said Section twentythree (23), a distance of approximately one-fourth (1/4) of a mile to the intersection with a north and south highway approximately along the north and south center line of the west half of said Section twenty-three (23); thence north on said north and south highway across the west half of said Section twenty-three (23), a distance of approximately one (1) mile to the intersection with an east and west highway along the north line of said Section twenty-three (23); thence east on said east and west highway along the north line of said Section twenty-three (23), a distance of approximately one (1) mile to the northeast corner of said Section twenty-three (23) and including the right to use the streets and alleys of the plat known as Manhattan Beach, Dickinson County, Iowa.

No. E-674-1925.

Central Iowa Power & Light Company, Philadelphia, Pa., (Cedar Valley Division). Franchise in Cerro Gordo County.

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This application came on for hearing on November 12, 1925, and on December 1, 1925, franchise was granted upon the following route:

Beginning at the intersection of an east and west highway with a north and south highway at the southeast corner of Section three (3), Township ninetyfive (95) north, Range twenty (20) west of the fifth (5) P. M., Cerro Gordo County, Iowa; thence north on the last named highway along the east line of said Section three (3), Sections thirty-four (34), twenty-seven (27) and twenty-two (22), Township ninety-six (96) north, Range twenty (20) west of the fifth (5) P. M., a distance of approximately three and one-half (31/2) miles to the northeast corner of the southeast quarter of said Section twentytwo (22), and continuing north on private right of way along the east line of the northeast quarter of said Section twenty-two (22), a distance of approximately one-half (%) of a mile to the north and south highway at the northeast corner of said Section twenty-two (22); and continuing north on said north and south highway along the east line of Section fifteen (15), last named township and range, a distance of approximately one-half (1/2) of a mile to the south corporate limit of the city of Mason City, Cerro Gordo County, Iowa. Correllegie beautiful Max 21 const

No. E-680-1925.

Northwestern Light & Power Company, Cedar Rapids, Franchise in Ida County.

This application came on for hearing on November 12, 1925, and on December 1, 1925, franchise was granted upon the following route:

Beginning at the west corporate limit of the town of Battle Creek, Ida County, lowa, where said corporate limit is intersected by an east and west highway along the south line of Section twenty-seven (27). Township eighty-seven (87) north Range forty-one (41) west of the fifth (5) P. M.; thence west on said highway along the south line of said Section twenty-seven (27) and Section twenty-eight (28), said township and range, a distance of approximately one (1) mile to the southwest corner of the southeast quarter of said Section twenty-eight (28); thence south on the highway along the north and south center line of Section thirty-linee (33), said township and range, a distance of approximately three-fourths (%) of a mile.

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No. E-694—1925.

Belmond Telephone Company, Belmond, v. Central States Electric Company, Cedar Rapids. Inductive interference in Wright County. or salar times and an experience of the inter-con-

The following cases consist of applications made to the respective Boards of Supervisors under the requirements of Chapter 383 of the Code of 1924, which plans and specifications must be approved by the Railroad Commission:

No. EE-2-1925.

Melbourne Electric Company, Melbourne, Franchise in Marshall and defend of the Arthurst M. Accelerations and County.

Certificate issued December 9, 1924.

No. EE-3—1925.

Green Mountain Electric Company, Green Mountain, Franchise in Marshall County.

Certificate issued December 2, 1924.

No. EE-7—1925.

Melbourne Electric Company, Melbourne, Franchise in Marshall County, Certificate issued December 9, 1924.

No. EE-9-1925.

Northeastern Iowa Power Company, Clermont. Franchise in Buchanan

Certificate issued December 1, 1924.

No. EE-10-1925.

Citizens Gas & Electric Company, Council Bluffs. Franchise in Pottawattamie County. Certificate issued January 10, 1925.

Hopkinton Electric Light & Power Plant, Hopkinton. Franchise in Delaware County. Certificate issued May 21, 1925.

No. EE-17-1925.

Northeastern Iowa Power Company, West Union. Franchise in Buchanan County,

the Charlest Address And Secretarial Control of the Control of the Control of

Certificate issued January 19, 1925.

No. EE-18—1925.

L. S. Pearson, Renwick. Franchise in Humboldt County. Certificate issued November 16, 1925. of the entire threatened in the property of the entire to the same of the same of the

No. EE-19—1925.

Dodge Township Electric Company, Boone. Franchise in Boone County. Certificate issued January 9, 1925.

No. EE-20-1925.

Britt Light & Power Company, Britt. Franchise in Kossuth County. Certificate issued February 16, 1925.

No. EE-21-1925.

Northeastern Iowa Power Company, West Union, Franchise in Floyd

Certificate issued July 13, 1925.

No. EE-22-1925.

Northeastern Iowa Power Company, West Union. Franchise in Chickasaw County.

Certificate issued January 8, 1925.

No. EE-23-1925.

J. C. Calhoun, Bloomfield. Franchise in Davis County. Certificate issued October 9, 1925.

No. EE-24-1925.

Farmers Electric Line No. 3, Grundy Center, Franchise in Grundy

Certificate issued April 15, 1925.

Cedar Valley Electric Company, Charles City. Franchise in Floyd

Town of Streetlers, Frenchise in Hamilton County

Certificate issued March 11, 1925.

No. EE-26-1925.

Central Iowa Power & Light Company. Franchise in Franklin County. The Auditor of Franklin County advised the Board that the franchise in this case had been rescinded. Therefore, our file was closed on November 28, 1925.

No. EE-27-1925.

Central Iowa Power & Light Company, Hampton. Franchise in Franklin County.

The auditor of Franklin County advised the Board that the franchise in this case had been rescinded. Therefore, our file was closed on November 28, 1925. The small of anothers and the common solutions of the same of th

Northeastern Iowa Power Company, West Union. Franchise in Fayette County, and the state of the st

Couldness house from Total 13 toes

Certificate issued February 10, 1925.

No. EE-29-1925.

Cedar Valley Electric Company, Charles City. Franchise in Butler

Certificate issued July 3, 1925.

No. EE-30-1925.

H. J. Heinz, Muscatine, Franchise in Muscatine County. Certificate issued June 30, 1925.

No. EE-31-1925.

Iowa Railway & Light Company, Toledo. Franchise in Tama County. Certificate issued June 20, 1925.

The state of the s

No. EE-32-1925.

Rudolph Herrig, Sac City. Franchise in Sac County. Certificate issued October 16, 1925.

No. EE-33-1925.

Odebolt Electric Service, Odebolt. Franchise in Sac County. Certificate issued June 2, 1925.

No. EE-34-1925.

Iowa Railway & Light Company, Cedar Rapids. Franchise in Grundy County.

A Mary Court of the Carter of

Certificate issued June 20, 1925.

No. EE-35-1925.

Town of Stratford. Franchise in Hamilton County. Certificate issued June 20, 1925.

Iowa Railway & Light Company, Cedar Rapids. Franchise in Story County.

Cedar Video Sheeter Company Courses the Promotion in Provi

Certificate issued June 21, 1925. Control town Power & Light Congrues - Preschise in Franchis County

No. EE-37-1925.

Melbourne Electric Company, Melbourne, Franchise in Marshall County. Certificate issued June 10, 1925.

No. EE-38-1925.

Modern Light & Power Company, Atkins, Franchise in Benton County. Certificate issued May 29, 1925. The auditor of Franklin County advised the Board that the franci

No. EE-39-1925. Spring Lake Company, Boone. Franchise in Boone County. Certificate issued July 6, 1925.

No. EE-40-1925.

Northeastern Iowa Power Company, West Union. Franchise in Story County.

Certificate issued July 13, 1925.

No. EE-41-1925, the contract of the contract o C. G. Guthrie, Newton, Franchise in Jasper County. Certificate issued July 3, 1925.

No. EE-42-1925.

Northeastern Iowa Power Company, West Union, Franchise in Butler

Certificate issued July 3, 1925.

No. EE-43-1925.

Northeastern Iowa Power Company, West Union. Franchise in Mitchell County.

Central Formier Company, Machanisms Central

Certificate issued July 27, 1925.

No. EE-44-1925.

Northeastern Iowa Power Company, West Union. Franchise in Clayton County. Certificate issued June 29, 1925.

No. EE-45-1925.

Marion Electric Association, Stratford. Franchise in Hamilton County. Certificate issued July 13, 1925.

No. EE-46-1925. If required butter appeal h ov transferry of

Iowa Electric Company, Cedar Rapids. Franchise in Clinton County. Certificate issued September 21, 1925. carried January 14, 1822, which was made relivant

No. EE-47-1925, Million established a star pulot and ballyong new H 2221 J

Northwestern Light & Power Company, Cedar Rapids. Franchise in Lyon County. Certificate issued September 21, 1925.

No. EE-48-1925. at retriet coarmer you at case that one abidrol 8815

Stone Avenue Extension Light & Power Company, Morningside, Franchise in Woodbury County. Certificate issued September 5, 1925.

No. EE-49-1925, UES and that Mine! mark give of angle politylogi hon of

Iowa Electric Company, Cedar Rapids. Franchise in Clinton County, Certificate issued September 28, 1925.

No. EE-50-1925, qualit to I ham I sold I ham the little of history shady

Iowa Railway & Light Company, Cedar Rapids. Franchise in Grundy County, made some sail at each Arms elizable sent to some a ni even areal

Certificate issued September 5, 1925. govern. In this case, however, the Board cannot recognize the retrinective

No. EE-52-1925.

Northeastern Iowa Power Company, West Union. Franchise in Floyd County.

Davenport, Rock Island & Northwestern Smilwey Company, In the

Certificate issued October 20, 1925.

No. EE-53-1925. W. P. S. J. H. C. of housen sales to gasupohe to sattem Incorporated Town of Story City. Franchise in Story County. Certificate issued November 23, 1925, and good to also sid!

Classification Matters Closed During 1925

No. B-1164-1925.

Central Foundry Company, Marshalltown. Classification of furnace castings.

The applicant having discontinued business, this file was closed. Filed May 16, 1923. Closed July 1, 1925.

No. B-1192-1925.

Mason City Brick & Tile Company, Mason City. Petition for order and ruling on disposition of fractions.

This is a case involving a large volume of correspondence, covering a period of more than two years, during which time several informal conferences were held. On April 10, 1924, Commissioner Lewis wrote the interested parties, setting out the following informal ruling in his letter:

"Common carriers by railroad within Iowa published rate for joint movements of livestock, carloads, in Tariff No. 160 of Iowa Lines and by Supplement No. 6 thereto issued December 23, 1921, and effective January 1, 1922, reduced such joint rate schedules 10% with disposition of fractions provided therein by Rules 2 and 4. By Supplement 9-A, issued January 14, 1922, which was made retroactive in effect to January 1, 1922, it was provided that joint rate schedules ending in .2 .4 .6 or .8 would before applying the 10% reduction published in Supplement No. 6 be increased to the next higher half or whole cent, which would have been an advance in the reduced rates that had been made effective January 1, 1922 in Supplement No. 6. In the Code of Iowa, 1897, Section 2128 forbids any increase by any common carrier in its established and published rates and charges except after ten days public notice, and there is no provision in our law for making retroactive increases in rates and charges. No Supplement subsequent to No. 9-A attempted any change in the joint rates on livestock, and Supplement No. 6 continued in effect to and including June 30, 1922 when Tariff 160 was cancelled.

It is our ruling that Supplement No. 9-A, as indicated above, did not become effective, and that the rates on joint movements of livestock, carloads, were in the period January 1st to and including June 30, 1922. those provided in Tariff 160 and Rules 2 and 4 of Supplement No. 6.

This Board, generally speaking, during the period when the rates in Iowa were in a more or less chaotic state, due to the many changes that were made, believe that rates actually fixed by the Tariff on file should govern. In this case, however, the Board cannot recognize the retroactive tariff."

Filed February 7, 1922. Closed November 25, 1925.

No. B-1201-1925.

Davenport, Rock Island & Northwestern Railway Company. In the matter of adequacy of rates named in D. R. I. & N. W. Railway Company Supplement 1 to Tariff 2559. I. C. C. Dockets 16551 and 15536.

This case was set down for hearing before the Interstate Commerce

Commission, at Davenport, Iowa, March 9, 1925, and the Commission was asked to join in the hearing. On June 8, 1925, the Interstate Commerce Commission advised this Board:

"Good cause appearing therefor, it is ordered that this proceeding and investigation be and is hereby discontinued."

Filed February 28, 1924. Closed June 8, 1925.

No. B-1208—1925.

Midwest Freight Traffic Service Bureau, Inc., in behalf of Consolidated Products Company, Chicago. Petition for change in classification of buttermilk for animal and poultry feed.

Application withdrawn and consolidated with File B-1251. Filed April 1, 1924. Closed May 12, 1925.

No. B-1222-1925.

Wright County Farm Bureau. Petition for reduction in rate on agricultural lime cake or lime refuse.

Reduced rating granted and published in Supplement 4 to Boyd's Tariff 160-C, effective April 1, 1925.

Filed August 2, 1924. Closed April 21, 1925.

No. BB-1234-1925.

M. & St. L. Railroad Company. Application for authority to meet short line rates on one day's notice, all freight, Des Moines to Mason City.

On December 5, 1924, the Board approved this application to meet short line rates under the provisions of Chapter 161, laws of the 40th General Assembly as follows:

COMMODITY BETWEEN AFFE FOR BETWEEN APPLY IOWA DISTANCE

All Freight Des Moines, Iowa operanced to branched Portland Committee

Mason City, Iowa......125 miles many, to be ased I

Filed November 24, 1924. Closed December 1, 1924.

No. BB-1236-1925.

M. & St. L. Railroad Company. Application for authority to meet short line rates on stone, crushed, C. L., from Timber Creek to State Center and on sand and gravel, C. L., from Keller to State Center.

On January 12, 1925, the Board approved this application to meet short line rates under the provisions of Chapter 161, laws of the 40th General Assembly as follows:

COMMODITY

RATE PER TON OF 2,000 POUNDS

FROM Stone (Crushed. Stone Quarry at State Center, Iowa 68.4 cents Rough and Rough Timber Creek, Iowa, Quarried), Carloads, located 5 miles South

> of Marshalltown, Iowa, on M. & St. L. State Center, Iowa 68.4 cents R. R. Co.

Sand and Gravel Keller, Iowa

Minimum weights as prescribed in Iowa Lines Tariff No. 160-C, E. B. Boyd,

No. B-1240-1925.

Burlington Shippers Association. Petition for amendment of item 430. Tariff 160-C, to apply on hay, C. L.

Petition withdrawn, it between at the ratio of addresses access books

Filed February 11, 1925. Closed April 15, 1925. Print Police v. S. 1924 | Land Print N. 1925.

No. BB-1241-1925.

M. & St. L. Railroad Company. Application for authority to meet short line rates between Des Moines and Mystic and intermediate points.

On March 10, 1925, the Board approved this application to meet short line rates under the provisions of Chapter 161, laws of the 40th General Assembly as follows:

COMMODITY	BETWEEN	IOWA	DISTANT RATE
	Des Moines, Iowa		FOR
	AND		
All Freight	Meadows, Iowa	100 100	es annua Mana
	Trask, lowa	100 Mile	to wall termina
	atame, tower		
TrueT street of blum			
	Rosebrook, Iowa	105 Mile	PS avilantia 1503
	Dennis, Iowa		Fried Amount 2
	Forbush, Iowa		
	Mystic, Iowa	110 Mile	
Filed March 2, 1925.	Closed March 10,	1925.	DATE - PERFORM TOWN
Frody John of Whenlin	in Application for		ON A SECT. THE

No. B-1242-1925.

M. & St. L. Railroad Company and Pyramid Portland Cement Company, Des Moines. Rate on lime stone, C. L., Gilmore City, Iowa, to Valley Junction, Iowa, when consigned to Pyramid Portland Cement Company.

time rates on one slay's motive, all treated, loss Malues to Maney Cl.

The Board granted authority to the M. & St. L. R. R. Co. to publish a rate on limestone, C. L., of 65c per ton from Gilmore City, Iowa, to Valley Junction, Iowa, when consigned to the Pyramid Portland Cement Company, to be used in the manufacture of cement,

Filed March 7, 1925. Closed March 12, 1925.

No. BB-1246-1925.

M. & St. L. Railroad Company. Application for authority to meet short line rate on sand and gravel, C. D.

The later of the l

On April 16, 1925, the Board approved this application to meet short line rates under the provisions of Chapter No. 161, laws of the 49th strong as charged General Assembly, as follows:

COMMODITY Sand and Gravel C.Mase L. Minimum weight	TO Algona, Iowa	Iowa Dis	TE tant Rate Miles.
90 per cent of marked capacity of car except when cars are loaded to full visible capacity	off collect a state of the second land of the secon		
actual weight will ap- ply but not less than	ACCUSATION OF THE PARTY OF THE	leaved) i	

Filed April 16, 1925. Closed April 16, 1925.

No. BB-1249-1925.

Cedar Rapids & Iowa Railway Company, Cedar Rapids, Iowa. Passenger rates. Petition for authority to change limits on less than statutory notice.

Granted.

Filed April 30, 1925. Closed May 2, 1925.

No. BB-1250-1925.

Cedar Rapids & Iowa City Railway Company, Cedar Rapids, Iowa. Passenger rates-Petition for authority to establish reduced round trip fares on less than statutory notice. the June 20, 1930, the Board augusted this application

Granted.

Filed April 30, 1925. Closed May 2, 1925.

No. B-1251—1925.

Consolidated Products Company, Chicago, v. Carriers. Application for commodity rate on condensed buttermilk.

Application withdrawn, the petitioner having advised that satisfactory adjustment had been made with the carriers.

Filed June 17, 1825 (Tone - Deep No. 1927

Filed April 20, 1925. Closed July 11, 1925.

No. BB-1270-1925.

M. & St. L. Railroad Company. Application for authority to meet short line rates on gypsum rock, C. L., Kalo to Mason City.

On May 19, 1925, the Board approved this application to meet short line rates, under the provisions of Chapter 161,, laws of the 40th General Assembly, as follows:

COMMODITY FROM RATE
Gypsum Rock, Carloads Kalo, Iowa, 94 cents per ton of 2,000 Minimum weight 90% of TO pounds. marked capacity of car ex- Mason City, Iowa. cept where cars are loaded to full visible capacity actual weight will apply but not less than 40,000 pounds. Doe Molnes & Canital laws

Filed May 19, 1925. Closed May 19, 1925.

No. BB-1271-1925.

Des Moines & Central Iowa Railroad-Application for authority to publish on less than statutory notice excursion passenger fares, round trip, between various stations and Des Moines, Iowa.

On June 26, 1922, the Board gounted this applicable

Granted.

Wiled June 18, 1925 Clerke Tun Filed May 5, 1925. Closed May 8, 1925.

No. BB-1274-1925.

M. & St. L. Railroad Company. Application to meet short line rates on sugar beets.

On May 20, 1925, the Board approved this application to meet short line rates, under the provisions of Chapter 161, laws of the 40th General Assembly, as follows:

RATE FROM COMMODITY \$1.35 per net ton. Sugar Beets, C. L. Mini-Huntington, Iowa, TO mum weight, 90% of marked

Mason City, Iowa. capacity of car except when loaded to full visible capa-

city, actual weight but not less than 20,000 lbs.

Filed May 13, 1925. Closed May 20, 1925.

No. BB-1277-1925.

Wabash Railway Company-Application for authority to meet short line rates on coal from Tracy, Iowa, to Bloomfield, Iowa.

On June 20, 1925, the Board approved this application to meet short line rates under the provisions of Chapter 161, laws of the 40th General Assembly, as follows:

RATE PER NET TON COMMODITY FROM TO Lump Pea. Slack and Nut and Screen-

Januaristind belenabane no ale cings. Coal, Bituminous, Tracy, Iowa. . Bloomfield, Iowa \$0.91 \$1.095

Lump and Nut. Pea. Slack and Screenings. carloads.

Filed June 17, 1925. Closed June 20, 1925.

No. BB-1278-1925. "The notice light of the property beautiful to the M.

Des Moines & Central Iowa Railroad Company. Application for authority to establish excursion rates.

On June 20, 1925, the Board approved this application for permission to establish on short notice excursion rates for the 4th of July at the rate of fare and one-third for the round trip, at all stations, selling date July 3 and 4, limited for return trip, July 6th.

Filed June 18, 1925. Closed June 20, 1925.

No. BB-1279-1925.

Des Moines & Central Iowa Railroad Company, Des Moines,-Application for authority to establish excursion rates on short notice.

On June 20, 1925, the Board granted this application for authority to make effective on short notice excursion fares from all stations for week ends of one fare plus 25c for the round trip, selling dates June 20-21, June 27-28, July 4-5, July 11-12, limited to noon of the Monday following sale.

Filed June 18, 1925. Closed June 20, 1925.

No. BB-1280-1925.

M. & St. L. Railroad. Application for authority to meet short line rates on tankage from Mason City to McCallsburg.

On July 6, 1925, the Board approved this application to meet short line rates, under the provisions of Chapter 161, laws of the 40th General Assembly, as follows:

CLASSIFICATION MATTERS CLOSED DURING 1925

RATE FROM COMMODITY APPLICABLE Tankage, Carloads, Minimum weight Mason City, Iowa McCallsburg, Iowa Distant Rate for 30,000 Ibs.

Filed July 3, 1925. Closed July 6, 1925.

No. BB-1282-1925.

M. & St. L. Railroad Company. Rates on tomatoes and sweet corn. On July 24, 1925, the Board approved this application in the following language:

the sale from the sale of the

"Tomatoes (fresh) and Sweet Corn (green), in straight or mixed carloads, originating at Story City, Iowa, or intermediate stations, destined Marshalltown, Iowa, may be stopped in transit to finish loading at directly intermediate stations between point of origin and destination at a charge of \$6.30 per car, per stop in addition to rate applicable from original point of shipment to final destination, subject to the actual gross weight as ascertained at last stopping point but not less than 24,000 pounds. Switching charges of connecting lines, if any, at points where cars are stopped in transit will not be absorbed." Filed July 21, 1925. Closed July 24, 1925.

No. BB-1283—1925.

M. & St. L. Railroad Company. Application for authority to meet short line rates on bituminous coal.

On July 31, 1925, the Board approved this application to meet short line rates, under the provisions of Chapter 161, laws of the 40th General Assembly, as follows:

COMMODITY FROM TO RATE Coal (Bituminous) Des Moines, Ia... Marshalltown, Ia. Iowa distance rates All kinds, carloads (When originating beyond on con- for 60 miles. necting lines.)

Filed July 30, 1925. Closed July 31, 1925.

No. BB-1284-1925. Iowa Railway & Light Company, Cedar Rapids. Application for approval of exception to Boyd's tariff 160-C-rate to become effective within five days without hearing.

the above draw and the relation to the second and the second and the second and

On August 11, 1925, the Board approved the above application for authority to place in effect local tariff State No. 2 on five days notice. Filed August 3, 1925. Closed September 15, 1925.

No. BB-1285-1925.

Des Moines & Central Iowa Railroad Company. Petition for permission to publish rates on less than statutory notice on cement, C. L., from Highland transfer to Urbandale.

On August 13, 1925, the Board granted permission to publish on short notice a rate of 41/2c per hundred pounds on cement, C. L., between the points designated.

Filed August 11, 1925. Closed August 13, 1925.

No. B-1286-1925.

C. M. & St. P. Railway Company. Application for authority to cancel. effective February 1, 1925, B. T. Jones freight tariff No. 228, I. C. C. No. U. S. 1.

Upon investigation, it was found that this tariff had never been applicable to Iowa intra-state traffic, and the file was closed, the petitioner being so advised.

Filed September 3, 1925. Closed September 8, 1925. the court of the Beart secretary to application in the follow-

No. BB-1288-1925.

M. & St. L. Railroad Company-Switching rate at Eddyville.

On September 1, 1925, the Board granted this application for permission to publish, on one day's notice, switching rates of \$3.60 per car from sand pit of the Iowa Sand and Gravel Corporation, Eddyville, Iowa, to connection with the Chicago, Rock Island & Pacific Railway Company, leading over added to a set of material by open and and

Filed Augut 31, 1925. Closed September 1, 1925. ned and he me the partition are the burgers on the latter

No. BB-1289—1925.

M. & St. L. Railroad Company. Application for permission to publish, on one day's notice, rates on water, C. L., from Eddyville to Hocking.

On September 10, 1925, the Board approved this application for permission to publish, on one day's notice, a rate of \$10,00 per car on water, common, plain, C. L., from Eddyville to Hocking.

Filed September 9, 1925. Closed September 10, 1925. made within amount of a company of the company that the state of the s

No. BB-1294-1925.

Waterloo, Cedar Falls & Northern Railway Company-Application for authority to establish commodity rates on agricultural implement wheels, Cedar Rapids to Waterloo, on less than statutory notice.

On November 19th the Board approved this application to establish on three day's notice rates carried in W. C. F. & N. GFD No. 310.

Filed November 18, 1925. Closed November 19, 1925. then thatters is threat stronger that exhibits adoption for any

No. BB-1298-1925.

Chicago Great Western Railroad Company-Application for authority to establish emergency switching rate on sugar, on less than statutory notice.

This application was made on December 3, 1924, by telegram, in which the petitioner asked for authority to establish, on less than statutory notice, emergency switching charge of \$6.50 per car on sugar from the plant of the Northern Sugar Corporation, Mason City, to point of interchange on M. C. & C. L. R. R., destined warehouses on M. C. & C. L. R. R. On the same day the Commission wired authority for the establishment of such switching rate.

Filed December 3, 1924. Closed December 3, 1924.

General Cases Closed by Correspondence

No. A-3789—1925. Tracy Commercial Club, Tracy, Iowa, v. Wabash. Crossing protection at Sumner St. Satisfactorily adjusted,

Filed April 17, 1922. Closed April 7, 1925.

No. A-3952-1925.

Board of Health, Grinnell, Iowa, v. C. R. I. & P Removal of stock-

After considerable correspondence, the railway company advised the Board that as the result of a meeting of the City Council of Grinnell, a resolution was adopted rescinding their former action in condemning the stockyards. The resolution passed by the City Council granted the railway company permission to retain the stockyards in their present location, provided they be kept in a clean and sanitary condition and subject to the supervision of the health officer of the City at all times. The railway company, under this resolution, made extensive repairs to the stock yard, paved them with concrete floor, and employed a man to haul away all refuse from the yards at regular intervals. The complainants failed to reply to inquiries from this office as to whether or not the arrangement was satisfactory. The file was closed without prejudice. In the president of the president president and president

Filed September 26, 1923. Closed October 14, 1925. No. A-3956-1925.

Charles Webster, Waucoma, Iowa, v. C. M. & St. P. R'y. Failure to make train connection at Nora Junction. Closed without prejudice.

Filed October 16, 1923. Closed February 2, 1925.

No. A-3971-1925.

Board of Railroad Commissioners, Des Moines, v. C. B. & Q. Stockyards at Knoxville.

Satisfactorily adjusted.

Filed October 23, 1923. Closed March 10, 1925.

No. A-3991-1925.

E. M. Phillips, West Union, v. C. M. & St. P. Station Facilities and Service at Strawberry Point. Inadequate toilet and water supply.

This complaint was taken up informally with the railway company, but the Board having no specific authority to act in this instance, jurisdiction being in the State Board of Agriculture, the complainant was advised to file complaint with that department.

Filed January 12, 1924. Closed February 2, 1925.

No. A-3997-1925.

Riverside Community Club, Sioux City, v. C. M. & St. P. Station Facilities and Service-application for station at Riverside.

The complainant was advised to consult with Hon. J. H. Henderson,

Commerce Counsel. At the same time this Board took the complaint up with the General Superintendent of the defendant railway company. who advised that his investigation disclosed there was no need for station facilities at the point requested. The complainant was advised on March 17, 1924, as to the attitude of the railway company, and was asked if he desired to proceed to formal hearing. No reply being received to this letter, the Board wrote him again on June 10th, advising if he was not heard from to the contrary within 10 days, the file would be closed without prejudice. On June 18th, the complainant was advised that a formal hearing was desired. All papers were referred to Hon. J. H. Henderson, Commerce Counsel, who advised the Board, on June 4, 1925, that the defendant railway company was in the hands of a receiver and that he was writing the complainants that nothing should be done at this time, and recommending that the file be dropped from the docket. In accordance with this request, the file was closed without prejudice.

Filed November 7, 1923. Closed June 5, 1925.

No. A-4015—1925.

City of Ottumwa v. C. B. & Q., et. al. Petition for viaduct over Green St.

This case is really a continuance of a former application before the Board for a viaduct at Market St. in the City of Ottumwa, Iowa, and the controversy involved herein covers a long period of time. Former hearings have been held by the Board with reference to proposed viaducts at both Vine and Market Sts. Conferences have been held with the city authorities at Ottumwa, and others interested in the proposition. An inspection of the proposed location was made by Mr. J. H. Ames, Bridge Engineer, of the Iowa State Highway Commission, on May 7, 1925. Mr. Ames furnished the Board with plans and estimates of cost of the construction of the bridge and viaduct, with approaches, over several railroad tracks on Green St. Copies of these were sent to the complainants, with the request that the matter be submitted to the City Council and they advise as to whether or not they desired to proceed, under the provisions of the law, to a hearing before the Commission in the matter of the necessity for the proposed viaduct at Green St. The City Solicitor advised the Board, on May 26th, that he had taken the proposition up with the City Council and that they had instructed him to advise that they did not now desire a hearing on the proposed viaduct. Therefore, the file was closed without prejudice on May 28, 1925.

Filed March 13, 1924. Closed May 28, 1925.

No. A-4016-1925.

The Board of Supervisors of Appanoose County, by Iowa State Highway Commission, Ames, v. C. R. I. & P. Highway Crossing at Streppyville.

After some correspondence with the railway company, and the State Highway Commission, Mr. J. H. Ames, Bridge Engineer for the Highway Commission advised the Board;

"This case has not been settled. However, negotiations are being undertaken to secure some satisfactory settlement concerning it, and for the time being there is no urgent necessity for a hearing being scheduled. I will keep you advised of the progress of negotiations in this case."

On November 15th, Mr. Ames wrote the Board that it would be satisfactory to withhold a hearing until early in the spring, as they were negotiating with the railway company at that time, in the hope of having the complaint adjusted to their satisfaction in the near future. On January 12th, in answer to further inquiry from this office, Mr. Ames advised:

"Sooner or later this case will have to be heard by the Railroad Commission, as we have been unable to get anywhere near an agreement with the railroad company concerning the remedying of conditions which now exist at the crossing, However, we have a number of other cases which we consider more important than this one, and if you do not wish to keep your files open for a period of time longer than one year, it would be satisfactory to us to cancel the petition and then we will re-open the case later when the occasion demands it."

In view of Mr. Ames' letter, the file was closed without prejudice on January 14, 1925.

Filed March 25, 1924. Closed January 14, 1925.

No. A-4021-1925.

The Board of Supervisors of Fayette County and City Officials of Fayette, Iowa, v. C. M. & St. P.—Overhead crossing in Fayette,

After considerable correspondence this case was set down for hearing at Fayette, Iowa, where partial hearing was held, after viewing the crossing, and then adjourned to Des Moines, Iowa, to be held not less than 30 days from July 23, 1924, the date of first hearing. Continued hearing was held in Des Moines at the office of the Board on October 21, 1924, wherein the railway company made a proposition to the effect that they would remodel the bridge so as to give two 13-foot clear openings, they to assume the expense of remodeling, the other expense incident to the change in the highway to be borne by the county, The railroad company agreed to start work on July 1, 1925. The elevation of the low steel of the railroad bridge to remain the same as it was. The county agreed to the extension of the width in the overhead bridge to two 13 foot clear spans measured at right angles to the highway. The railroad agreed to assume all expense incident to the railroad bridge, the county to bear all expense in connection with the construction of the highway, drainage, etc., the work to be subject to the approval of the Iowa State Highway Commission. The county further agreed to provide artificial light at both ends of the center pier at all times necessary. On April 3d Mr. Ames, of the Iowa State Highway Commission, advised that he thought the solution worked out satisfactorily and that his Commission would accept it.

Filed April 9, 1824. Closed April 6, 1925.

No. A-4039-1925.

Lake City Chamber of Commerce. Patrons of the C. & N. W. R'y. Co. in Des Moines and between Jewell Junction and Sioux City v. C. & N. W. Train service.—Request for cancellation of order withdrawing Nos. 23 and 24 west from Jewell Junction on Sundays.

Upon receipt of this complaint the Board requested the defendant railway company to postpone the removal of these trains on Sunday until detailed investigation could be completed, which request the railway company compiled. Subsequently the railway company wrote us at considerable length as to the specific reasons for discontinuing this Sunday train service. Copy of this letter was forwarded to all complainants, asking if they desired that the case be set down for formal hearing. The preponderance of the replies indicated that there was no particular complaint as to the train service, and no necessity for hearing. Therefore, the file was closed without prejudice.

Filed May 31, 1924. Closed January 9, 1925.

No. A-4048-1925.

E. F. Snow, Webster City v. C. & N. W.—Establishment of grade crossing.

This complaint was taken up with the railroad company through the office of the Commerce Counsel, and on January 13, 1925, that department was advised:

"The Chicago & North Western Railway has established and installed the crossing, so everything is satisfactory."
Filed June 14, 1924. Closed January 13, 1925.

No. A-4049—1925.

Kellerton State Bank, Kellerton, Iowa, v. C. B. & Q. Station Facilities and Service.—Request for new depot.

This case was referred to the Hon, J. H. Henderson, Commerce Counsel, who, after considerable correspondence, advised the Commission as follows:

"The railroad company made certain repairs on the depot and I thought sufficient so that it would not be advisable to have this case continued further on the docket."

Filed June 20, 1924. Closed February 13, 1925.

No. A-4055-1925.

C. O. Morey, Runnells, Iowa, v. Wabash Railway—Undergrade highway crossing one mile east of Adelphi.

This complaint was taken up with the railroad company, who advised the Board that it was not practical for them to comply with the request of the complainant. On August 7, 1924, Mr. Morey was advised of the attitude of the railroad company and asked if he desired to proceed to formal hearing. This letter was ignored by complainant and he was again written on August 22d and September 9, 1924, and was advised that if he was not heard from to the contrary within ten days the file would be closed without prejudice. In the interim a Mrs. Robinson called at the office with reference to this same undergrade cross-

ing and interviewed Judge Henderson, Commerce Counsel, who advised her that the Board was without jurisdiction to act in the instant case, telling her that the proper course would be to take the matter up with the Board of Supervisors of Polk County.

Filed July 15, 1924. Closed February 13, 1925.

No. A-4056-1925.

Town of Prescott v. C. B. & Q. Poor condition of highway crossing. This complaint was taken up with the railroad company, who advised the Board that the matter of fixing this crossing and putting in a foot walk would be attended to. The complainants were informed of this action on the part of the railroad company and were advised if they were not heard from within ten days, the file would be closed without prejudice. Having received no reply, it was assumed that the crossing had been properly taken care of, and the file was closed.

Filed July 8, 1924. Closed March 30, 1925.

No. A-4070-1925.

Chamber of Commerce, Carroll, Iowa, v. C. & N. W. Station Facilities and Service—Objection to manner of loading and unloading passengers on double track.

This complaint was taken up with the defendant railway company and, after some little correspondence, Mr. F. G. Codd, Secretary of the Carroll Commercial Club, wrote the Board as follows:

"The C. & N. W. Ry. having satisfactorily remedied the condition that prompted the above described complaint the Board of Directors of the Carroll Commercial Club are pleased to withdraw the same."

Filed August 8, 1924. Closed May 8, 1925.

No. A-4071-1925.

Board of Supervisors, Polk County, Des Moines, Iowa, by Iowa State Highway Commission, Ames, Iowa, v. C. R. I. & P.—Highway Crossing south of Mitchelloille.

This complaint was taken up with the railway company in the usual manner, and, after some little correspondence, Mr. J. H. Ames, of the Iowa State Highway Commission, wrote us as follows:

"Owing to the fact that we have some other crossing matters pending which we consider more urgent than this particular one, we are willing that it should be deferred for the time being, and if you so desire, the case may be cancelled and reopened probably next year, when it is very likely to be again active."

Filed August 8, 1924. Closed January 14, 1925.

No. A-4072-1925.

Chicago, Rock Island & Pacific Railway Company.—Application for authority to abandon line from West Davenport to Blue Grass and Stockton. (I. C. C. Finance Docket No. 4246).

After considerable correspondence, in which Commerce Counsel

J. H. Henderson participated, the Interstate Commerce Commission requested this Board to hold hearing for both commissions, which hearing was held, after due notice, at Davenport, Iowa, on December 10, 1924, before Commissioner Lewis, Hon. J. H. Henderson, Commerce Counsel, and W. A. Newport of Davenport, Iowa, appearing for objectors, and A. B. Howland, Attorney, and D. Coughlin, General Manager, both of Des Moines, appearing for the C. R. I. & P. R'y, Co. Full hearing was held at that time and the Interstate Commerce Commission later entered an order authorizing the proposed abandonment of the line as prayed for.

Filed August 13, 1924. Closed May 8, 1925.

No. A-4085-1925.

G. B. Carpenter, Hamburg, Iowa, v. C. B. & Q.—Train service—Facilities for shipping stock.

The papers in this complaint were referred to Hon. J. H. Henderson, Commerce Counsel, for attention, and the matter was also taken up with the defendant railroad by this office. After an exchange of correspondence between the several parties interested, Judge Henderson advised the Board, on January 3, 1925:

"The matter may be dismissed or stricken from the docket without prejudice."

Filed September 4, 1924. Closed January 5, 1925.

No. A-4090-1925.

Board of Supervisors of Muscatine County v. C. M. & St. P.—Petition for improvement of overhead railway crossing in Muscatine County, three miles west of Muscatine.

After the usual exchange of correspondence, this case was set down for hearing on January 28, 1925, at Muscatine, Iowa, and, after viewing the crossing, full hearing was held and case submitted. Subsequent to the date of this hearing the Board of Supervisors sent copy of a resolution adopted by them in which it was provided that the supervisors should do certain work in connection with the improvement of this crossing and the railway company were to contribute the sum of \$775.00 towards the cost of the improvement and were to cut corners off the abutments. This resolution was received on September 5, 1925, and not having heard from the complainants or the defendant carrier, the Board wrote the complainants on November 3, 1925, asking the status of the complainants were advised in this letter that if they were not heard from to the contrary within ten days the file would be closed without prejudice. This was done on November 17, 1925.

Filed November 7, 1924. Closed November 17, 1925.

No. A-4091-1925.

Citizens in and around towns of Buffalo Center, Gerled, Ledyard, Armstrong, Swea City, Lakota and Bancroft, v. C. R. I. & P. and C. & N. W. Petition for order restraining proposed closing of Gerled station.

This complaint was taken up with the carriers and, on November 19,

1924, D. Coughlin, General Manager of the Rock Island Railway, wrote the Board that the earnings at this station were meager, and stated it was an imposition on the railroads to ask them to continue an agency under those conditions. The North Western Railway advised, on December 6, 1924, the receipts at the station would not justify them in contributing all or even one-half the amount necessary to maintain the station. The complainants were advised of the attitude of the carriers and asked if they desired the case set down for a formal hearing. On January 7, 1925, the Chicago & North Western Railway Company advised:

"It has been decided to install a caretaker to keep the station heated, lighted and cleaned."

The complainants were advised as to this, with the statement that unless they were heard from to the contrary within ten days the file would be considered closed. After having written the complainants several times in which we sought advice as to whether or not they desired the case set down for formal hearing, and receiving no reply thereto, the file was closed without prejudice.

Filed November 13, 1924. Closed April 16, 1925.

No. A-4092-1925,

H. E. Muller, Victor, v. C. R. I. & P.-Site-Alleged refusal to permit construction of oil tank and pipe line on right of way.

This complaint was taken up with the railway company and, after the complainants had an interview with Hon. J. H. Henderson, Commerce Counsel, and Mr. D. Coughlin, General Manager of the railway company, the complaint was satisfactorily adjusted and lease forwarded by the railway company to Mr. Muller.

Filed November 8, 1924. Closed January 10, 1925.

No. A-4093-1925.

Chicago, Rock Island & Pacific Railway Company, v. City of Muscatine. Crossing protection—Petition for cancellation of ordinances requiring crossing gates at East Second St., in Muscatine.

This complaint was taken up with the defendant railway company in the usual manner and, upon failure to adjust it by correspondence, was set down for hearing, at Muscatine, Iowa, on January 28, 1925. At that time the Board inspected the crossing. After hearing, a continuance of ninety days was granted in order to give the railroad company an opportunity to demonstrate that they would observe the stop and flag order at the crossing under consideration. The railway company agreed to put STOP boards at either side of the crossing as a reminder to traffic on the street. It was understood if this agreement was not fully complied with, the City of Muscatine might ask for further hearing and order. After a lapse of six month's time, the Board wrote the complainants, asking if the agreement had been complied with, and receiving no reply, another letter was addressed to the complainants, after an interim of two months, in which they were advised that if they were not heard from to the contrary within ten days, the file

would be closed without prejudice. Not hearing from the complainants, such action was taken by the Board.

Filed November 19, 1924. Closed November 4, 1925.

No. A-4094-1925.

Farmers Union Shipping Association, Shambaugh, v. C. B. & Q.-Stockyards,

Satisfactorily adjusted.

Filed December 19, 1924. Closed June 5, 1925.

No. A-4095-1925.

C. L. Percival Company, Des Moines, v. C. & N. W. Freight service-Refusal to accept shipments of rough tallow.

After taking this matter up with the railroad company, the complainants advised us:

"This matter has been closed between ourselves and the North Western and everything is coming along nicely."

Filed November 17, 1924. Closed January 9, 1925.

No. A-4096-1925.

L. K. Maulsby, Terril, Iowa, v. M. & St. L .- Stock train service. Satisfactorily adjusted.

Filed January 2, 1925. Closed November 7, 1925.

No. A-4097-1925, and a second second

Delbert F. Baer, Marshalltown, v. M. & St. L .- Station Facilities and service. Closing of Dillon Station.

Upon investigation it developed that the report as to the closing of Dillon Station was not true and that the company had no intention of doing so.

Filed January 2, 1925. Closed January 7, 1925.

No. A-4098—1925.

Citizens of Newton v. C. R. I. & P. and M. & St. L. Track connection. After some correspondence, this complaint was the subject of an informal discussion between the carriers and the petitioners at Newton, Iowa, on April 23, 1924. The records fail to disclose the result of this meeting. Letters were written to the complainants on February 2 and February 18, 1925, asking if the situation had been remedied. Falling to receive a reply to our inquiries, the file was closed without prejudice. Filed March 24, 1924. Closed November 4, 1925.

No. A-4099-1925.

Otto Witthauer, Altoona, v. D. M. & C. I .- Passenger fares .- Largey Station.

Upon investigation, the Board advised the complainants that they were unable to see any violation of the law in the fares charged. in as much as they did not exceed the legal rate per mile and were charged all alike. It was suggested that if the complainant had a different opinion and wished to pursue the matter further that he communicate with Hon. J. H. Henderson, Commerce Counsel. This he did

not do and, after a lapse of more than two months' time, the Board wrote the complainant advising that unless he was heard from to the contrary within ten days, the file would be closed without prejudice. The complainant wrote the Board on February 5th, dismissing the complaint. Filed November 3, 1924. Closed February 6, 1925.

No. A-4101-1925.

W. R. Harbert, Deep River, v. C. & N. W .- Station Facilities and Service.-Discontinuance of Tilton Station.

After some correspondence in connection with this file, the case was set down for hearing at Carnforth, Iowa, and was fully heard and taken under advisement. Before the Board had time to render a decision, the defendant railway company advised:

"This morning we are in receipt of a letter from our Chicago office stating that it has been definitely determined that the Chicago and North Western Railway Company will continue Tilton, Iowa, as an agency station. You may therefore, please treat our application as withdrawn and the file closed."

Filed January 15, 1925. Closed June 15, 1925.

No. A-4102-1925.

F. M. West, Strawberry Point, v. C. M. & St. P .- Station Facilities and Service.-Lighting and heating depot. Satisfactorily adjusted.

Filed January 16, 1925. Closed March 17, 1925.

No. A-4103—1925.

N. C. Nelson, Essex, v. C. B. & Q .- Station Facilities and Service. Failure to keep depot open at train time.

The railroad company made arrangements to have the passenger station kept open for the trains referred to in this complaint.

Filed February 7, 1925. Closed March 5, 1925.

No. A-4104-1925.

Bosserman Bros., Murray, v. C. B. & Q. Stock shipments-Failure to spot cars at stockyards-Condition of stock yards.

Three additional pens constructed. Side track to stockyards placed at proper angle so cars could easily be moved to stock chute for unloading.

Complaint satisfactorily adjusted. Filed January 21, 1825. Closed March 20, 1925.

No. . A-4105-1925.

J. C. Powers, Hampton, v. C. R. I. & P.-Train Service-Failure to stop trains.

Satisfactorily adjusted.

Filed January 21, 1925. Closed March 18, 1925.

No. A-4108-1925.

Town of Bellevue v. C. M. & St. P .- Request for approval of section of ordinance regulating speed of trains within city limits.

After some correspondence between this office, the railway company,

and the petitioners, it was found that the town of Bellevue and the railway company could not agree as to the speed restrictions within the city limits of Bellevue, whereupon the Board asked the complain. ants if, in view of the difference between the town and the railway they desired to have the case set down for formal hearing. This letter was ignored by the complainants. We again wrote them several months later and failed to elicit a reply. Therefore, the file was closed without prejudice.

Filed March 5, 1925. Closed October 14, 1925.

No. A-4109-1925.

Town of Remsen v. Illinois Central. Request for approval of section of ordinance regulating speed of trains within city limits.

An investigation disclosed the fact that the Superintendent of the defendant railroad company called on the mayor and council of the town of Remsen and they advised him they were entirely satisfied with the speed maintained by Illinois Central trains through that point. They assured him that proposed ordinance would not be passed. No further complaint being received from the town authorities, the file was closed without prejudice.

Filed March 6, 1925. Closed April 8, 1925. me waste structured in the

No. A-4110-1925.

Incorporated Town of Knowlton v. C. G. W .- Train Service .- Station Facilities and Service.

Chairman Lewis personally took this matter up with the representatives of the railroad company, and was advised by the railroad that for the four months previous to the closing of the station the receipts had been but \$21.39 a month. The chairman advised the complainant that with such showing as to earnings, he feared the Board would not be justified in making any order for increasing train service nor for additional service of any kind. He also stated to the complainant he doubted very much the advisability of holding a hearing unless it was felt they could show by evidence that the earnings of the station were such as to warrant the continuation of train and station service. Not receiving replies to two letters from this office, addressed to the complainant, asking as to whether or not under the circumstances a hearing was desired, the file was closed without prejudice.

Filed January 27, 1925. Closed October 14, 1925.

No. A-4111-1925. The first the state of the later of the

J. L. Dawson, Des Moines, v. Wabash Railway Company. Equipment -Complaint as to caboose on run from Tracy to Pershina mine.

The railroad company advised that they had placed a standard caboose in service on the Tracy switching line. No further complaint being received from the complainant, file was closed.

Filed February 26, 1925. Closed April 6, 1925.

No. A-4112-1925.

F. O. Dickey, Cummings, v. C. G. W .- Fence. at sectionary visit and property of the con-Necessary repairs made.

Filed March 4, 1925. Closed October 14, 1925.

No. A-4115-1925.

Trustees, Cooper Township, Monona County, v. C. & N. W. Highway crossing east of Mapleton,

Satisfactorily adjusted.

Filed April 30, 1925. Closed August 11, 1925.

No. A-4116-1925.

Citizens of Moscow v. C. R. I. & P .- Station Facilities and Service-Agent.

Failing to elicit a reply from the railroad company, this case was set down for hearing and was fully heard on May 19, 1925, at the depot at Moscow, at the close of which, after a conference held between the complainants and representatives of the railroad company, it was agreed that the representatives of the railroad company would make an attempt to have the custodian at Moscow appointed as a clerk to the agent at Wilton Junction, which would be satisfactory to the complainants. Failing in this, the Board would enter a formal order. Later, the General Manager of the Rock Island Railway advised;

"I am agreeable to authorizing the custodian to sign stock contracts and bills of lading with the name of the agent at Wilton per his, the custodian's name.

"The business derived from the community does not warrant the expense of maintaining a regular agency but due to the feeling of the citizens, I am, as stated, willing to concede that which I have set forth.

"A copy of this letter goes to Superintendent Abbott as instructions to put the arrangement into effect."

There being no further complaint received from the Citizens of Moscow, this file was closed without prejudice. Filed April 22, 1925. Closed June 4, 1925.

No. A-4117-1925.

Ed Fackler, Jr., Corning, v, C. B. & Q .- Station Facilities and Service—Agency at Brooks Station,

Failing to adjust this complaint by correspondence, it was set down for a hearing at Creston, Iowa, on May 21, 1925, and was fully heard and taken under advisement. Subsequent to the hearing the complainant advised us; and and amount of the state of these the

"There has been a satisfactory arrangement made in this matter by the C. B. & Q. officials and citizens of Brooks, Iowa, and it is now the desire of all concerned that this matter drop for the time being at least."

Filed April 9, 1925. Closed June 2, 1925.

No. A-4119-1925. page 11 automated logold PRU 12 Percent English McGreer Bros., Coburg, v. C. B. & Q .- Station Facilities and Service.-Discontinuance of agency.

After some investigating, this complaint was set down for a hearing at Red Oak, Iowa, on June 11th, but on June 6th Mr. Paul V. Wilson, Red Oak, attorney for the complainants, advised:

Claim affilm will

"Since the railroad is going to continue the service as outined in Mr. Card's letter there will of course be no need of hearing and with the understanding that the service is to continue the case may be dismissed."

Therefore, the hearing was cancelled and the file closed, Filed May 8, 1925. Closed June 8, 1925.

No. A-4126-1925.

What Cheer Booster Club, What Cheer, Iowa, v. C. & N. W. Train Service .- Discontinuance of, on Belle Plaine to Consol division. Satisfactorily adjusted.

Filed July 1, 1925. Closed November 5, 1925.

No. A-4127-1925.

City Council, Sheldon, Iowa, v. Illinois Central. Crossing protection at Third Avenue.

Satisfactorily adjusted. Case dismissed by complainants. Filed July 6, 1925. Closed September 21, 1925.

No. A-4129—1925.

Farmers Union, Honey Creek, v. C. & N. W .- Station Facilities and Service. Closing of station,

Upon investigation, the fact was developed that the report as to the proposed closing of this station was erroneous, the company advising that they had no such intention.

Filed July 8, 1925. Closed August 1, 1925.

No. A-4137-1925.

Montezuma Community Club v. M. & St. L .- Discontinuance of passenger train service.

After a futile attempt to adjust this complaint by correspondence, it was set down for hearing, at Grinnell, on September 29th. Later, and previous to the time of hearing, the railroad company wrote the Board that:

"It has been possible to reconcile our differences with the Committee from the Community Club at Montezuma by a rearrangement of train service which will provide two trains in and two trains out of Montezuma daily. This is being accomplished with one crew, which will lay-over nights at Grinnell, and which will result in only about 1'15" overtime. The Management is willing at this time to consider the expense, trusting that our friends at Montezuma will show their appreciation for the service by making an effort to support it."

The complainants were advised as to this action on the part of the defendant railroad company, and no further complaint being received from them, the file was closed without prejudice.

Filed August 19, 1925. Closed November 17, 1925.

No. A-4138-1925.

J. S. K. Campbell, Morning Sun, v. M. & St. L. Private Crossing. Satisfactorily taken care of.

Filed August 20, 1925. Closed October 20, 1925.

No. A-4140-1925.

Township Trustees, Bath Township, Cerro Gordo County, v. C. R. I. & P. Failure to Cut Weeds on Right of Way.

Weeds were cut. No further complaint was received. Filed September 18, 1925. Closed November 7, 1925.

No. A-4141-1925.

O. E. Gunderson, Forest City, Iowa, v. C. R. I. & P. Private Underground Crossing Near Neils.

On November 19, 1925, the complainant wrote the Board as follows: "We are still having this matter under consideration with the Railroad Company and have not as yet arrived at any determination. Perhaps it would be as well for you to close this case at this time as I fear nothing will be done this year. Perhaps you will permit me to take this matter up again next spring unless we arrive at some agreement sooner."

In view of the foregoing, the file was colsed without prejudice. Filed September 11, 1925. Closed November 20, 1925.

No. A-4144-1925.

E. W. Weeks, Guthrie Center, v. C. R. I. & P. Passenger Train Service -Stopping Trains 6 and 7 at Menlo.

After some correspondence in connection with this case, the complainant filed a letter of dismissal.

Filed September 24, 1925. Closed October 2, 1925.

No. A-4145-1925,

Dan S. Craig, Des Moines, v. M. & St. L. Fence, Dallas County. Proper repairs made. Filed October 10, 1925. Closed November 16, 1925.

No. A-4147—1925.

Golden Valley Creamery, Osceola, v. C. B. & Q. Refrigerator Car Service, Satisfactorily adjusted. Filed August 19, 1925. Closed November 5, 1925.

can add calling and to not addition to the formal and

No. A-4151-1925.

Henry Kelberer, Kesley, v. C. & N. W. Delay in Transferring Hogs at Parkersburg.

Upon the assurance of the railway company that future shipments would be handled promptly, and without cause for complaint from the shippers, the file was closed.

Filed October 13, 1925. Closed November 17, 1925.

No. A-4153-1925. Per all residenced from the first standards barre

William Young, Defiance, v. C. M. & St. P. Station Facilities and Service-Lighting and Heating Depot.

Filed October 15, 1925. Closed November 20, 1925.

Satisfactorily adjusted. File closed.

No. A-4154-1925.

City of Meriden v. Illinois Central. Station Facilities and Service-THE PARTY OF THE P Electric Lights.

Complainant failing to reply to inquiries from this office as to whether or not he desired a formal hearing, the file was closed without prejudice Filed September 20, 1924. Closed November 30, 1925.

No. A-4155-1925, Webster Bros. Manufacturing Co., Mason City, v. C. & N. W. Bills of Satisfactorily adjusted.

Filed August 13, 1924. Closed December 2, 1924.

No. A-4156-1925.

John H. Casey, Columbia, Mo., v. C. B. & Q. Passenger Service-Inability to Purchase Through Ticket.

Complaint was referred to Hon. J. H. Henderson, who took the matter up with the complainant and later received a letter from him to the effect that he would drop the case entirely.

Filed September 8, 1924. Closed December 2, 1924.

No. A-4157-1925.

T. G. Tasker, Anamosa, v. C. M. & St. P. Petition for Removal of Abandoned Spur Track.

Satisfactorily adjusted, a sadmon handle level at technique batter

Filed October 25, 1924. Closed June 20, 1925.

No. A-4158—1925.

Patrick Gavin, Forest City, v. C. R. I. & P. Weeds on Right of Way-Private Crossing. 20 31 months of assets and assets bullet

Claim adjusted.

Filed October 28, 1924. Closed November 30, 1925.

No. A-4159-1925.

Swift & Company, Chicago, v. C. B. & Q. Overcharge. The Board having no jurisdiction of the claim, the file was closed. Filed November 19, 1924. Closed November 30, 1925.

No. A-4160-1925.

Investigation of accidental death of James Hill at What Cheer coal chutes.

The engineer of the Board investigated the scene of this fatal accident, and certain repairs were made at the coal chute, with a view to avoiding a recurrence.

Filed October 17, 1924. Closed December 13, 1924.

No. A-4161-1925, "October 31 32 a 10 ft v somethed appear mainty

Nellie V. Morey, Anamosa, v. C. M. & St. P. Dangerous Condition of Highway Crossing Near Olin.

Upon investigation, it was developed that this was a situation over

which this Board would have no jurisdiction. The complainant failing to reply to an inquiry from this office, the file was closed without prejudice. Filed November 13, 1924. Closed June 22, 1925.

No. A-4162-1925.

Brotherhood of Locomotive Engineers, Ft. Dodge, v. M. & St. L. Protest Against Pyramid Cement Company's Switch Engine Operating Out of Territory.

Adjusted.

Filed August 25, 1924. Closed December 2, 1924.

No. A-4163-1925.

W. C. McCurdy, Massena, v. C. B. & Q. Mail Service, Adjusted.

Filed November 15, 1924. Closed June 22, 1925.

No. A-4164-1925.

Iowa State Highway Commission v. C. B. & Q. Crossing Protection. Unsatisfactory Operation of Wig Wag Signal at Chariton. Satisfactorily adjusted.

Filed November 19, 1924. Closed November 30, 1925.

No. A-4165-1925.

L. J. Dehn, Doon, v. Great Northern, Station Facilities and Service-Electric Lights in Depot.

Lights installed.

Filed December 6, 1924. Closed June 27, 1925.

No. A-4166-1925.

C. N. Nelson, Bedford, v. C. B. & Q. Refusal to Check Baggage. Livery Create Couppiny, et al. Lacony et al. Satisfactorily adjusted.

Filed December 11, 1924. Closed December 31, 1924.

No. A-4167-1925.

Iowa Co-operative Live Stock Shippers, Des Moines, v. C. B. & Q. Stock Scales at Grand River.

Closed without prejudice.

Filed November 12, 1924. Closed December 2, 1924.

Citizens of Delphos v. C. B. & Q. Station Facilities and Service. Agency. Satisfactorily adjusted, and a property and the same of the same o

Filed December 22, 1925. Closed March 17, 1925.

No. A-4169-1925. At M. W. W. M. D. A. Haddana C. Darbardt A. R.

Dana Shipping Association, Dana, v. M. & St. L. Failure to Furnish Cars. I the land toward out test binled waw if , dultaugles was ment)

Adjusted, while motivate door of bottom after batter, a bottomen

Filed January 14, 1925. Closed January 17, 1925.

GENERAL CASES CLOSED BY CORRESPONDENCE

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No. A-4170-1925.

K. M. Persing, Exira, v. C. R. I. & P. Delay in Transit. Satisfactorily adjusted.

Filed January 19, 1925. Closed February 5, 1925.

No. A-4171-1925.

Board of Control, Des Moines, v. C. G. W. and M. & St. L. Transfer Charge at Marshalltown.

Adjusted.

Filed March 18, 1925. Closed March 20, 1925.

No. A-4172-1925.

Brotherhood of Railway Trainmen v. C. M. & St. P., et al. Accommoda. tions on Trains for Head Brakemen.

Closed without prejudice.

Filed March 24, 1925. Closed May 11, 1925.

No. A-4173-1925.

Jesse Williams, et al., Rose Hill, v. C. & N. W. Station Facilities and Service. Closing of Station at Tioga. the smill react problems than I

Station service re-established. Complaint satisfactorily disposed of Filed January 20, 1925. Closed June 16, 1925.

No. A-4174-1925

Patrons of M. & St. L. railroad at St. Benedict. Station Facilities and Service. Protest Against Making Non-Telegraph Station.

Investigation developed that this complaint had to do with Western Union Telegraph service, over which the Board has no jurisdiction. The file was, therefore, closed.

Filed December 22, 1924. Closed February 20, 1925.

No. A-4175-1925. 2011 Hand A. D. H. T. V. Anolbyl arous X X

Lacey Grain Company, et al, Lacey, v. M. & St. L. Station Facilities and Service. Protest Against Closing of Station.

Upon investigation, the railroad company advised that while they had been considering closing the station, due to the fact that earnings were very light, it had not yet been decided to take such action. Therefore, the file was closed.

Filed January 14, 1925. Closed January 19, 1925.

No. A-4176-1925.

B. W. Devore, Dumont, v. C. G. W. Private Crossing. Satisfactorily adjusted.

Filed February 8, 1925. Closed April 29, 1925. Tried the course 22 1421. We say this let up

No. A-4177-1925.

R. A. Barcroft, Campbell, v. C. M. & St. P. Passenger Service at Campbell, Iowa.

Upon investigation, it was found that the railway company had inaugurated a limited train service in each direction between Des Moines and Spirit Lake, which required the elimination of stops at a number of small stations, including Campbell. The complainant was advised of this, and failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file was closed without prejudice. Filed March 5, 1925. Closed November 30, 1925.

No. A-4178-1925.

F. W. Erickson, Marshalltown, v. M. & St. L. Dangerous Grade Crossing at Pickering.

This case was taken up with the railroad company for investigation. and while they admitted that it was a dangerous crossing, they advised it was used by but few people, who were all familiar with the crossing and exercised caution in passing over it. The complainant was advised that the Board could issue no order in the case until procedure provided by law was complied with, and inasmuch as he failed to take the proper action, the case was held open for six months and, not having heard from him in that period of time, the file was closed without prejudice.

Filed April 28, 1925. Closed November 30, 1925.

No. A-4179-1925.

Melvin Shippers' Association, Melvin, v. C. R. I. & P. Stock Train Service.

Satisfactorily adjusted.

Filed May 20, 1925. Closed June 27, 1925.

No. A-4180-1925.

Farmers Co-operative Company, Terril, Iowa, v. M. & St. L. Station Facilities and Service-Hours of Service of Agent. Closed without prejudice.

Filed April 14, 1925. Closed June 26, 1925.

No. A-4181-1925.

Order of Railway Conductors, Belle Plaine, v. C. & N. W. Bridge Planking and Platform at Parkersburg.

Proper repairs made.

Filed March 5, 1925. Closed October 27, 1925.

No. A-4182-1925.

Citizens of Grant Center v. C. M. & St. P. Train Service-Flag Stop. Satisfactorily adjusted.

Filed June 23, 1925. Closed July 24, 1925.

No. A-4183-1925.

Board of Railroad Commissioners, Des Moines, v. C. & N. W. Failure to Stop Switch Engine at Certain Railroad Crossings in Des Moines.

The company advised that this practice would be discontinued. Filed June 30, 1925. Closed November 11, 1925.

No. A-4184-1925.

Town Clerk, Pioneer, Iowa, v. M. & St. L. Crossing. Proper repairs made.

Filed July 10, 1925. Closed September 23, 1925.

No. A-4185—1925.

Town of Strahan v. Wabash. Dangerous Highway Crossings. The complainants failing to reply to inquiries from this office as to whether or not they desired a formal hearing, the file was closed, Filed July 23, 1925. Closed November 30, 1925.

No. A-4186—1925. R. D. Wicker, Runnells, v. Wabash. Fence Near Adelphi. Necessary repairs made. Filed August 11, 1925. Closed September 21, 1925.

No. A-4187-1925.

John Miller, Adelphi, v. Wabash. Fence. Necessary repairs made. Filed August 4, 1925. Closed September 14, 1925.

No. A-4189—1925,

C. E. Starr, Steamboat Rock, v. M. & St. L. Scales at Stockyard. Complainant was advised:

"The United States Supreme Court has held that stock scales are not a transportation facility, and that the railroad company has no legal obligation to furnish them; that if by reason of maintenance of stock scales at one point and not another discrimination arises, such discrimination may be removed by taking away the stock scales from the points where they are maintained."

Failing to hear further from the complainant, the file was closed. Filed October 2, 1925. Closed November 30, 1925.

Order of Railway Conjugacy, bells Plains, v. C. 6 N. W. Hadde

Board of Smithers Commissioners, the Mulmay V. C. & N. W. Ferland

Express Company Cases Closed name the Second to Astlantin agency of the Box A. . . The course to the

No. C-291—1925.

American Association of Creamery Butter Manufacturers, Omaha, v. American Railway Express Company. Protest Against, and Request for, Suspension of Supplement 4 to American Railway Express Company Local Tariff 110-B-I, C. C. 1961.

The record in this case shows that the petition was not received in time to suspend the tariff before effective date, and inasmuch as the decision of this Board would depend considerably on that reached by the Interstate Commerce Commission in I & S 1991, the file was held open for some time, but was closed on November 25, 1925.

Filed December 17, 1923. Closed November 25, 1925.

No. C-294—1925.

Second National Bank, New Hampton. Refusal to Accept Shipments of Currency,

The complainants failing to reply to two letters from this office, asking as to whether or not they desired the case set down for formal hearing, the file was closed without prejudice,

Filed October 18, 1924. Closed June 22, 1925.

No. C-296-1925.

Board of Railroad Commissioners, Des Moines, v. American Railway Express Company. Express Rates. Request for Application of Rates Ordered in I. C. C. Docket 13930 to Iowa Intra-State Traffic.

The American Railway Express Company was summoned to appear before the Board on February 27, 1925, to show cause why the Commission should not issue its order fixing as reasonable for intra-state traffic within Iowa the schedules of express rates found to be reasonable by the Inferstate Commerce Commission, interstate. There appeared on this date:

Geo. S. Lee, Traffic Manager, New York City.

D. K. Brown, Supt., Des Moines, Iowa.

C. T. Clark, General Agent, Des Moines, Iowa.

After hearing the statement of Mr. Lee, of the American Railway Express Company, the Board, upon consultation and due consideration, entered the following of record:

The Board, after consultation and consideration, has determined to grant the request of the American Railway Express Company to put into effect, on one day's notice in Iowa, the reduced express rates applying in this particular territory, effective March 1, 1925, on interstate traffic, which are governed by Express Classification No. 29. This action is taken to protect our shippers in obtaining the reductions ordered by the Interstate Commerce Commission in the tariff, in which action the State Commissions cooperated with said Interstate Commerce Commission in hearing the evidence, consulting with, and agreeing with the Interstate Commerce Commission in its findings. It is understood that this action of the Board in no way approves of any item in said Classification No. 29, which is also permitted to become effective in lowa on one day's notice, but such classification is subject to complaint and review by the Commission, upon hearing, as provided by law, taken prompts made point connect to general sent no leant

Commissioner Webster: "I reluctantly concur in the foregoing, but I would much prefer that the rates should be permitted to become effective, and the matter of application of Classification No. 29 be taken up later. I concur, however, in order that the rates may become effective and hearings may be had later upon the classification on complaint." In the second seco

Filed February 19, 1925. Closed February 27, 1925. agent for some tree that was placed on variation 23.

No. CC-298-1925.

American Railway Express Company, Central Iowa Division, Des Moines. Petition for Authority to Establish Commodity Rates on Less Than Statutory Notice.

On April 7, 1925, the Board granted authority to the American Railway Express Company to establish commodity rates as carried in local commodity tariff 1961 between Davenport and Marengo, Ladora, Victor and Brooklyn, on less than statutory notice.

Filed April 7, 1925. Closed April 7, 1925.

No. C-299-1925.

A. R. McDonald, Danville, v. American Railway Express Company, Excess Charge on Hog Shipment. Refund made.

able for the Tellective Communic Constitution Property. There are

Filed May 7, 1925. Closed May 23, 1925. before the Board on Filterary 27, 1624, to those cause why the Com-

Condemnation Cases

No. F-29-1925.

Wabash Railway v. W. H. Cathcart, et al. Application for authority to condemn land in Polk County.

This application came on for hearing on July 27th and, after full hearing and viewing of the premises, certificate of authority to condemn was issued on July 29, 1925, and forwarded to the Clerk of the District Court of Polk County, for filing, as required by law, covering the following described land:

"A strip of land fifty (50) feet in width east of the east line of the highway known as the Carlisle Road in Section 17, Township 78 North, Range 23 West, extending from the north line of the highway known as the Vandalia Road at a point east of the Corporate limits of the city of Des Moines, south to the south line of the highway known as Carlisle Road at the point where said road turns east at or about the southwest corner of the Northwest Quarter of the Southeast Quarter (NW & SE 1/4) of Section 17, Township 78 North, Range 23 West, and a strip of land south of the right of way of the Wabash Railway Company in Section 8, Township 78 North, Range 23 West, east of the corporate limits of the City of Des Moines, to the highway known as the Vandalia Road, consisting of about six (6) acres east of the line of the corporate limits of the City of Des Moines in the Southwest Quarter of the Southeast Quarter (SW4SE4) of Section 8, Township 78 North, Range

Filed July 17, 1925. Closed July 29, 1925.

Switching Cases

No. D-831-1925.

Chicago Great Western Rallroad Company. Emergency Switching Rate at Mason City.

On December 3, 1924, the Board approved an emergency switching rate of \$6.50 per car, this rate to be effective until February 1, 1925.

Filed December 3, 1924. Closed February 1, 1925.

No. D-833-1925.

Omaha Freight Traffic Association, Omaha, v. Great Northern Railway. Absorption of Switching Charges at Sioux City.

Upon investigation by the rate department of the Commission, the complainant was advised as follows:

"The word 'handling' when emphasized makes a different interpretation of the tariff for you are aware that the C. M. & St. P. does not handle the traffic from that point and it is the opinion of the writer that the Great Northern Ry. could not be compelled to absorb switching charges with the tariff reading as it does."

Filed April 27, 1925. Closed May 12, 1925.

No. D-834-1925.

S. & J. C. Atlee, Inc., Ft. Madison, v. C. B. & Q. Railroad. Excessive Switching Charges From Jaeger Sand Pit Within the Switching Limits of Ft. Madison to Plant of Complainant.

Refund made.

Filed September 29, 1925. Closed November 12, 1925.

Warehouse Licenses

and Matters Pertaining Thereto, No. J-1-1925.

Western Terminal Elevator Company, Sioux City. Application for Bonded Warehouse License for Storing Grain at Sioux City.

On June 18th a representative of this office inspected the proposed warehouse of the Western Terminal Elevator Company, at Sloux City, and, on September 14th, the said company filed a bond in the sum of \$50,000, which was approved, and bonded warehouse license authorizing the said company to store grain and issue receipts therefor was issued. Filed January 29, 1925. Closed September 14, 1925.

No. J-2-1925.

R. E. Courson, Belmond. Application for License to Conduct a Bonded Warehouse for Storing Sugar at Belmond, Iowa.

On November 2, 1925, R. E. Courson filed a bond in the sum of \$100,000, which bond was approved, and on the same date bonded warehouse license No. 2 was issued, authorizing R. E. Courson to conduct a warehouse for the storing of sugar at Belmond, and to issue receipts therefor. This license was issued subject to inspection at a later date. Filed September 15, 1925. Closed November 2, 1925.

No. 114114-1492.

L. T. Munion, Montree Molar Chryse Principles Mutter, Same and Park Versations.

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20. 162 1824 VI.

C. L. Blue, Barnoulle, Neutr Correct Estamone, Folk County
On Neutrophys II, 1824, i.in. Housel, authorized the Transfer of nextline
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Motor Carrier Decisions, Certificates of Authorization, Certificates of Convenience and Necessity, and Matters Pertaining Thereto

Western Terminal Exercise Comments, Story City, Applications for

No. 10447—1923.

Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola, Iowa. Motor Carrier—Passenger—Polk and Warren Counties.

On May 13, 1925, the Board revoked certificate of authorization No. 2, granted in the above case on October 24, 1923.

First January 18, 1815, Clean September 11, 1837.

No. 10448-1923.

M. B. Hildreth, Anthon, Iowa. Motor Carrier-Passenger-Woodbury County.

Certificate of Convenience and Necessity No. 3, dated August 24th, issued in lieu of Certificate of Authorization No. 3.

No. 10449-1923. The property of tagge to the roll and an emoderne

O. C. Wright, Adel. Motor Carrier-Passenger-Polk and Dallas Counties.

Certificate of Convenience and Necessity No. 1, dated September 21, 1925, issued in lieu of Certificate of Authorization No. 1.

No. 10451-1923.

L. T. Munson, Monroe. Motor Carrier-Passenger-Marion, Jasper and Polk Counties.

On March 17, 1925, the Board adopted resolution approving transfer of Certificate of Authorization No. 4, issued to L. T. Munson, Monroe, Iowa, operating as Great White Way Bus Company, to the Great White Way Bus Company, a partnership composed of L. T. Munson, Monroe, Iowa, and C. L. Conrad, Indianola, Iowa.

No. H-2-1924.

C. L. Blue, Runnells, Motor Carrier-Passenger-Polk County.

On November 14, 1924, the Board authorized the transfer of certificate of authorization granted on April 22, 1924, to the Runnells Bus Line, a partnership composed of C. L. Blue, Runnells, Iowa, and J. T. Snyder, Mitchellville, Iowa. On November 17, 1925, the Board issued Certificate of Convenience and Necessity No. 39 in lieu thereof.

No. H-6-1924.

Frank Douglas, Indianola. Motor Carrier—Passenger—Polk and Warren Counties.

On December 3, 1924, the Board approved the transfer of Certificate

of Authorization No. 47, granted in the above application, to R. L. Conard, Indianols, Iowa.

No. H-11—1924.

W. R. Hagan & Son. Monroe. Motor Carrier-Passenger-Polk, Jasper and Marion Counties.

On February 9, 1925, the Board revoked Certificate of Authorization No. 10 issued to the above applicant on February 15, 1924, and on February 13, 1925, it passed a resolution striking from the record such revocation of certificate.

No. H-12-1924.

Iowa Transit Company, Shenandoah. Motor Carrier-Passenger-Fremont, Page, Mills and Pottawattamie Counties.

On September 14, 1925, the Board approved transfer of Certificate of Authorization to the Iowa Transit Company of Shenandoah, Iowa.

Certificate of Convenience and Necessity No. 12 dated November 18, 1925, issued in lieu of Certificate of Authorization No. 12.

No. H-13—1924.

Shenandoah-Clarinda Stage Line, Shenandoah. Motor Carrier-Passenger-Page County.

Certificate of Convenience and Necessity No. 12, dated November 18, 1925, issued in lieu of Certificate of Authorization No. 54.

No. 10451-1923.

L. T. Munson, Monroe, Motor Carrier-Passenger-Marion, Jasper and Polk Counties.

Certificate of Convenience and Necessity No. 4, dated September 15, 1925, issued in lieu of Certificate of Authorization No. 4.

No. H-16-1925, has constructed in attailine) Jiel it isdansered no

Beasley Bros., Newton. Motor Carrier-Passenger-Polk and Jasper Counties.

The original application in this case was filed on July 5, 1923. The hearing was held in the office of the Board on June 17, 1924, and the application dismissed as it appeared that the applicant had not filed the right form of application. An amended application was filed on June 19, 1924, and on Setember 5, 1924, the application was fully heard and submitted. On September 12, 1924, the following decision was rendered:

Section 5097 of the Code provides that a certificate shall be issued to the operator of a motor vehicle if it shall be established "that such person, firm, or corporation was actually operating in good faith, over the route for which such certificate shall be sought, on April 14, 1923."

The original application in this case did not specify Mitchellville as being upon the route between Colfax and Des Moines. Later, however, application was amended to include the town of Mitchellville.

In our opinion, the evidence in this case is clearly established that as a

matter of fact the applicant did operate the motor bus in and out of Mitchellville. It was established by evidence that generally the applicant was operating over the old "River to River" road passing north of Mitchellville, on and prior to April 14, 1923; that a new "River to River" road, as relocated by the State Highway Commission as primary road No. 7, passes south of Mitchellville, and since that road has been made ready for use the applicant has used that highway.

The contention of the Des Moines and Central Iowa Railway is that because the applicant is now using the south road instead of the north road, such applicant is not entitled to a certificate of authorization under the good faith clause heretofore quoted. The applicant insists, however, that the use of the north road was necessary because the south road was impassable, but that as soon as it was made passable that was the highway used.

The law contemplates that the Board shall be advised of the route and terminals exactly as they shall be used by the motor carrier. The law, however, specifically permits "periodic or irregular departures from said termini or route."

It is our opinion that, under the facts developed in this case, the applicant, under the law, was operating in good faith on April 14, 1923, substantially over the route and between the terminals as indicated in the application. Certificate of authorization therefore will issue under the terms of Section 5097 of the Code.

On December 5, 1924, Certificate of Authorization No. 100 was granted to operate between Newton, Colfax, Mitchellville, Altoona and Des Moines. Shennardesh Clarifina State than Shennadesh their Principal

No. H-19-1924.

Fogg & Milhollin, Guthrle Center. Motor Carrier-Passenger-Polk. Dallas and Guthrie Counties.

On December 31, 1924, the Board approved the transfer of Certificate of Authorization granted on March 20, 1924, to the Guthrie Center Transportation Company, Des Moines, Iowa, and on January 19, 1925, resolution approving of the transfer was issued. On February 10, 1925, a resolution approving of the transfer of this certificate to O. C. Wright of Adel, Iowa, and cancelling part of the authority granted in such certificate, was issued.

On September 21, 1925, Certificate of Convenience and Necessity No. 1 was issued in lieu of Certificate of Authorization No. 24.

 Motor Bus Company, Cedar Falls. Motor Carrier—Passenger—Black Hawk County.

On December 31, 1924, the Board revoked Certificate of Authorization No. 23, which was issued to the above applicant on March 21, 1924.

No. H-21-1925

E. C. Dorsey, Anita. Motor Carrier-Freight-Cass County.

This application was filed on July 5, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board on January 22, 1925, granting Certificate of Authorization No. 113 to operate between Anita and Atlantic, Iowa,

On November 20, 1925, the Board issued Certificate of Convenience and Necessity No. 113 in lieu thereof.

All of multilepoint in highway in the contract of No. H-24-1924.

Mrs. L. V. Heaivilin, Des Moines. Motor Carrier-Passenger-Polk. Warren and Madison Counties.

On November 16, 1925, the Board revoked Certificate of Authorization No. 15, issued on February 28, 1924.

No. H-25-1925.

Jacob E. Troup, Cambridge. Motor Carrier-Freight-Polk and Story Counties.

This application was filed on July 9, 1923, and on November 20, 1925, was dismissed by the Board in accordance with rule 14 of the rules and regulations governing the operation of motor carriers.

No. H-26-1924. The amount of the standard to be a first of frame and the

Mary M. Sorenson, Algona. Motor Carrier-Passenger-Kossuth. Humboldt and Webster Counties.

or remove helds of yet. Named Adv. Starter and helder to

A Certificate of authorization was issued in this case on December 21, 1925, and on July 30, 1925, the Board approved the transfer of said Certificate of Authorization No. 6 to the Ft. Dodge, Des Moines & Southern Transportation Company of Boone, Iowa.

On August 10, 1925, the Board issued Certificate of Convenience and Necessity No. 6 in lieu of Certificate of Authorization No. 6.

No. H-27-1924.

W. L. Keeney, Adel. Motor Carrier-Freight-Dallas and Polk Counties, evide wat of Stell it redireced no becomes T an elective

On March 18, 1924, the Board issued Certificate of Authorization No. 21 to the above applicant, and on March 20, 1925, the applicant filed an application asking the Board to approve the transfer of said Certificate to W. A. Eben, Adel, Iowa, such transfer being approved on April 1, 1925, a substructive operations and mobile and attitude of substructions and

Certificate of Convenience and Necessity No. 21, dated July 14, 1925, issued in lieu of Certificate of Authorization No. 21.

On November 2, 1925, the Board approved transfer of this Certificate to A. J. Marker, Adel, Iowa, such transfer to be effective as of November 4, 1925. I so struck additionable to a restinate page to an authorities a restore.

No. H-28-1925.

Toney Gerdes, Independence. Motor Carrier-Freight-Buchanan and Black Hawk Counties.

This application was filed on July 7, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on

December 15, 1924, granted Certificate of Authorization to operate between Waterioo, Jesup and Independence.

Certificate of Convenience and Necessity No. 106, dated November 19, 1925, issued in lieu of Certificate of Authorization No. 106. No. H-29-1924.

Otto Jackson and Stanley Jackson, Keokuk. Motor Carrier-Passenger-Lee and Des Moines Counties.

This application was filed on July 7, 1923, and it appearing that the applicants were operating in good faith on April 14, 1923, the Board, on March 6, 1924, granted Certificate of Authorization No. 19 to operate between Keokuk, Montrose, Ft. Madison and Burlington.

Certificate of Convenience and Necessity No. 19, dated July 24, 1925, issued in lieu of Certificate of Authorization No. 19.

No. 10454-1923.

Waterloo, Cedar Falls & Northern Railway Company, Waterloo. Motor Carrier—Passenger—Black Hauck County.

Certificate of Convenience and Necessity No. 75, dated October 20, 1925, issued in lieu of Certificate of Authorization No. 75.

No. H-31-1925.

J. M. Worley & Son, Exilne, a partnership composed of J. M. Worley and M. C. Worley, Exilne. Motor Carrier—Passenger—Appanoose County.

On receipt of statement from the applicants that they ceased operation as a motor carrier on January 2, 1925, the file was closed,

No. H-32-1924.

L. C. Pantages, Ames. Motor Carrier—Passenger—Story County. On October 2, 1925, the Board revoked the right to operate under Certificate No. 7, granted on December 31, 1923, to the above applicant, in the following language:

ORDER REVOKING RIGHT TO OPERATE AS A MOTOR CARRIER.

The records in the office of this Board show that on December 21, 1923, the Board issued Certificate of Authorization No. 7 to L. C. Pantages, Ames, Iowa, operating as White Star Motor Transportation, authorizing him to operate as a motor carrier for the transportation of passengers for compensation between Ames, Story County, Iowa, and Nevada, Story County, Iowa; that on January 29, 1925, the Board issued Certificate of Authorization No. 114 to L. C. Pantages, Ames, Iowa, owner and operator of the Ames Motor Transportation Co., Ames, Iowa, authorizing him to operate as a motor carrier for the transportation of passengers for compensation between Grundy Center. Conrad and Marshalltown, in Grundy and Marshall Counties, Iowa; that on January 29, 1925, the Board issued Certificate of Authorization No. 116 to L. C. Pantages, Ames, Iowa, owner and operator of the Ames Motor Transportstion Company, Ames, Iowa, authorizing him to operate as a motor carrier for the transportation of passengers for compensation between Waterloo, Hudson, Reinbeck, Morrison, Grundy Center, Eldora, Hubbard, Colo, Nevada, Ames and Boone, in Black Hawk, Grundy, Hardin, Story and Boone Counties, Iowa, and on March 26, 1925 authorized L. C. Pantages, Ames, Iowa, owner and operator of the Ames Motor Transportation Company, Ames, Iowa, to operate as a motor carrier for the transportation of passengers for compensation between Nevada, Cambridge, and Des Moines, in Story and Polk Countles, Iowa, pending the issuance of a Certificate of Authorization.

Complaint was made to the Board of the manner in which this motor carrier was operating and that he was charging an unauthorized rate of fare, and an inspector for the Board was instructed to make an investigation into these matters and report his findings to the Board. The investigation was made during the week of May 25, 1925 and the inspector's report has been filed with the Board and a copy mailed to Mr. Pantages on June 4, 1925.

According to this report, this motor carrier's bus with license No. 86-8782 was operated in violation of the provisions of paragraph (f). Section 15. Chapter 5. Laws of the Porty-first General Assembly of lows, on Monday, May 25, 1925, in that this bus made the trip from Nevada to Des Monses, a distance of thirty-eight and one-half miles, in one hour and fifteen minutes, whereas said paragraph (f) provides that no passenger carrying motor vehicle shall be driven upon the highways at a greater rate of speed than thirty-miles an hour, and the Time Schedule allows one hour and forty minutes for this trip.

The report also sets out that this motor carrier was charging a fare of \$1.25 from Nevada to Des Moines and \$1.16 from Ames to Des Moines via Nevada. The adult fare from Ames to Nevada, as shown by the Schedule of Rates and Fares on file with Certificate No. 7, is 350, and the fare from Nevada to Des Moines, according to the Schedule of Rates and Fares on file with File H-334, is \$1.25, making a through rate of \$1.66 from Ames to Des Moines via Nevada.

The report states that the service on the Marshaltown-Grundy Center route has not been regular; that no service was given on Friday, May 22, 1925. Sunday, May 24, 1925 and Monday, May 25, 1926, and that on Saturday, May 23, 1925, only the afternoon trip was made, the reason given for failure to operate on these days was that the cars broke down and no other equipment was available while repairs were being made. The report also sets out other instances of failure of this motor carrier to maintain his field schedules.

There is also an inspector's report on file with the papers in connection with Certificate No. 114 in which the inspector states that he rode from Grundy Center to Marshalltown on March 27, 1225 on one of Mr. Pantages' busses and that in his opinion, the driver of this bus exceeded the speed limit fixed by Chapter 252. The report also shows that this car had a suating capacity of fourteen passengers, whereas it had been reported to this Board by the motor carrier as having a seating capacity of twelve passengers and was insured and taxed at that capacity.

On June 17, 1925, the Board received a notice from the Story County Treasurer that the above named motor carrier had failed to pay the taxes due that county under the provisions of Chapter 252, Code of Iows, 1924, for the months of August September, October, November and December, 1924, and January, February and March, 1925, amounting to \$173.46, which had accrued on account of his operations under Certificate No. 116. A similar notice was also received from the Story County Treasurer on that date advising of the failure to pay the taxes due that county for the months of January, February, and March, 1925, amounting to \$82.06, on account of his operations under Certificate No. 7. These notices were given the Board in accordance with that part of Section 5103, Chapter 252, Code of Iowa, 1924, which reads as follows:

"Upon failure of any motor carrier to pay any tax when due, the county treasurer shall notify the commission at once, and the commission may in its discretion revoke the carrier's certificate"

The taxes for each month are payable forty-five days from the end of the month. The failure to pay these taxes was called to the motor carriers attention by the Board with the request that payment be made by June 24, 1925, and on June 22, 1925 we received the following letter from Mr. Pantages:

"In reply to your letter of June 17th, in regard to taxes for Story County, I wish to state I sent a check on June 18th for \$173.40. There is still a balance of \$46 which will be taken care of within a few days."

The files in connection with Certificate No. 7 also show that the Board received a written complaint from a resident of Boone, Iowa, who stated that while riding in a bus owned by Mr. Pantages, between Ames and Nevada, on July 23rd, which bus was driven by Mr. Pantages personally, said bus was operated in a reckless and inconsiderate manner, making it dangerous for other drivers on the highway. The complainant also stated that he had seen these busses driven in a reckless manner on several previous occasions.

On July 28, 1925, the Board received notices from the Story County Treasurer that this motor carrier had failed to pay the following taxes due that county under said Chapter 252:

Certificate No. 116-April 1st to April 16th, 1925, amount \$14.77. Certificate No. 7-January, February, March, and April 1st to April

16th, 1925, amount \$70.81.

File H-384, April 1st to April 16th, 1925, amount \$6.95. According to these notices, Mr. Pantages did not take care of the taxes due Story County under Certificate No. 7, for the months of January, February and March, 1925, as he stated he would do in his letter of June 22nd referred

The record also shows that a resident of Ames, Iowa, called at the office of the Board on August 24, 1925, and made complaint that he waited for the bus which is scheduled out of Ames at 19:30 P. M. on August 13th, in order to go to Nevada, but the bus did not make the trip and it was necessary for him to hire a taxi. He also stated that this bus had failed to make that trip on several occasions and no effort had been made to advise the public.

On September 4, 1925, notice was received from the Black Hawk County Treasurer that this motor carrier had failed to pay the taxes due that county under the provisions of said Chapter 252, for the months of August, September, October, November and December, 1924, and January, February, March and April 1st to April 16th, 1925, amounting to \$100.38.

The Board, therefore, on September 8, 1925, directed that Mr. Pantages appear before the Board on Monday, September 14, 1925, ten o'clock A. M., at the office of the Board in Des Moines, for hearing on the matters referred to in the report of this Board's inspector, and to show cause why Certificate of Authorization No. 116 should not be revoked for failure to pay the taxes due Black Hawk County under Chapter 252, for the period August 1, 1924 to April 16, 1925. The hearing was called on Setpember 14th, Mr. Pantages being present in person and by his attorney, E. H. Fitch, Des Moines, at which time full hearing was had and the case taken under advisement.

At this hearing, Mr. Pantages admitted some of the matters referred to above but offered no good reason or excuse for his continued disregard for the law and this Board's Rules and Regulations Governing the Operation of Motor Carriers, and it was then decided that it had become necessary for the Board to take some action under the law.

It was also developed at the hearing that the taxes in some of the other counties were overdue and unpaid.

Therefore, in view of the facts developed at the hearing of September 14. 1925, and the past record of Mr. Pantages' failure to observe the requirements of the law and this Board's Rules and Regulations, the Board is of the opinion that such facts and record constitute just cause for revoking Mr. Pantages' right to operate as a motor carrier, and it is ordered that Certificates of Authorization Nos. 7, 114 and 116 and whatever right Mr. Pantages may have to a Certificate in File H-384, be and they hereby are revoked. All the second streets that of bottom being the formation of

No. H-33-1925. L. C. Pantages, Ames, operating as White Star Motor Transportation. Motor Carrier-Passenger-Story and Polk Counties. Application withdrawn.

No. H-34—1924.

Henry Billman, Mason City. Motor Carrier-Freight-Cerro Gordo and Floyd Counties,

This application was filed on July 12, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on February 28, 1924, granted Certificate of Authorization No. 16 to operate between Mason City and Charles City.

Certificate of Convenience and Necessity No. 16, dated July 10, 1925, issued in Heu of Certificate of Authorization No. 16.

No. H-35-1924.

Roy Benjamin, Valley Junction. Motor Carrier-Freight-Polk and Dallas Counties.

This application was filed on July 11, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on March 18, 1924, granted Certificate of Authorization No. 20 to operate between Des Molnes and Adel. On April 1, 1925, the Board revoked this Certificate of Authorization, and on April 6, reinstated the Certificate.

On May 8, 1925, the Board issued a resolution transferring Certificate of Authorization No. 20 to Bert Myers, Adel, Iowa.

Certificate of Convenience and Necessity No. 20, dated July 14, 1925, was issued in lieu of Certificate of Authorization No. 20.

No. H-38-1924.

Harris Bros., Spencer, a partnership composed of Francis J. Harris and Joseph W. Harris, Spencer. Motor Carrier-Passenger-Clay and Dickinson Counties.

This application was filed on July 14, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on September 23, 1924, granted Certificate of Authorization No. 74 to operate between Spencer and Spirit Lkne.

Certificate of Convenience and Necessity No. 74, dated August 17, 1925, in lieu of Certificate of Authorization No. 74.

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No. H-39-1924.

Bishop & Croghan, Griswold, a partnership composed of John Bishop and C. B. Croghan, Griswold. Motor Carrier-Freight-Cass County.

This application was filed on July 14, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on June 9, 1924, granted Certificate of Authorization No. 49 to operate between Griswold and Atlantic.

Certificate of Convenience and Necessity No. 49, dated August 10, 1925, was issued in lieu of Certificate of Authorization No. 49.

No. H-42-1925.

C. J. Bickel, Sidney. Motor Carrier-Freight-Fremont County. On April 8, 1925, the Supreme Court of Iowa decided that Chapter 252, Code of Iowa, 1924, was void insofar as it applied to motor carriers not operating for hire. This application was, therefore, dismissed on pril 11, 1925. April 11, 1925.

No. H-47-1924.

Ward D. Walrod, DeWitt Motor Carrier-Passenger-Clinton Counts This application was filed on July 19, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on March 29, 1924, granted Certificate of Authorization No. 28 to operate between Grand Mound and Clinton,

Certificate of Convenience and Necessity No. 28, dated August 2, 1991 was issued in lieu of Certificate of Authorization No. 28.

No. H-48-1925.

Hampton Truck Line, Hampton, a partnership composed of M. Mernenga and Paul Mennenga, Hampton. Motor Carrier-Freight-Franklin, Cerro Gordo, Hardin and Wright Counties.

This application was filed on July 19, 1923, and on December 3, 1924, Certificate of Authorization No. 97 was granted to operate between Hampton and Mason City, between Hampton and Iowa Falls, and between Hampton and Belmond.

No. H-50-1924.

Benjamin W. Crips, Ottumwa. Motor Carrier-Passenger-Wapelle. and Davis Counties.

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This application was filed on July 20, 1923, and hearing was held at Ottumwa, Iowa, on February 25, 1924. Subsequent to this hearing the applicant filed with the Board satisfactory evidence of the fact that he had taken over the interests of M. D. Bradshaw, of Bloomfield, whe was actually operating in good faith, over this route, on April 14, 1923. Therefore, the Board, on March 13, 1924, granted Certificate of Authorization No. 18 to operate between Ottumwa and Bloomfield and be tween Ottumwa and Oskaloosa.

Certificate of Convenience and Necessity No. 18, dated July 24, 1925. was issued in lieu of Certificate of Authorization No. 18.

No. H-51-1924

D. F. Cooksey, Red Oak. Motor Carrier-Freight-Montgomery, Mills and Pottawattamic Counties.

This application was filed on July 20, 1923, and hearing was held at Council Bluffs, on September 20, 1923. On January 25, 1924, the Board rendered a decision denying the application.

On Feb. 13, 1924, the applicant filed petition for rehearing, which was granted, and, hearing held on March 12, 1924, in the office of the Board, and on Nov. 21, 1924, Certificate of Authorization No. 89 to operate between Red Oak and Council Bluffs, was granted.

Certificate of Convenience and Necessity No. 89, dated November 16, 1925, was issued in lieu of Certificate of Authorization No. 89.

No. H-52-1925, Jefferson Highway Transportation Co., Minneapolis, Motor Carrier-Passenger-Worth and Cerro Gordo Counties.

Certificate of Convenience and Necessity No. 27, dated October 26, 1925, was granted authorizing operation as a motor carrier between the north line of the State of Iowa and Mason City.

No. H-54-1924.

E. E. Curtis and C. O. Ross, Washington. Motor Carrier-Passenger -Washington and Johnson Counties,

On November 9, 1925, the Board passed a resolution approving the transfer of certificate issued in the above case, on February 19, 1924, to the Iowa Transportation Company, Iowa City, Iowa.

No. H-55-1924.

Vanlaw Hadley, Fairfield, Motor Carrier-Passenger-Jefferson and Van Buren Counties.

This application was filed on July 24, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board on Aug. 16, 1924, granted Certificate of Authorization No. 61 to operate between Fairfield and Keosauqua. On Dec. 3, 1924, the Board approved the transfer of this certificate to Thomas W. Hannah, of Fairfield, Iowa. Certificate of Convenience and Necessity No. 61, dated October 30, 1925, was issued in lieu of Certificate of Authorization No. 61.

No. H-56-1924.

Nis N. Ostergaard, Camanche. Motor Carrier-Passenger-Clinton County.

This application was filed on July 23, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board on April 8, 1924, granted Certificate of Authorization No. 30 to operate between Cammanche and Clinton.

Certificate of Convenience and Necessity No. 30, dated July 24, 1925, issued in lieu of Certificate of Authorization No. 30, Corne Transfer Life, La December 1992 Street, of Street, Colors Agreement

No. H-59-1924.

Earl Neth, Atlantic, Motor Carrier-Freight-Cass County,

This application was filed on July 25, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 18, 1924, granted Certificate of Authorization No. 36 to operate between Atlantic and Lewis.

Certificate of Convenience and Necessity No. 36, dated on August 3, 1925, issued in lieu of Certificate of Authorization No. 36.

No. H-61—1925.

Ruse Bros. Transfer Co., Tabor, a partnership composed of Floyd O. Ruse and Olony Ruse, Tabor. Motor Carrier-Freight-Mills, Pottawattamie and Fremont Counties.

MOTOR CARRIER DECISIONS

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On April 1, 1925, the Board granted Certificate of Authorization No. 136 to operate as a motor carrier over no regular route in the above named counties.

No. H-62-1924.

L. E. Strickler, Iowa City. Motor Carrier-Passenger-Johnson and Washington Counties.

This application was filed on July 26, 1923, hearing was held, at Iowa City, on Sept. 12, 1923, and on August 28, 1924, Certificate of Authorization No. 65 was granted to operate between Iowa City and Washington and between Washington and Fairfield.

Certificate of Convenience and Necessity No. 65, dated November 15, 1925, was issued in lieu of Certificate of Authorization No. 65.

No. H-63-1925.

Keith E. Stalker, Rudd. Motor Carrier-Freight-Floyd and Cerro Gordo Counties.

This application was filed on July 27, 1923, and on February 10, 1923, Certificate of Authorization No. 117 was granted to operate between Rudd and Charles City and between Rudd and Mason City.

Certificate of Convenience and Necessity No. 117, dated November 2, 1925, was issued in lieu of Certificate of Authorization No. 117.

No. H-66-1925.

City Transfer and Storage Company, Sheldon. Motor Carrier-Freight
-O'Brien, Lyon, Oscola, Sioux, Plymouth, Woodbury, Dickinson, Clay,
Palo Alto, Cherokee and Emmet Counties.

This application was filed on July 30, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on January 19, 1925, granted Certificate of Authorization No. 112 to operate as a motor carrier over no regular route in the above countles.

No. H-67-1924

Gates Transfer Line, La Porte City, operated by C. T. Gates, La Porte City. Motor Carrier-Freight-Black Hatck County.

This application was filed on July 30, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 18, 1924, granted Certificate of Authorization No. 35 to operate between La Porte City and Waterloo.

Certificate of Convenience and Necessity No. 35, dated November 21, 1925, was issued in lieu of Certificate of Authorization No. 35.

No. H-70-1924.

Bert Phillips, Rembrandt. Motor Carrier-Freight-Buena Vista Consty.

This application was filed on August 1, 1923, hearing was held, at Storm Lake, on Feb. 19, 1924, and on April 16, 1924, Certificate of Authorization No. 34 was granted to operate between Rembrandt and Storm Lake.

Certificate of Convenience and Necessity No. 34, dated August 17, 1925, was issued in lieu of Certificate of Authorization No. 34.

No. H-71-1924.

F. D. Eatwell, Prairie City. Motor Carrier-Freight-Jasper and Polk Counties.

This application was originally filed by E. A. Long. It appearing that Mr. Long was operating in good faith on April 14, 1923, and that F. D. Eatwell had taken over the interests of said Long, the Board, on June 23, 1924, granted Eatwell Certificate of Authorization No. 55, to operate between Prairie City and Des Moines.

Certificate of Convenience and Necessity No. 55, dated August 17, 1925, issued in lieu of Certificate of Authorization No. 55.

No. H-72-1925.

Jacob E. Decker & Sons, Mason City. Motor Carriers-Freight-Cerro Gordo, Franklin and Hardin Counties.

This application was filed on August 2, 1923. The new motor carrier law contained in Chapter 4, Laws of the Forty-First General Assembly, not covering the transportation of a carrier's own product on infrequent trips over an indefinite route, this case was closed on June 10, 1925, without Certificate of Convenience and Necessity being issued.

No. H-73-1924.

R. L. Smith, Moville, operating the Motor Service Company of Moville. Motor Carrier-Freight-Woodbury County.

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This application was filed on August 3, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on May 8, 1924, issued Certificate of Authorization No. 42 to operate between Moville and Sioux City.

Certificate of Convenience and Necessity No. 42. dated August 10, 1925, was issued in lieu of Certificate of Authorization No. 42.

No. H-74-1924.

Virgil Beck, Martensdale. Motor Carrier-Freight-Polk and Warren Counties.

On May 5, 1923, the Board authorized the transfer of Certificate of Authorization No. 64 to J. P. Maxwell & Son, St. Charles, Iowa.

No. H-75-1924.

M. J. Cass, Monticello. Mo'or Carrier-Passenger-Jones and Dubuque Counties.

This application was filed on August 4, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on Jan. 28, 1924, granted Certificate of Authorization No. 8 to operate between Monticello and Dubuque.

Certificate of Convenience and Necessity No. 8, dated October 15, 1925, was issued in lieu of Certificate of Authorization No. 8.

No. H-76—1925,

National Refining Co., Dubuque. Motor Carrier-Oil.

This application was filed on August 8, 1923. The new motor carrier law contained in Chapter 4, Laws of the Forty-First General Assembly, not covering the transportation of a carrier's own products on infraquent trips over an indefinite route, this case was closed on June 10. 1925, without Certificate of Convenience and Necessity being issued

No. H-78-1924.

H. D. Stephens, Hudson, operating the Hudson Dray Line, Motor Carrier-Freight-Black Hawk County,

This application was filed on August 7, 1923, and it appearing that that applicant was operating in good faith on April 14, 1923, the Board on September 20, 1924, granted Certificate of Authorization No. 71 to operate between Hundson and Waterloo. On September 1, 1925, the Board approved the transfer of this Certificate to Harold Kristensen Hudson, Iowa.

Certificate of Convenience and Necessity No. 71, dated November 16. 1925, was issued in lieu of Certificate of Authorization No. 71. private private leaves of the control of the contro

No. H-79-1925.

Northwestern Bottling Works, Iowa Falls, operated by Ray Downing. Motor Carrier-Freight. was not been a substituted and their substitute

This application was filed on August 8, 1923, and the case was closed on January 8, 1925, at the applicant's request, account having ceased operation. A. Reyth, North security the Major burning College

No. H-81-1924

A. E. Cattermole, Storm Lake. Motor Carrier-Passenger-Clay and Buena Vista Counties.

This application was filed on August 9, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on February 27, 1924, granted Certificate of Authorization No. 14 to operate between Spencer and Storm Lake.

Certificate of Convenience and Necesity No. 14, dated July 9, 1925, was issued in lieu of Certificate of Authorization No. 14.

No. H-82-1924.

Frank E. Burns, Ft. Dodge. Motor Carrier-Freight-Webster and Boone Counties

On May 25, 1925, the Board revoked Certificate of Authorization No. 40 granted to the above applicant on May 7, 1924.

No. H-83—1925. A. A. Nelson and E. J. Marquesen, Atlantic, a partnership. Motor Carrier-Freight-Cass and Audubon Counties,

This application was filed on August 13, 1923, and the case was closed on September 16, 1925, when it was found that neither of the applicants had been operating for over a year.

No. H-84-1924.

Robert A. Wilson, Grant. Motor Carrier-Freight-Montgomery County.

This application was filed on August 13, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on May 15, 1924, issued Certificate of Authorization No. 44 to operate between Elliott and Grant.

Certificate of Convenience and Necessity No. 44, dated November 10, 1925, was issued in lieu of Certificate of Authorization No. 44.

No. H-85-1924.

Ralph H. Conrad. Indianola. Motor Carrier-Freight-Polk and Warrea Counties.

On June 19, 1925, Resolution approving of lease of Certificate No. 93, issued to the above applicant, to J. E. Eldridge, of Indianola, was adopted. THE RESIDENCE OF THE PERSON NAMED AND ASSESSMENT OF THE PERSON NAMED ASSESSMENT OF THE PERSON NAMED AND ASSESSMENT OF THE PERSON NAMED ASSESSMENT OF TH

No. H-86—1925.

Earl S. Fuller, Bedford. Motor Carrier-Passenger-Taylor County. This application was filed on August 14, 1923, and on December 31, 1924, the case was closed when it was found that the applicant had discontinued operating as a motor carrier. of Portrary Confidence of Authorizontal Sec. 22. The Internal In Territorial Sec.

No. H-87-1924.

C. L. McLeod, Iowa Falls. Motor Carrier-Freight-Hardin, Hamilton and Franklin Counties.

On August 3, 1925, the Board Issued Certificate of Convenience and Necessity in lieu of Certificate of Authorization No. 87.

No. H-90-1924.

Waterloo, Cedar Falls & Northern Railway Company, Waterloo. Motor Carrier-Passenger-Black Hawk and Buchanan Counties.

This application was filed on August 18, 1923, hearing was held at Waterloo on September 25, 1923, and on September 25, 1924, Certificate of Authorization No. 75 was granted to operate between Waterloo and Cedar Falls and also between Waterloo and Independence.

Certificate of Convenience and Necessity No. 75, dated October 20, 1925, was issued in lieu of Certificate of Authorization No. 75.

No. H-92-1925.

National Refining Co., Omaha. Motor Carrier-Oil.

This application was filed on August 24, 1923. The new motor carrier law contained in Chapter 4, Laws of the Forty-First General Assembly, not covering the transportation of a carrier's own products on infrequent trips over an indefinite route, this case was closed on June 10, 1925, without Certificate of Convenience and Necessity being issued, of hillioning the motives when at he gas it as taken they new

No. H-93-1924.

Nick Beuzekom, Hull. Motor Carrier-Freight-O'Brien and Sioux Counties.

This application was filed on August 28, 1923, hearing was held on February 19, 1924, at Sheldon, and on November 18, 1924, Certificate of Authorization No. 85 was granted to operate between Hull and Sheldon.

Certificate of Convenience and Necessity No. 85, dated August 24, 1925, was issued in lieu of Certificate of Authorization No. 85.

No. H-94-1924.

C. J. Jauron, Salix. Motor Currier-Passenger-Woodbury County.
On July 13, 1925, the Board revoked Certificate of Authorization No.
92 granted to the above applicant on November 28, 1924.

No. H-98-1924.

H. A. Kohl, Redfield. Motor Carrier-Freight-Dallas and Polk Counties.

This application was filed on August 31, 1923, and on March 21, 1924. Certificate of Authorization No. 22 was granted to operate between Redfield and Des Moines. On January 14, 1925, a resolution was adopted revoking certificate of authorization No. 22 and authorizing the issuance of Corrected Certificate of Authorization No. 22. On January 15, 1925, the Board approved the transfer of corrected Certificate of Authorization No. 22 to H. L. Brown, Redfield, Iowa. On August 10, 1925, the Board adopted a resolution approving of the transfer of Corrected Certificate of Authorization No. 22 to G. L. Ramsey, Redfield, Iowa.

Certificate of Convenience and Necessity No. 22, dated November 10, 1925, was issued in lieu of corrected Certificate of Authorization No. 22.

No. H-100-1924.

Madrid Motor Transport, Madrid, a partnership composed of Earl Ramsey, Madrid, and G. A. Kirtley, Des Moines. Motor Carrier—Freight —Boone, Dallas and Polk Counties.

The applicant having purchased the business from Conrad Samuelson who appears to have been operating in good faith on April 14, 1923. Certificate of Authorization No. 48 was granted on June 9, 1924, to operate between Des Moines and Madrid.

Certificate of Convenience and Necessity No. 48, dated November 21, 1925, was issued in lieu of Certificate of Authorization No. 48.

No. H-101-1925.

Independent Candy Co., Ft. Dodge. Motor Carrier-Freight-Webster, Greene, Humboldt, Pocakontas, Buena Vista, and Calhoun Counties.

This application was filed on September 4, 1923. On April 8, 1925, the Supreme Court of Iowa decided that Chapter 252, Code of Iowa, 1924, was void insofar as it applied to motor carriers not operating for hire. This case was closed on April 14, 1925.

No. H-104-1924.

Poindexter & Renfro, Des Moines. Motor Carrier-Passenger-Polk, Dallas and Boone Counties.

On July 31, 1925, the Board revoked Certificate of Authorization No. 27 granted to the above applicants on August 29, 1924.

No. H-105-1924.

C. L. Hartzell, Britt. Motor Carrier-Freight-Cerro Gordo and Hancock Counties.

This application was filed September 8, 1923, and the application having shown good faith operation on April 14, 1923, was granted on May 22, 1924, Certificate of Authorization No. 41 to operate between Britt and Mason City.

Certificate of Convenience and Necessity No. 41, dated August 3, 1925, was issued in lieu of Certificate of Authorization No. 41.

No. H-107-1925.

Geo. W. Gonterman, Eldon. Mo'or Carrier—Freight—Wapello County. This application was filed on September 17, 1923, and it appearing that applicant was operating in good faith on April 14, 1923, Certificate of Convenience and Necessity No. 54, dated November 30, 1925, was issued, granting authority to operate between Ottumwa and Eldon.

No. H-111—1925.

P. R. Davis, Avoca, owner and operator of the Avoca Transit Company, Motor Carrier—Passenger—Pottawattamie County.

This application was filed on September 28, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, Certificate of Convenience and Necessity No. 46, dated October 24, 1925, was granted to operate between Avoca and Council Bluffs.

No. H-112—1925.

The McQuade-Abegg Company, Ottumwa, a partnership composed of George McQuade and Mrs. Jake Abegg. Motor Carrier—Freight—Washington, Wapello, Monroe, Appanoose, Davis, Jefferson, Keokuk and Van Buren Counties.

This application was filed October 20, 1923, and the case closed April 11, 1925, on account of the applicant going out of business November 1, 1924.

No. H-113-1924.

R. B. Fearing, Cedar Falls, owner Clark's Dray and Storage. Motor Carrier-Freight-Black Hawk County.

This application was filed on October 22, 1923, and hearing was held at Waterloo on February 26, 1924. It appearing that the applicant was operating in good faith on April 14, 1923, he was granted, on June 14, 1924, Certificate of Authorization No. 52 to operate between Cedar Falls and Waterloo.

Certificate of Convenience and Necessity No. 52, dated November 2, 1925, issued in lieu of Certificate of Authorization No. 52.

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No. H-114-1925.

Peter S. Sorensen, Exira. Motor Carrier-Passenger-Cass and Audubon Counties.

This application was filed on October 23, 1923, and on February 18, 1925, Certificate of Authorization No. 119 was granted to operate between Exira and Atlantic and between Exira and Audubon. On July 29, 1925, the Board passed a resolution revoking Certificate of Authorization No. 119 on account of the carrier discontinuing operation on May 31, 1925.

No. H-115-1924.

Ezra G. Benedict, Sidney. Motor Carrier-Freight-Mills, Pottawattamie and Fremont Counties.

On November 3, 1925, the Board revoked Certificate of Authorization No. 76, granted to the above applicant on September 26, 4924.

No. H-116-1924.

Carstensen Transfer Co., Clinton, a partnership composed of A. E. Carstensen and D. C. Carstensen. Motor Carrier-Freight-Clinton County.

This application was filed on October 26, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, it was granted, on April 10, 1924, Certificate of Authorization No. 31 to operate between Clinton and Grand Mound, and between Clinton and Calamus. On January 6, 1925, the Board approved the transfer of this certificate to Julius Schroeder, Clinton, Iowa.

Certificate of Convenience and Necessity No. 31, dated July 24, 1925, was issued in lieu of Certificate of Authorization No. 31,

offered thereof had noted mounted attracted at

No. H-120-1925.

Hans Hanson, Joice. Motor Carrier—Passenger—Winnebago County.

This application was filed on November 30, 1923, and the file was closed November 19, 1925, on account of the applicant quitting business.

No. H-121-1924.

T. S. Buck, Humboldt, operating Humboldt Motor Express. Motor Currier-Freight-Humboldt and Webster Counties.

This application was filed on November 27, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 7, 1924, issued Certificate of Authorization No. 29 to operate between Humboldt and Ft. Dodge.

Certificate of Convenience and Necessity No. 29, dated July 24, 1925, was issued in lieu of Certificate of Authorization No. 29.

On October 6, 1925, the Board approved transfer of this certificate to Floyd King, of Humboldt.

No. H-123-1924.

Benjamin W. Crips, Ottumwa. Motor Carrier—Passenger—Wapello, Keokuk and Mahaska Counties.

On January 6, 1925, the Board revoked Certificate of Authorization No. 57, issued to the above applicant on July 3, 1924.

No. H-126-1925.

Geo. Heimendinger, Mason City, operating Mason City Motor Express Company. Motor Carrier-Freight-Cerro Gordo and Hancock Counties.

This application was filed on December 10, 1923, and on December 8, 1924, Certificate of Authorization No. 102 was granted to operate between Mason City and Clear Lake.

On Jan. 6, 1925, resolution approving transfer of this Certificate to the Iowa Central Motor Express Co., Inc., of Mason City, Ia., was adopted.

On Sept. 28, 1925, the Iowa Central Motor Express Co., Inc., was cited to appear before the Board on Oct. 5, 1925, at Mason City, to show cause why this certificate should not be revoked. The operator appeared at the time stated, and full hearing was held. On Nov. 3, 1925, an opinion and order was issued, full text of which will be found reported under No. H-364—1925, contained in this volume.

No. H-127-1924.

L. T. Munson, Monroe, operating Great White Way Bus Line. Motor Carrier-Passenger-Marion and Mahaska Counties.

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This application was filed on Dec. 17, 1923, hearing was held at Oskaloosa, on February 25, 1924, and on March 21, 1924, Certificate of Authorization No. 25 was granted to operate between Pella and Oskaloosa.

On March 17, 1925, a resolution was adopted by the Board approving the transfer of Certificate of Authorization No. 25 to Great White Way Bus Line, a partnership composed of L. T. Munson, Monroe, and R. L. Conard, Indianola.

Certificate of Convenience and Necessity No. 4, dated September 15, 1925, was issued in lieu of Certificate of Authorization No. 25, 141

No. H-128-1924.

Muscatine-Burlington Bus Line, owned and operated by Floyd R. Cutler, Muscatine. Motor Carrier-Passenger, Muscatine, Louisa and Des Moines Counties.

This application was filed on December 19, 1923, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on September 16, 1924, granted Certificate of Authorization No. 69 to operate between Muscatine and Burlington. On December 15, 1924, the Board approved transfer of this certificate to the White Star Bus Co., at Muscatine, Iowa.

Certificate of Convenience and Necessity No. 69, dated November 16, 1925, was issued to the White Star Bus Company, Muscatine, Iowa, in

MOTOR CARRIER DECISIONS

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lieu of Certificate of Authorization No. 69 between Muscatine and Burlington, and between Muscatine and Iowa City.

No. H-129—1925,

H. & W. Bus Line, Marshalltown, a partnership composed of Harry R. West and W. N. West, Motor Carrier—Passenger—Marshall and Hardin Counties.

This application was filed on December 20, 1923. Case was closed on February 23, 1925, when it appeared that applicant decided to discontinue operations.

THE PART OF THE PARTIES WITHOUT THE PROPERTY OF STREET

No. H-130-1925.

Frank Roberts, Brooklyn, Motor Carrier-Freight-Oils.

This application was filed December 24, 1923, and the file was closed April 13, 1925, on receipt of an opinion from the Supreme Court of Iowa which held that Chater 252, Code of Iowa, 1924, was void insofar as it applied to motor carriers not operating for hire.

No. H-131-1924.

H. G. Hill, Bloomfield, Motor Carrier-Freight-Davis and Wapello Counties.

This application was filed on January 3, 1924, hearing was held at Ottumwa on February 25, 1924, and on April 14, 1924, the Board granted Certificate of Authorization No. 33 to operate between Bloomfield and Ottumwa.

Certificate of Convenience and Necessity No. 33, dated November 20, 1925, was issued in lieu of Certificate of Authorization No. 33.

Committee of the contract of the contract of the contract of

No. H-135—1925,

Service Transfer Company, Atlantic. Motor Carrier-Freight-Cass and Audubon Counties.

This application was filed on February 29, 1924, and on August 10, 1925, Certificate of Convenience and Necessity No. 17, dated August 10, 1925, was issued, authorizing operation between Atlantic and Audubon.

No. H-138-1924.

W. H. Drake, Garner. Motor Carrier-Freight-Hancock and Cerro Gordo Countries.

This application was filed on March 12, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 21, 1924, granted Certificate of Authorization No. 37 to operate between Garner and Mason City.

Certificate of Convenience and Necessity No. 37, dated August 3, 1925, was issued in lieu of Certificate of Authorization No. 37.

No. H-139.—1924.

Roy E. Bruce, Sheffield. Motor Carrier-Freight-Franklin County.

This application was filed on March 13, 1924, hearing was held, at
Hampton, on September 25, 1924, and it appearing that the applicant

was operating in good faith on April 14, 1923, the Board, on November 29, 1924, granted Certificate of Authorifiation No. 94 to operate between Sheffield and Hampton.

Certificate of Convenience and Necessity No. 94, dated November 18, 1925, was issued in lieu of Certificate of Authorization No. 94.

No. H-141—1924.

R. A. Campbell, Rockwell Motor Carrier-Freight-Cerro Gordo County.

This application was filed on March 14, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on April 12, 1924, granted Certification of Authorization No. 32 to operate between Rockwell and Mason City.

Certificate of Convenience and Necessity No. 32, dated August 3, 1925, was issued in lieu of Certificate of Authorization No. 32.

No. H-142-1925.

F. W. Boltnott, Des Moines. Motor Carrier-Freight-Polk and Story Counties.

This application was filed on January 12, 1924, and the case closed on November 19, 1925, after the applicant had failed to pay taxes due for the period September, 1924, to and including April 16, 1925.

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THE RESERVE OF THE PROPERTY OF THE PARTY OF

No. H-143-1924.

F. E. Wyman, Griswoid. Motor Carrier—Passenger—Cass and Pottawattamie Counties.

This application was filed on March 17, 1924, hearing was held, at Atlantic, on April 24, 1924, and on June 16, 1924, Certificate of Authorization No. 58 to operate between Griswold and Council Bluffs, was granted.

Certificate of Convenience and Necessity No. 53, dated November 21, 1925, was issued in lieu of Certificate of Authorization No. 53.

No. H-144-1925.

Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola. Motor Carrier—Passenger—Polk, Story and Marshall Counties.

This application was filed on March 17, 1924, hearing was held on January 16, 1925, and continued to February 20, 1925, at Des Moines. On February 27, 1925, the Board rendered a decision granting applicant a Certificate of Authorization as soon as he had complied with pre-liminary requirements of the law and the Board's Rules and Regulations in the following language:

This is an application of Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola, Iowa, for Certificate of Authorization to operate as a motor carrier of pasengers between Des Moines, Altoona, Bondurant, Maxwell, Collins, Colo, State Center and Marshalltown, in Polk, Story and Marshall Counties, Iowa.

This application came on for hearing on January 16, 1925, ten o'oclock

A. M., at the office of the Board in Des Moines, pursuant to proper publication of notice of hearing as prescribed by law, and at the request of applicant hearing was continued to February 20, 1925, ten o'clock A. M., at the office of the Board. The application came on for hearing on February 20, 1925, at which time full hearing was held and the case submitted.

Written objections to the granting of this application were filed by the Chicago & North Western Railway Company, Chicago, Milwaukee & St. Paul Railway Company, Des Moines & Central Iowa Railroad, and Chicago Great Western Railroad Company.

Large delegations from State Center, Colo, Maxwell, and Bondurant were present at the continued hearing and testified to the effect that at present it is very inconvenient for them to get to Des Moines and back, and from State Center to Marshalltown and back, the same day. There were no petitions or witnesses from Des Moines or Marshalltown as to the convenience that might be promoted by the granting of this application.

The Chicago Great Western Railroad Company protested against the granting of authority to applicant to transport through passengers between Marshalltown and Des Moines, claiming that it could not stand the loss of any more business, as it is already operating its local trains at a loss.

The Des Moines & Central Iowa Railroad objected to the granting applicant authority to transport passengers between Des Moines and Altoona on the grounds that the passenger service now being rendered between these points by the Des Moines & Central Iowa Railroad, Chicago, Rock Island & Pacific Railway Company, and Beasley Brothers, Newton, Iowa, a motor carrier, is adequate.

After considering all of the evidence in this case, the Board is of the opinion that the towns which applicant proposes to serve between Des Moines and Marshalltown are not sufficiently served and that the establishment of a motor carrier service would promote the public convenience between these points, but that the public convenience would not be promoted by the granting to applicant authority to transport passengers between Des Moines and Altoona or through passengers between Des Moines and Marshalltown.

Therefore, a Certificate of Authorization will be granted authorizing applicant to operate as a motor carrier of passengers between all points as applied for except between Des Moines and Marshalltown and Des Moines and Altoona, as soon as applicant has complied with the pre-liminary requirements of the law and the Board's Rules and Regulations.

A motion for rehearing was filed on March 20, 1925, rehearing called on May 25, 1925, and continued to July 7, 1925. Rehearing was held, at Des Moines, on July 7th and 8th, 1925, after which the Board, on October 6, 1925, rendered a decision reaffirming the opinion of February 27, 1925, as follows:

On February 27, 1925, the Board rendered a decision on the application of Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola, Iowa, for authority to operate as a motor carrier of passengers between Des Moines, Altoona, Bondurant, Maxwell, Collins, Colo, State Center and Marshalltown, in Polk, Story and Marshall Counties, Iowa, the last two paragraphs of such decision reading as follows:

"After considering all of the evidence in this case, the Board is of the opinion that the towns which applicant proposes to serve between Des Moines and Marshalltown are not sufficiently served and that the establishment of a motor carrier service would premote the public convenience between these points, but that the public convenience would not be promoted by the granting to applicant authority to transport passengers between Des Moines and Altoona or through passengers between Des Moines and Marshalltown.

Therefore a Certificate of Authorization will be granted authorizing applicant to operate as a motor carrier of passengers between all points as applied for except between Des Moines and Marshalltown and Des Moines and Altoona, as soon as applicant has complied with the preliminary requirements of the law and the Board's Rules and Regulations."

On March 20, 1925, the applicant filed a motion for rehearing on the above application, and on April 2, 1925, the Board granted said motion and named Thursday, April 30, 1925, ten o'clock A. M., at the office of the Board in Des Moines, as the time and place for such rehearing. This date for rehearing was cancelled by the Board on April 3, 1925, because of bills then pending before the legislature affecting the Motor Carrier Law.

The original application in the above case was filed under the provisions of Chapter 252, Code of Iowa, 1924, Section 5097 of which provides: "Before such certificate shall be issued, the Board of Railroad Commissioners shall after a public hearing make a finding that the service proposed to be rendered will promote the public convenience." Said Chapter 252, was repealed on April 17, 1925, and Chapter 5, Laws of the Firty-First General Assembly of Iowa, which went into effect on that date, and which gives the Board certain authority over motorcarriers, provides in Section 5, as follows: "Before a certificate shall be issued, the commission shall, after a public hearing make a finding that the service proposed to be rendered will promote the public convenience and necessity."

On April 27, 1925, the Board named Monday, May 25, 1925, ten o'clock A. M., at the office of the Board in Des Moines, as time and place of rehearing.

On May 25, 1925, the Chicago Great Western Railroad Company filed amendment to its objection in this case.

The rehearing was called on May 25, 1925, and by consent of those present, was continued to July 7, 1925, ten o'clock A. M., in the office of the Board.

Written objections to the granting of the above application were also

filed on May 25, 1925, by the Chicago, Rock Island & Pacific Railway Company, and several business concerns of Waterloo, Iowa.

The records in this case show that on June 15, 1925, the applicant was authorized to start operating as a motor carrier for the transportation of passengers between all points applied for in the original application, except between Des Moines and Marshalltown and Des Moines and Altoona.

Rehearing was held on July 7th and 8th, 1925, at which time all parties were heard and the case taken under advisement.

At this rehearing, R. B. Parrott, General Chairman, Order Railway Conductors on the Chicago Great Western Railroad, filed a written protest and motion for continued hearing, and was granted right to file statement by July 15, 1925. Additional written objections of the Chicago, Great Western Railroad Company were also filed at the rehearing.

Written objections and protest were filed on July 13, 1925, by H. C. Beeler, A. B. Pearson and R. B. Parrott, representing conductors employed by the Chicago, Milwaukee & St. Paul Railway Company, Chicago, Rock Island & Pacific Railway Company and Chicago, Great Western Railroad Company, respectively.

Written objections were also filed on July 16, 1925, by R. C. Oliver, representing Brotherhood of Locomotive Engineers employed by the Chicago, Great Western Railroad Co.

After considering the entire matter, the Board finds that no evidence was introduced by the applicant at the rehearing that differed materially from the evidence introduced at the hearing on the original application. We therefore, adhere to the findings as contained in the Decision of February 27, 1925, and the present application for modification of that decision is dismissed.

No. H-148-1925.

Lloyd Benedict, Storm Lake. Motor Carrier-Oil-Buena Vista and Sac Counties.

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This application was filed on March 24, 1924. The file was closed on April 11, 1925, on receipt of an opinion from the Supreme Court of Iowa in which it held that Chapter 252, Code of Iowa, was void insofar as it applied to motor carriers not operating for hire.

No. H-151-1925.

Clarence A. Long, Sheldon. Motor Carrier-Freight-O'Brien, Lyon, Osceola, Rioux, Plymouth, Woodbury, Cherokee, Clay, Dickinson and Emmet Counties.

This application was filed March 27, 1924, and on December 4, 1924, Certificate of Authorization No. 99 was granted to operate over no regular route nor between fixed termini.

No. H-157—1925.

Albert Welker, Thornton, Motor Carrier-Freight-Cerro Cordo County.

This application was filed on April 2, 1924, and on February 17, 1925,

Certificate of Authorization No. 118 was granted to operate between Thornton and Mason City.

Certificate of Convenience and Necessity No. 118, dated October 29, 1925, was issued in lieu of Certificate of Authorization No. 118. the spirit street a buryer as a street street street and the street street

No. H-158-1925.

E. A. Hollenbeck, Quimby, Motor Carrier-Passenger and Freight-Woodbury and Cherokee Counties.

This application was filed on April 3, 1924, and the file was closed on December 31, 1924, after the applicant had ceased operating.

No. H-159-1925.

Perry Bonar, New London. Motor Carrier-Freight-Henry and Des Moines Counties.

This application was filed on April 3, 1924, and hearing was held at Burlington, Iowa, July 28th. It appearing that the applicant was not operating in good faith on April 14, 1923, the application was dismissed.

THE REAL CHARLESTON AND VICE AND ADDRESS OF THE OPEN No. H-162-1925.

Spencer Grocer Company, Spencer, Motor Carrier-Freight-Clay, Dickinson, Palo Alto, Buena Vista and O'Brien Counties.

This application was filed on April 11, 1924, and on December 2, 1924. Certificate of Authorization No. 96 was granted to operate over no regular route in the above counties.

On April 8, 1925, the Supreme Court of Iowa handed down an opinion in which it held that Chapter 252, Code of Iowa, 1924, was void insofar as it applied to motor carriers not operating for hire. Consequently, a Certificate of Convenience and Necesisty was not issued in this case, and the file was closed on April 10, 1925.

No. H-164-1924. N. C. Christensen, Algona. Motor Carrier-Freight-Kossuth, Hancock, Cerro Cordo, Humboldt and Webster Counties.

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This application was filed on April 14, 1924, and it appearing that the applicant was operating over certain territory in good faith on April 14, 1923, the Board, on November 19, 1924, granted Certificate of Authorization No. 88 to operate between Algona and Ft. Dodge.

Certificate of Convenience and Necessity No. 88, dated October 29, 1925, was issued in lieu of Certificate of Authorization No. 88. special appropriate programme to the state of the state o

No. H-165-1925.

Art Beasley, Newton. Motor Carrier-Passenger-Jasper and Poweshiek Counties.

This application was filed on April 12, 1924, and on December 19, 1924, Certificate of Authorization No. 107 was granted to operate between Grinnell and Newton.

MOTOR CARRIER DECISIONS

No. H-166-1925.

H. B. Green Motor Transport Co., owned and operated by H. B. Green, Burlington. Motor Carrier-Freight-Des Moines and Lee Counties.

This application was filed on April 18, 1924, and on March 3, 1925, Certificate of Authorization No. 123 was granted to operate between Burlington and Ft. Madison.

Certificate of Convenience and Necessity No. 123, dated November 2, 1925, was issued in lieu of Certificate of Authorization No. 123,

No. H-167-1924.

W. H. Brownfield, Sioux Falls Traction System, Sioux Falls, S. Dak, Motor Carrier-Passenger-Lyon, Osceola and Dickinson Counties.

This application was filed on April 18, 1924, and on December 3, 1924, Certificate of Authorization No. 90 was granted to operate between the north line of the State of Iowa, where Primary Road No. 9 intersects the State Line at the north line of Sioux Township, Lyon County, Iowa, and Spirit Lake. On January 7, 1925, the Board approved transfer of this certificate to the Sioux Falls Traction System, Sioux Falls, S. Dak, Certificate of Convenience and Necessity No. 90, dated October 15, 1925,

was issued in lieu of Certificate of Authorization No. 90.

No. H-168-1925.

Sipes Transfer Company, owned and operated by Jack Sipes, Spencer, Iowa. Motor Carrier-Freight.

This application was filed on November 18, 1924, and the case closed on November 18, 1925, on account of applicant not operating over a regular route between fixed termini.

No. H-169-1925.

L. B. Young, Ottumwa, Motor Carrier-Freight-Wapello, Jefferson, Mahaska, Davis, Keokuk and Van Buren Counties,

This application was filed on April 19, 1924, and the case closed on April 18, 1925, when it was learned that applicant was not operating over a regular route of between fixed termini,

No. H-172-1924, and of recognition of the same and the sa

O. C. Wright, Adel. Motor Carrier-Passenger-Dallas County.

This application was filed on April 22, 1924, hearing was held, at Adel, on June 17, 1924, and on August 7, 1924, the Board issued Certificate of Authorization No. 58 to operate between Adel and Dexter. On June 23, 1925, the Board amended this Certificate eliminating Dexterfrom the route.

Certificate of Convenience and Necessity No. 1, dated September 21, 1925, was issued in lieu of Certificate of Authorization No. 58.

No. H-174-1925.

Madrid Motor Transport, Madrid, a partnership composed of G. A. Kirtley, Des Moines, Ia,, and Earl Ramsey, Madrid, Ia. Motor Carrier -Freight-Boone County.

This application was filed on April 25, 1924, and hearing held June 18. 1924. Before completion of the hearing the application was withdrawn and dismissed without prejudice, the file being closed on April 18, 1925. And I C. 1902, when the dependent of the property of the party of the A.

No. H-175-1924.

Geo. Koss, Ely. Motor Carrier-Freight-Linn County.

This application was filed on April 28, 1924, and on December 2, 1924, Certificate of Authorization No. 95 was granted to operate between Ely and Cedar Rapids.

Certificate of Convenience and Necessity No. 95, dated November 17, 1925, was issued in lieu of Certificate of Authorization No. 95, and providing real courts will all and toposition be proven us. And the risk

No. H-178—1924.

Clarence Carl, Tipton. Motor Carrier-Passenger-Scott and Cedar

On July 1, 1925, Certificate No. 59 issued to the above applicant was transferred to the Cedar Rapids & Iowa City Railroad Company, Cedar Rapids, Iowa.

No. H-180—1925.

Harvey Frank Schaeffer, Davenport, Motor Carrier-Passenger-Scott and Cedar Counties.

This application was filed on May 1, 1924, and on December 22, 1924, Certificate of Authorization No. 108 was granted to operate between Davenport and Tipton. On June 16, 1925, Board approved transfer of this Certificate to Cedar Rapids & Iowa City Ry.

No. H-181-1924.

Bert F. Price, Osceola. Motor Carrier-Freight-Polk, Warren and

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On July 14, 1925, the Board revoked Certificate of Authorization No. 73, granted to the above applicant on September 23, 1924, No. H-183-1924.

L. W. Lau, Ventura. Motor Carrier-Freight-Cerro Gordo and Hancock Counties. water the man middle flow and wader . 225 All tadger vo

This application was filed on May 3, 1924, hearing was held, at Mason City, on June 20, and on August 29, 1924, Certificate of Authorization No. 62 was granted to operate between Ventura and Mason City.

Certificate of Convenience and Nacessity No. 62, dated November 20, 1925, was issued in lieu of Certificate of Authorization No. 62.

No. H-184-1925.

B. L. Thornburg Co., Rock Valley, Motor Carrier-Freight-Sioux, Lyon, O'Brien and Osceola Counties,

This application was filed on May 5, 1924, and the case closed on June 12, 1925, as it appeared the applicant was not operating for hire over a regular route between specified termini.

No. H-189-1925.

F. J. Dodge Candy Company, Des Moines. Motor Carrier-Products of applicant-Eight Counties.

This application was filed on May 9, 1924, and the case closed on April 13, 1925, when the Supreme Court handed down a decision stating that motor carriers not operating for hire were not subject to the new Iowa law.

This applicable was treet as the property of the property of the No. H-191—1925.

Henry Beckman, Hull. Motor Carrier-Freight-Sioux and O'Brien Counties.

This application was filed on May 10, 1924, and the case closed on July 24, 1925, on receipt of information to the effect that applicant had quit operating.

Christian Carl. Throng. Vincential Conference and and China

No. H-192-1925.

Ames Motor Transportation Co., Ames. Motor Carrier-Passenger-Black Hawk, Grundy, Story and Boone Counties,

This application was filed on May 13, 1924, and on January 29, 1925, Certificate of Authorization No. 116 was granted to operate between Waterloo and Boone.

On Oct. 2, 1925, the Board revoked the right to operate under the above certificate. For text of order of revocation see No. H-32-1924. reported in this volume. called although of Indicate you fit of astronomics to almost the

No. H-193-1925.

Virgil Wright, Moville. Motor Carrier-Freight-Woodbury County. This application was filed on May 15, 1924, and the case closed on August 18, 1925, on receipt of information to the effect that the applicant had quit operating.

No. H-194-1925. H. D. Lewis, St. Charles. Motor Carrier-Freight-Madison, Warren 200 16-181-1820 and Polk Counties.

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This application was filed on May 21, 1924, and the case closed on November 30, 1925, when the application was withdrawn. This application was filed on that 5, 1753, hearing was well in Blaich

No. H-197-1925.

Bean's Motor Transport, Winterset. Motor Carrier-Freight-Madison, Dallas and Polk Counties.

This application was filed on May 23, 1924, and on March 9, 1925, Certificate of Authorization No. 115 was granted to operate between Winterset and Des Moines, and worth and and analysis of

On March 12, 1925, the Board approved transfer of this certificate to James & Greenwood Motor Transport, Winterset.

On Sept. 1, 1925, the Board revoked this certificate, account nonoperation for 90 days.

No. H-198-1925.

Independent Oil Company, Inc., Muscatine. Motor Carrier-Oil and oil products-Muscatine and Louisa Counties.

This application was filed on May 23, 1924, and the case closed on April 4, 1925, after the Supreme Court of Iowa held that the new law did not apply to motor carriers not operating for hire.

No. H-200-1925.

Jacob E. Decker & Sons, Mason City. Motor Carrier-Freight-Cerro Gordo, Franklin, Hancock, Wright, Winnebago, Kossuth and Emmet Counties.

This application was filed May 24, 1924, and the case closed June 10, 1925, when the Supreme Court of Iowa decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-201-1925.

Louie Christofferson, Northwood, Motor Carrier-Freight-Cerro Gordo and Worth Counties.

This application was filed on May 24, 1924, and at hearing held June 20, 1924, it appeared that the application had not been made in proper form, and it was dismissed. File was closed February 2, 1925, when new application was submitted.

No. H-202-1925.

White Eagle Oil & Refining Co., Sioux City. Motor Carrier-Oil and Oil Products-Plymouth and Woodbury Counties.

This application was filed May 24, 1924, and the case closed on April 13, 1925, after the Supreme Court of Iowa decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-203-1925.

M. E. Griffith, Red Oak. Motor Carrier-Freight-Montgomery County. This application was filed on May 26, 1924, and the case closed on May 14, 1925, after the Supreme Court had decided that the new motor carrier law did not apply to carriers operating over no set route or between fixed termini. I was duemini. W has email and provided militia

No. H-208-1925.

Standard Oil Company (of Indiana) Des Moines. Motor Carrier-Oil and Oil Products.

This application was filed on June 4, 1924, and the case closed on April 11, 1925, after the Supreme Court had decided that the new motor carrier law was void insofar as it applied to carriers not operating

MOTOR CARRIER DECISIONS

No. H-210-1925.

178

Lipps and Kibbey, Carlisle. Motor Carrier-Clay Products-Warren and Polk Counties.

This application was filed on June 6, 1924, and the case closed on April 30, 1925, after the Supreme Court had decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-211-1925.

Fox and Morrison, Sibley. Motor Carrier-Freight-Osceola, Dickinson, O'Brien, Sioux and Lyon Counties.

This application was filed on June 7, 1924, and the case was closed on April 30, 1925, after the Supreme Court had decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-112-1925.

G. E. Bartholomew and E. G. Bartholomew, Carlisle. Motor Carrier

—Clay Products—Warren and Polk Counties.

This application was filed on June 9, 1924, and the case closed on November 30, 1925, after the Supreme Court had decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-213-1925.

H. M. Ballard, Carlisle. Motor Carrier-Clay Products-Warren and Polk Counties.

This application was filed on June 9, 1924, and the case closed on April 30, 1925, after the Supreme Court had decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-214-1925.

Carl Brown, Winterset. Motor Carrier-Freight-Polk, Warren and Madison Counties.

This application was filed on June 10, 1924, and on November 10, 1925, Certificate of Convenience and Necessity No. 104, authorizing operation between Des Moines and Winterset, was granted.

No. H-215-1925.

G. E. Chiles, Norwalk. Motor Carrier-Oils and Oil Products-Warren and Madison Counties.

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This application was filed on June 10, 1924, and the case closed on April 11, 1925, after the Supreme Court had decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-216-1925.

Minnehaha Candy Co., Sioux Falls, S. Dak. Motor Carrier-Products

of applicant-Cherokee, Clay, Sioux, Lyon, Dickinson, Osceola and O'Brien Counties.

This application was filed on June 13, 1924, and the case closed on May 14, 1925, after the Supreme Court had decided that the new motor carrier law was void insofar as it applied to carriers not operating for hire.

No. H-217-1925.

James W. Gray, Callender. Motor Carrier—Freight—Webster County.

This application was filed on June 16, 1924, and hearing held July 16, 1924. Applicant was notified that certificate would issue as soon as he had complied with the preliminary requirements of the law. He failed to reply to correspondence, and it being assumed that he did not desire to operate, the file was closed on May 14, 1925.

No. H-218-1925.

A. P. Ferrel, Randolph. Motor Carrier-Passenger-Fremont, Mills and Pottawattamic Counties.

This application was filed on June 17, 1924. Hearing was held on September 22, 1924, and issuance of the certificate approved. The application was dismissed on June 16, 1925, because of non-operation for a period of ninety days after approval.

No. H-219—1925.

T. Dora & Son, Muscatine. Motor Carrier-Freight-Muscatine, Louisa, Scott, Washington and Johnson Counties.

This application was filed on June 19, 1924, and the case closed on April 30, 1925, after an investigation had developed that the operations of this carrier did not come within the purview of Chapters 4 and 5, Laws of the Forty-first General Assembly of Iowa.

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No. H-220-1925.

F. D. Eatwell, Prairie City. Motor Carrier—Freight—Jasper County. This application was filed on June 19, 1924, and the case closed on April 17, 1925, for the reason that the applicant failed to furnish service over the route within ninety days after approval of the application.

No. H-223-1925.

Ed Field, Hanlontown. Motor Carrier-Freight-Worth and Cerro Gordo Counties.

This application was filed on June 12, 1924, and the case closed on February 24, 1925, when it was found that the carrier's operations were not subject to the Iowa Motor Carrier Law.

North, Plant, Britisher, Word, and States Sounday.

No. H-224-1924.

R. M. Fritz, Atlantic. Motor Carrier-Freight-Cass County.

On December 3, 1924, the Board revoked Certificate of Authorization No. 63, granted to the above applicant on August 19, 1924.

No. H-227-1925.

Creston Deep Rock Oil Co., Inc., Creston. Motor Carrier-Oils and til Products-Adams and Union Counties.

This application was filed on June 27, 1924, and the case closed on April 11, 1925, after the Supreme Court had decided that carriers not operating for hire were not subject to the Iowa Motor Carrier Law.

No. H-229-1925.

Marshalltown Syrup & Sugar Co., Marshalltown. Motor Carrier— Freight-Marshall, Hardin, Story, Grundy, Tama, Poweshiek and Jasper Counties.

This application was filed on July 1, 1924, and the case closed on April 13, 1925, when it was found that the carrier's operations were not subject to the Iowa Motor Carrier Law.

No. H-230-1925.

H. W. Parkison, Tabor. Motor Carrier-Freight-Montgomery, Fremont, Mills and Pottawattamie Counties.

This application was filed on July 1, 1924, and the file was closed on November 30, 1925, when it was found that the carrier had ceased operating.

No. H-231-1924.

Meino Kloppenburg, Atlantic. Motor Carrier-Passenger and Freight-Cass County.

On July 29, 1925, the Board passed a resolution cancelling that part of Certificate of Authorization No. 84 which permitted the transportation of passengers.

No. H-233—1925,

Iowa Motor Transit Co., Indianola, Motor Carrier-Passenger-Polk, Dallas, Boone, Greene and Carroll Counties.

This application was filed on July 7, 1924, and on March 24, 1925, Certificate of Authorization No. 133 was granted to operate between Des Moines and Carroll.

No. H-235-1925.

Pearl Lewis, Carlisle. Motor Carrier-Coal and Clay Products-Warren and Polk Counties.

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This application was filed on July 8, 1924, and the case closed April 30, 1925, when it was decided that the carrier's operations did not come within the purview of the Iowa Motor Carrier Law.

No. H-236—1925.

Jacob E. Decker & Sons, Mason City. Motor Carrier-Freight-Cerro Gordo, Floyd, Mitchell, Worth and Butler Counties.

This application was filed on July 8, 1924, and the case closed on May 14, 1925, after the Supreme Court had decided that the Iowa Motor Carrier Law was void insofar as it applied to carriers not operating for hire. No. H-237—1925.

Ed Dora & Sons, Muscatine. Motor Carrier-Freight-Muscatine, Scott, Clinton, Jackson, Linn, Cedar, Johnson, Iowa, Keokuk, Washington, Louisa, Des Moines, Henry, Lee and Jefferson Counties.

This application was filed on July 11, 1924, and the case closed on July 8, 1925, after the supreme Court had decided that carriers not operating over a regular route or between fixed termini were not subject to the Iowa Motor Carrier Law.

No. H-239—1924.

J. E. Thompson, Roland. Motor Carrier-Freight-Story and Hamilton Counties.

This application was filed on July 16, 1924, and it appearing that the applicant was operating in good faith on April 14, 1923, the Board, on October 9, 1924, granted Certificate of Authorization No. 77 to operate between Ames and Roland.

Certificate of Convenience and Necessity No. 77, dated August 17, 1925, was issued in lieu of Certificate of Authorization No. 77.

No. 241—1925.

Johnston Ice Cream Co., West Union. Motor Carrier-Product of Applicant-Fayette, Bremer, Chickasaw, Allamakee and Winneshick Counties.

The application was filed on July 17, 1924, and on April 13, 1925, the case was closed when the Supreme Court decided that the Iowa Motor Carrier Law was void insofar as it applied to carriers not operating for hire.

No. H-242—1925.

J. F. Lane, West Union. Motor Carrier-Freight-Fayette and Clayton Counties.

This application was filed on June 17, 1924, and the case was closed on June 16, 1925, when the Supreme Court decided that the Iowa Motor Carrier Law did not apply to carriers not operating for hire.

No. H-244-1924.

Farmers Co-Operative Oil Co., Sheldon. Motor Carrier-Oil and Oil Products-Sioux, O'Brien, Oscoola and Lyon Counties.

This application was filed on July 18, 1924, and the case was closed on September 19, 1924, after the Supreme Court had decided that the lowa Motor Carrier Law was void insofar as it applied to carriers not operating for hire.

No. H-245-1925.

Lowenberg Bakery, Ottumwa. Motor Carrier-Property of Applicant-Monroe and Lucas Counties.

This application was filed on July 19, 1924, and on March 12, 1925, Certificate of Authorization No. 126 was granted to operate over no regular route. The case was dismissed on April 21, 1925, when the Supreme Court decided that the Iowa Motor Carrier Law was void insofar as it applied to carriers not operating for hire.

No. H-247-1925, and have been an experience to the same appropriate to the

Sioux Falls Traction System, Inc., Sioux Falls, S. D. Motor Carrier - Passenger - Sioux, Plymouth and Woodbury Counties.

This application was filed on July 21, 1924, and on Dec. 5, 1924, Certificate of Authorization No. 101 was granted to operate between Hawarden, Chatsworth, Akron, Westfield and Sioux City.

Certificate of Convenience and Necessity No. 90, dated Oct. 15, 1925, was issued in lieu of Certificate of Authorization No. 101.

No. H-248-1925.

W. R. Hagan & Son, Monroe. Motor Carrier-Passenger-Marion and Jasper Counties.

This application was filed on July 23, 1924, and on Sept. 15, 1925, Certificate of Convenience and Necessity No. 10 was granted to operate between the following routes:

Route No. 1, between Des Moines, Prairie City, Fairmount, Monroe, Otley and Pella.

Route No. 2, between Mouroe, through the incorporated towns of Cordova and Red Rock, and Knoxville.

No. H-249-1925.

Levering & De Jong, Maurice. Motor Carrier-Oil and Oil Products.

This application was filed on July 23, 1924, and the Supreme Court, on April 8, 1925, having handed down an opinion to the effect that the law did not apply to motor carriers not operating for hire, the application was dismissed, on April 17, 1925.

No. H-251—1925.

Alstadt & Langlas Baking Co., Waterloo, Motor Carrier-Products of applicant.

This application was filed on July 24, 1924, and was dismissed on April 14, 1925, after the Supreme Court had handed down a decision to the effect that the law did not apply to motor carriers not operating for hire.

No. H-253-1925.

Frank Reeve, Popejoy. Motor Carrier-Freight-Franklin and Hardin Counties.

This application was filed on July 24, 1924, and on Dec. 8, 1924, Certificate of Authorization No. 103 was granted to operate between Popejoy and Iowa Falls.

Certificate of Convenience and Necessity No. 103, dated Nov. 18, 1925, was issued in lieu of Certificate of Authorization No. 103.

No. H-254—1925.

Frank E. Davis, Hedrick. Motor Carrier-Oil and Oil Products-Keokuk and Wapello Counties.

This application was filed on July 25, 1924, and on Dec. 12, 1924, Certificate of Authorization No. 195 to operate as a motor carrier for delivering oil and oil products in Keokuk and Wapello Counties was granted. On Dec. 8, 1925, the Supreme Court handed down a decision to the effect that the law did not apply to motor carriers not operating for hire, and the case was dismissed on April 10, 1925.

No. H-255-1925.

L. Handeland, Estherville. Motor Carrier-Freight-Emmet, Dickinson, Palo Alto and Clay Counties.

This application was filed on July 25, 1924, and on Dec. 29, 1924, Certificate of Authorization No. 110 was granted to operate over no regular route from Estherville to points in Emmet, Dickinson, Palo Alto and Clay Counties. This motor service was discontinued on Sept. 16, 1925.

No. H-256-1925.

Cambier Motor Co., Orange City. Motor Carrier-Oil and Oil Products
-Sioux and Plymouth Counties.

This application was filed on July 25, 1924, and on Dec. 3, 1924, Certificate of Authorization No. 98 was granted to operate in Sioux and Plymouth Counties. The Supreme Court of Iowa having held that the law applicable to motor Carriers was void insofar as it applied to motor carriers not operating for hire, this application was dismissed.

No. H-257-1925.

Service Oil Co., Rock Valley. Motor Carrier-Oil and Oil Products-Sioux and Lyon Counties.

This application was filed on July 25, 1924, and the Supreme Court of Iowa having subsequently held that the law applicable to motor carriers was void insofar as it applied to motor carriers not operating for hire, this application was dismissed, on April 13, 1925.

No. H-258-1925. In the state of rolling states of the state of the sta

Louis Hoffbauer, Eagle Grove. Motor Carrier—Products of Applicant.
This application was filed on July 28, 1924, and was closed on April
13, 1925, inasmuch as the Supreme Court, on April 8, 1925, handed down
an opinion to the effect that the law was void insofar as it applied to
motor carriers not operating for hire.

No. H-259-1925.

Clarinda Oil Co., Clarinda. Motor Carrier-Oil and Oil Products-Page and Taylor Counties.

This application was filed on July 28, 1924, and the Supreme Court having subsequently held that the law was void insofar as it applied

to motor carriers not operating for hire, the application was dismissed on April 11, 1925.

No. H-260-1925.

Armstrong Oil Co., Armstrong. Motor Carrier—Oil and Oil Products

-Kossuth, Emmet and Palo Alto Counties.

This application was filed on July 28, 1924, and the Supreme Court having subsequently held that the law was void insofar as it applied to motor carriers not operating for hire, it was dismissed on April 13, 1925.

No. H-261-1925.

Lincoln Highway Tours and Transportation Co., Inc., Cedar Rapids.

Motor Carrier—Passenger and Express—Linn, Cedar, Clinton and Scott
Counties.

This application was filed on July 29, 1924, and the applicant failing to appear at hearing, set for Oct. 1, 1924, at Davenport, and also failing to reply to inquiries from this office as to whether or not he desired to pursue the application further, the file was closed on March 16, 1925.

No. H-262-1925.

Ira O. Ashing, Algona. Motor Carrier-Oil and Oil Products-Kossuth County.

This application was filed on July 31, 1924, but was dismissed on April 11, 1925, after the Supreme Court had handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-263-1925.

Liberty Transportation Co., Inc., Waterloo. Motor Carrier—Passenger—Black Hawk, Grundy, Marshall, Jasper and Polk Counties.

This application was filed on Aug. 4, 1924, and the applicant failing to reply to inquiries from this office as to whether or not he desired hearing, the file was closed on March 19, 1925.

the this upplication was distributed, on April 18. 1825.

File. H-265-1925.

Warneke Oil Co., Oelwein. Motor Carrier-Oil and Oil Products-Fayette, Bremer, Black Hawk, Buchanan, and Clayton Counties.

This application was filed on Aug. 5, 1924, and was closed on April 13, 1925, after the Supreme Court had handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-267-1924.

F. C. Fowler, Moville. Motor Carrier—Passenger—Woodbury County.
This application was filed on Aug. 6, 1924, Certificate of Authorization
No. 82 was granted, on Nov. 17, 1924, and on Aug 3, 1925, Certificate of
Convenience and Necessity No. 26 was issued in lieu thereof.

No. H-268-1925.

D. I. Pence, Keota. Motor Carrier-Oil and Oil Products-Keokuk and Washington Counties.

This application was filed on Aug. 8, 1924, and was dismissed on April 13, 1925, after the Supreme Court had handed down an opinion in which it held the law was void insofar as it applied to motor carriers not operating for hire.

No. H-269-1925.

F. M. Duree, Spencer. Motor Carrier-Property of Applicant-Clay County.

and the same of th

This application was filed on Aug. 11, 1924, and on Feb. 15, 1925, the Board notified applicant that his operations did not come within the purview of the Iowa Motor Carrier Law, and the file was closed, without prejudice, on March 1, 1925.

No. H-270—1925.

Capellen & Meyer, Dows. Motor Carrier-Freight-Wright, Franklin and Hardin Counties.

This application was filed on Aug. 11, 1924, hearing was held, at Hampton, Ia., on Sept. 25, 1924, and on July 31, 1925, the following decision was rendered; denying the application:

On August 11, 1924, the applicants in this case, Capellen & Meyer, Dows, Iowa, a partnership composed of Herbert H. Capellen, Dows, Iowa, and George J. Meyer, Dows, Iowa, filed an application for a Certificate of Authorization to operate as a motor carrier for the transportation of freight for compensation between Dows, Popejoy, Burdette, and Iowa Falls, in Wright, Franklin and Hardin Counties, Iowa.

After due publication of notice of hearing, this application came on for hearing in the office of the County Auditor, at Hampton, Iowa, on September 25, 1924. Members of the Board of Supervisors of Franklin County appeared as objectors to the granting of the certificate, stating that the tax imposed by the law was entirely inadequate to compensate for the damage done to the highway by motor vehicles operated by motor carriers. This phase of the case, however, is one beyond the jurisdiction of this Board, inasmuch as the tax is fixed by the statutes and is a matter which must be taken care of, if found advisable, by the Legislature.

C. L. McLeod, of Iowa Falls, appeared objecting to the granting of this certificate, stating that he had been operating over practically the same route since April 7, 1924, and that he could handle all the business, and would put on extra truck, if necessary, in order to adequately take care of it.

The applicants, represented by Mr. Meyer, stated that they desire to haul poultry and eggs from Dows to Iowa Falls, and, on the return trip from Iowa Falls, would like to carry merchandise back to Dows, from Iowa Falls, making no intermediate stops for freight in either direction. Mr. Meyer testified further that several of the merchants at Dows had requested them to haul merchandise on their return trip from Iowa Falls,

inasmuch as they could get their goods much more promptly by motor truck than by rail, be not better the same and the same a

In view of the fact that Mr. McLeod is already operating over practically this same route, and state that he could handle all the business offered, and would put on an exrta truck, if necessary, to accommodate the business, we feel that to grant a certificate to the applicant would only divide an already meager business, making it out of the question for either the applicant or Mr. McLeod to survive. Therefore, this application is denied.

No. H-271—1925.

H. B. Gilson, Elgin. Motor Carrier-Freight-Fayette and Buchanan Counties, and an how stell all must be the morning willing

This application was filed on August 12, 1924, and was dismissed on November 14, 1925, as an investigation disclosed the fact that the operations of the applicant did not come within the purview of the law.

No. H-273-1925.

F. G. Buxton Creamery Company, Ottumwa. Motor Carrier-Products of Applicant-Wapello and Mahaska Counties,

This application was filed on August 13, 1924, hearing was set for September 24, at Ottumwa, and it apperaing that the applicant was out of the city and had neglected to make publication of notice, as required by law, the case was dismissed without prejudice, and file closed on December 2, 1925, well mallerall it irregall to be direct anterestrop a stroll resol-

No. H-274—1925.

wate Goorge A. Olayur, Trans. Trans. Blad. on applying the a Capithette R. M. Lee, Columbus Junction. Motor Carrier-Oil and Oil Products.

This application was filed on August 13, 1924, and was closed on April 17, 1925, after the Supreme Court handed down an opinion in which it was held that the law was vold insofar as it applied to motor carriers not operating for hire. retreated an adjust a commercial for an analysis of the property of the commercial or destroyed

No. H-278—1925.

Cities Service Oil Company, St. Paul, Minn. Motor Carrier-Oil and Oil Products, all blasted and lamend and of severand wars and to sende width

This application was filed on August 16, 1924, and was closed on April 11, 1925, after the Supreme Court handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire. has sentime but in others alone of the last last I lead onthe after

No. H-279-1925, who of table or removement it knows arrive as my black

J. E. Wilson, Estherville. Motor Carrier-Products of Applicant-Emmet, Dickinson, Palo Alto, and Kossuth Counties,

This application was filed on August 16, 1924, and the file was closed on April 14, 1925, after the Supreme Court had handed down a decision in which it held that the law was void insofar as it applied to motor carriers not operating for hire. ment divident to many the expenditure of their expert trees to trees No. H-280-1925.

North Iowa Candy Co., Mason City. Motor Carrier-Products of Applicant-Cerro Gordo, Hancock, Winnebago, Floyd, Franklin and Worth Counties.

This application was filed on August 18, 1924, and the file was closed on April 13, 1925, after the Supreme Court handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-282-1925.

Kingsley Motor Express, owned and operated by Dale Lissner, Kingsley. Motor Carrier-Freight-Plymouth and Woodbury Counties.

This application was filed on August 18, 1924, and on October 20, 1925, Certificate of Convenience and Necessity No. 43 was issued. 15, 19th street the Steprome Court had benefor down on equator in which

No. H-283-1925.

Fred C. Drake, Mapleton. Motor Carrier-Freight-Woodbury, Monona, Crawford, Ida and Sac Counties.

This application was filed on August 18, 1924, and the applicant having advised the Board that he had ceased to operate, the file was closed on THE application was filled up to age to 1971, and the all

No. H-284-1925. and feetings line remot surraged and name andr. Bl. fraga

Lagomarcino-Grupe Co., Davenport. Motor Carrier-Products of Applicant-Scott, Cedar and Muscatine Counties. and and anteresco bear and

This application was filed on August 20, 1924, and on March 21, 1925, Certificate of Authorization No. 132 was issued to operate over no regular route from Davenport to points in Scott, Cedar and Muscatine Counties. On April 8, 1925, the Supreme Court handed down an opinion in which they held that the law was void insofar as it applied to motor carriers not operating for hire, and this file was closed on April 13, 1925.

No. H-285-1925.

L. C. Pantages, Ames. Motor Carrier-Passenger-Grundy and Marshall Counties. of August Langue Lan

not entire within the pury his attention at the law.

This application was filed on August 21, 1924, and on January 29, 1925, Certificate of Authorization No. 114, was issued to operate between Grundy Center, Conard and Marshalltown.

On October 2, 1925, the Board revoked the right to operate under the above certificate. For full text of order of revocation see No. H-32-1924, reported in this volume.

General Cigar Co., Inc., Sloux City. Motor Carrier-Products of Appli cant-Twenty-two Counties in Northwestern Iowa.

This application was filed on August 21, 1924, and the file was closed on April 13, 1925, after the Supreme Court had handed down an opinion to the effect that the law was void insofar as it applied to motor carriers not operating for hire, and work aspatiant to a second and and and

No. H-287-1925.

Iten Biscuit Co., Omaha. Motor Carrier-Products of Applicant-Linn, Cerro Gordo, Worth, Floyd, Mitchell, Butler, Franklin, Honcock, Kossuth, Clinton and Scott Counties.

This application was filed on August 25, 1924, and the file was closed on April 13, 1925, after the Supreme Court had handed down an opinion to the effect that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-288-1925.

Chas. R. Kuhn, Des Moines. Motor Carrier-Products of National Biscuit Co., of Des Moines-Polk, Story, Marshall, Dallas, Boone, Hamilton, Jasper, Warren and Madison Counties.

This application was filed on August 25, 1924, and was closed on April 18, 1925, after the Supreme Court had handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No, H-289—1925. Haley-Neeley Co., Carroll. Motor Carrier-Property of Applicant-Carroll, Sac and Calhoun Counties.

This application was filed on August 28, 1924, and the file was closed on April 13, 1925, after the Supreme Court had handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-291—1925.

Lloyd Lau, Klemme. Motor Carrier-Freight-Hancock, Cerro Gordo. Winnebago and Wright Counties.

This application was filed on September 2, 1924, and closed on July 13, 1925, as, after hearing, it was developed that the applicant's operations did not come within the purview of the law.

No. H-292—1925.

G. W. Yager, Fenton. Motor Carrier-Freight-Kossuth and Emmet Counties.

This application was filed on September 4, 1924, and was closed on July 24, 1925, inasmuch as an investigation disclosed that the operations of the applicant did not come within the purview of the law.

No. H-293-1925.

L. C. Pantages, Ames. Motor Carrier-Passenger-Black Hawk, Grundy, Story, and Polk Counties.

This application was filed on September 5, 1924, hearings were held on September 26, 1924, Nevada, Iowa, and on October 21, at Des Moines, and on December 31, 1924, the following decision was rendered, denying the application:

On September 5, 1924, L. C. Pantages, Ames, Iowa, filed an application

with the Board for a Certificate of Authorization to operate as a motor carrier of passengers between Des Moines, Cambridge, Nevada, Colo, Zearing, Hubbard, Eldora, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo, in Polk, Story, Hardin, Grundy and Black Hawk Counties, Iowa: also application for Certificate of Authorization to operate as a motor carrier of passengers between Boone, Ames and Nevada, in Boone and Story Counties, Iowa,

These applications came on for hearing on September 26, 1924, nine o'clock A. M., at the Court House, Nevada, Iowa, pursuant to proper publication of notice of hearing as prescribed by law, and at the request of applicant, hearing was continued to a date to be later named by the Board. Continued hearing was set for October 21, 1924, one o'clock P. M., at the office of the Board, Des Moines, and all interested parties notified. Full hearing was had on October 21st and the application taken under advisement by the Board.

Applicant proposes to operate on the following schedules:

satelli er a	A PRINTED DE	III Dig	Des Molnes-Waterloo Line		4		PACIFIE A
Re	ad Down					Read	Up
7:00 A.M.	1:00 P.M.	Lv.	Des Moines	Ar.	12:20	P.M.	7:20 P.M.
8:00 A.M.	2:00 P.M.	44	Cambridge	Lv.	11:20	A.M.	6:20 P.M.
8:35 A.M.	2:35 P.M.	. 17	Nevada	-60	10:45		5:45 P.M.
8:55 A.M.	2:55 P.M.	44	Colo	. 00	10:25	A.M.	5:25 P.M.
9:15 A.M.	3:15 P.M.	51	Zearing	44.	10:05		5:05 P.M.
9:40 A.M.	3:40 P.M.	- 0	Hubbard	. 16		A.M.	4:40 P.M.
10:15 A.M.	4:15 P.M.		Eldora		1000000	A.M.	4:05 P.M.
11:00 A.M.	5:00 P.M.	40	Grundy Center	ex		A.M.	8:20 P.M.
11:15 A.M.	5:15 P.M.	.00	Morrison	0.7		A.M.	3:05 P.M.
11:25 A.M.	5:25 P.M.	16.3	Reinbeck	**	B 35032771	A.M.	2:55 P.M.
11:55 A.M.	5:55 P.M.		Hudson	66"		A.M.	2:25 P.M.
12:20 P.M.	6:20 P.M.	Ar.	Waterloo	*	7:00		2:00 P.M.

APPOINT THE BOX ARDS.								
Read Down				1160	Read Up			
2:15 P.M.	8:15 A.M.	44	Boone	Lv.	11:45 A.M. 11:00 A.M.	6:45 P.M. 6:00 P.M. 5:40 P.M.		

There were no witnesses present at the hearings representing the towns which applicant proposes to serve and the only testimony introduced at the hearings in favor of the granting of these applications was given by applicant. The town of Zearing, Iowa, was represented at the hearing of September 26, asking that if the applications were granted applicant be required to operate his busses through that town, but we do not believe that the law gives us authority to require a motor carrier to serve a town which is not included in his application. Letters were introduced at the hearings from the Mayors of Cambridge and Eldora and the Eldora Community Club, in support of these applications, and resolutions were received subsequent to the hearings from the Eldora Community Club and Eldora Rotary Club, supporting the applications.

Written objections to the granting of these applications were filed by

the Chicago & North Western Railway Company, Chicago Great Western Railroad Company, Chicago, Rock Island & Pacific Railway Company, Ft. Dodge, Des Moines & Southern Rairoad Company, and the Red Ball Transportation Company, Inc., Mason City, Iowa.

On December 31, 1923, this Board issued Certificate of Authorization No. 7 to L. C. Pantages, Ames, Iowa, operating as White Star Motor Transportation Company, authorizing him to operate as a motor carrier of passengers between Ames and Nevada, and on July 14, 1924, authorized the Ames Motor Transportation Company, owned and operated by L. C. Pantages, Ames, Iowa, to operate as a motor carrier of passengers between Boone, Ames, Nevada, Colo, Zearing, Hubbard, Eldora, Grundy Center, Morrison, Reinbeck, Hudson and Waterloo, pending the issuance of a Cartificate of Authorization. Both of these lines are now operating.

Applicant states that if the Des Moines-Waterloo and Boone-Nevada applications are granted he is willing to surrender the right heretofore granted him to operate between Boone and Waterloo.

In the application filed by Mr. Pantages on May 13, 1924, for authority to operate between Boone and Waterloo, he asked for authority to make two round trips daily, leaving Boone at 7:30 A. M. and 1:30 P. M., arriving Waterloo 12:30 P. M. and 6:30 P. M., respectively, and leaving Waterloo 7 A. M. and 2:30 P. M., arriving Boone 12 M and 7:30 P. M., respectively. This schedule has been amended and on December 9, 1924, the following schedule was placed in effect:

Re		Rend Up				
7:00 A.M., 7:100 ° 5:00 ° 8:100 ° 8:100 ° 8:100 ° 9:40 ° 0:100	2:00 P.M. 2:30 " 3:00 " 3:10 " 8:25 " 4:10 " 4:40 " 5:25 " 5:25 "	Lv.	Waterloo Hudson Reinbeek Morrison Grundy Center Eldora Hubbard Zearing Colo Nevada	Ar. Lv. """"""""""""""""""""""""""""""""""	12:30 P.M. 12:00 M. 11:30 A.M. 11:20 " 11:05 " 10:20 " 9:45 " 9:20 " 8:40 "	6:30 P.M 6:00 " 5:30 " 5:20 " 5:05 " 4:20 " 3:45 " 3:29 " 3:00 "
11:10 " 2:00 M.	6:10 " 7:00 "	Ar.	Ames Boone	**	8:20 " 7:30 "	2:20 " 1:30 "

By comparing the schedule for the Boone-Waterloo line with the schedules for the Boone-Nevada and Des Moines-Waterloo lines, it will be seen that applicant does not propose to give any additional service between Boone and Waterloo and the schedules between these points are practically the same, so that the only convenience to be added by the proposed Des Moines-Waterloo and Boone-Nevada lines, would be the through service between Des Moines and Waterloo and intermediate points and the local service between Nevada and Cambridge and Cambridge and Des Moines. This would be offset to a certain extent by the loss of through service to Ames and Boone from the towns Waterloo to Nevada.

Passengers taking the Boone-Waterloo Bus at Waterloo or any of the towns between Waterloo and Nevada and who desire to come to Des

Moines, may go to Ames, where connections may be made with the Chicago & North Western Railway, Ft. Dodge, Des Moines & Southern Railroad, or the Red Ball Transportation Company. Passengers from between Waterloo and Nevada who desire to go to Cambridge may make connections at Nevada with the Chicago, Rock Island & Pacific Railway which has two trains each way daily and three trains each way daily except Sunday, between Nevada, Cambridge and Des Moines. Passengers desiring to go from Cambridge to Des Moines and return may also take the Chicago, Milwaukee & St. Paul Railway to Huxley and there make connections with the Ft. Dodge, Des Moines & Southern Railroad.

Des Moines, Ames, Nevada, Colo, Zearing and Hubbard are on the Des Moines-Mason City line of the Red Ball Transportation Company and at present this company is making three round trips daily on this line. Waterloo, Hudson and Reinbeck are located on the Chicago Great Western Railroad and have direct service to Des Moines.

The Board is therefore of the opinion that the granting of these applications would not promote the public convenience as contemplated by the Iowa Motor Carrier Law.

At the hearing of October 21st, C. W. Harris, Member of the Board of Supervisors of Story County, testified that on several occasions while driving his car over the highways between Nevada and Ames, at a speed of thirty miles per hour, the busses now being operated by applicant have passed him. He also testified that the speedometer in his car is reliable and accurate. There is no good reason why this applicant should exceed the speed limits on his line between Nevada and Ames as the distance is only eight and one-half miles and according to his Time Schedule he has twenty-five minutes to make each trip.

Applicant was authorized to start operating between Boone and Waterloo on July 14, 1924, and instead of operating according to the Time Schedule filed with his application, started operating, making only one round trip, leaving Waterloo at 7 A. M., arriving Boone at 11:40 A. M., and leaving Boone at 1:30 P. M., arriving Waterloo at 6:20 P. M. The Board permitted the making of only one trip as applicant had not at that time received the equipment necessary to make the second trip.

Time Schedule was filed October 3, 1924, effective October 4, 1924, as follows: I has at the low winter of the half stars will be and

Lv. Waterloo 7 A. M. and 2 P. M.

Ar. Boone 11:60 A. M. and 6:40 P. M.

Lv. Boone 7:30 A. M. and 1:30 P. M.

Ar. Waterloo 12:10 P. M. and 6:10 P. M.

The application filed with this Board gave the mileage of the Boone-Waterloo lines as 107 miles. However, the mileage was later checked by the County Engineers at the request of this Board, and found to be 117.875 miles, 17.53 miles being within incorporated towns, and on November 29, 1924, applicant was advised as to the correct mileage and that his Time Schedule which went into effect on October 4, 1924, could not be maintained without averaging over twenty-five miles per hour and he was instructed to cancel this Time Schedule and file proper schedule within three days. Time Schedule No. 4, effective December 4, 1924, was filed on Decemher 6, 1924, which called for an average speed of 24.38 miles per hour for the entire length of the route and it being obvious that applicant could not maintain this schedule and make all stops at railroad crossings, observe speed limits within towns along route, make scheduled stops in towns to pick up and discharge passengers, and observe the maximum speed limit of 25 miles per hour as fixed by the Iowa Motor Carrier Law, he was instructed to cancel Schedule No. 4 and file schedule that could be maintained without violating any laws or this Board's Rules and Regulations. He therefore filed Time Schedule No. 5, effective December 9, 1924, which is heretofore set out.

This Board did not have the exact mileage from Boone to Waterloo over the route followed by Mr. Pantages and in accepting the Time Schedules Nos. 2 and 3, assumed that the mileage given by him was correct.

The testimony in this case shows that applicant has on several occasions exceeded the speed limits on his line between Ames and Nevada and if the schedules for the Boone-Waterloo line have been maintaind, it is apparent that his drivers have also had to exceed the speed limits on that line. The Iowa Motor Carrier Law provides: "No passenger-carrying motor carrier unit shall be driven over and along the public highways of this state at a greater rate of speed than twenty-five miles per hour." In the decision in Docket H-209, dated October 4, 1924, the Board said:

"* * * The Commission has, however, reached the conclusion that, inasmuch as the motor carrier law has been in operation since July 4, 1923, ample time has been given all parties concerned to understand thoroughly the rules and regulations made by this Board, as well as the terms of the statute under which certificates are granted or denied.

"Persistent exceeding of the speed limit which is fixed by law and not by any rule or judgment of this Board, will, upon proof, call for forfeiture of franchise; * * *

"The public, in asking for and receiving motor carrier service, is entitled to the protection provided by law. This Commission will not, in the future, condone such offenses as have been complained of herein, * * *."

According to applicant's own testimony the taxes due Story County on the Ames-Nevada line for the months of July, 1923, to and including August, 1924, amounting to \$234.51, were not paid until October 13, 1924, and after the date for hearing on these applications, while the Iewa Motor Carrier Law requires that these taxes shall be payable monthly.

For all of the above reasons the Board feels that these applications should be denied and it is so ordered.

No. H-294—1925.

L. C. Pantages, Ames. Motor Carrier-Passenger-Boone and Story Counties.

This application was filed on September 5, 1924, and was heard jointly with the preceding case, and the decision dated Decmeber 31, 1924, denying the application, in the foregoing case, was also made applicable to this one.

No. H-295-1925.

Arthur J. Casey, Council Bluffs. Motor Carrier-Freight-Pottawattamie and Mills Counties.

This application was filed on September 5, 1924, and was dismissed on April 24, 1925, inasmuch as the hauling done did not come within the purview of the law.

No. H-296-1925.

Fred N. Becker, Garner, Motor Carrier-Freight-Hancock County.

This application was filed on September 6, 1924, and investigation disclosed that the applicant's operations did not come within the purview of the law, and the application was dismissed.

No. H-297-1925.

L. H. Phillips, Des Moines. Motor Carrier-Freight-Polk, Jasper, Marion and Mahaska Counties.

This application was filed on September 8, 1924, and was dismissed on September 21, 1925.

No. H-298-1924.

Ray Durant, Garner. Motor Carrier-Freight-Hancock and Cerro Gordo Counties.

On February 6, 1925, the Board revoked Certificate of Authorization No. 87 granted to the above applicant on November 18, 1924.

No. H-299-1925.

Guarantee Oil Co., Rock Rapids. Motor Carrier-Oil and Oil Products-Lyon and Sioux Counties.

This application was filed on September 11, 1924, and was closed on April 11, 1925, after the Supreme Court had handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-300-1925.

A. E. Goold, Atlantic. Motor Carrier-Passenger-Cass County.

This application was filed on September 15, 1924, and the applicant having failed to reply to inquiries from this office as to whether or not he desired Certificate issued, the file was closed on February 20, 1925.

No. H-301-1925, how seed at producing the ball new materings and

John C. Headlee, Stuart. Motor Carrier-Freight-Adair, Guthrie, Dallas and Polk Counties.

This application was filed on September 15, 1924, and inasmuch as the applicant did not comply with the preliminary requirements of the law and the Board's rules and regulations, the application was dismissed on June 19, 1925.

Waterloo, on Occober 23, 1924, jointly with the applications on article 3.

No. H-303-1925.

Tama & Toledo Railroad Co., Toledo. Motor Carrier-Passenger-Tama and Black Hawk Counties.

This application was filed on September 16, 1924, by A. J. Spear, Toledo, lows, and on February 18, 1925, he filed application with the Board for the transfer of his right to a Certificate of Authorization to the Tama and Toledo Railroad Co. On March 28, 1925, the Board approved of the transfer above referred to. This application was withdrawn by the Tama & Toledo Railroad Co. on August 3, 1925, inasmuch as another application filed by them would cover this same route. to restrict and entire water and for an electrical extracting with each house.

No. H-304—1925,

General Cigar Co., Inc., Des Moines. Motor Carrier-Property of Applicant, in Sixty-seven Counties.

This application was filed on September 17, 1924, and the file was closed on April 11, 1925, inasmuch as the Supreme Court had previously handed down an opinion to the effect that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-305-1925.

Lincoln Highway Tours & Transportation Co., Inc., Marshalltown, Motor Carrier-Passenger and Express-Marshall, Grundy and Black Hawk Counties, which he spott had been brook at the 2 plants and

This application was filed on September 18, 1924, hearing was held, at Marshalltown, on October 24, 1924, and continued to a date to be named later. The applicant, failing to reply to inquiries from this office, the file was closed without prejudice on March 19, 1925.

No. H-306-1925.

Lincoln Highway Tours & Transportation Co., Inc., Marshalltown. Motor Carrier-Passenger and Express-Marshall, Story and Polk Counties.

This application was filed on September 19, 1924, hearing was held, at Marshalltown, October 24, 1924, and continued to a date to be named later. The applicant, failing to reply to inquiries from this office, the file was closed without prejudice on March 19, 1925.

Wast Prescribed and have been all restricted to hear him and attended all

No. H-307-1925. Louie Knoke, Klemme. Motor Carrier-Freight-Hancock, Cerro Gordo, Winnebago and Wright Counties.

This application was fied on September 19, 1924, and on March 16, 1925, Certificate of Authorization No. 127 was granted to operate upon the route applied for.

No. H-308—1925

Miles R. Landis, Anamosa, Motor Carrier-Passenger and Express-Tama and Black Hawk Counties.

This application was filed on September 19, 1924, hearing was held, at Waterloo, on October 23, 1924, jointly with the applications on Arthur J. Spear and Maude E. Reardon, and on December 15, 1924, the following decision was rendered by the Board:

Miles R. Landis, Anamosa, on September 19, 1924, filed application with this Commission for Certificate of Authorization to operate as a motor carrier of passengers and small parcels under the provisions of Chapter 97. Laws of the 40th General Assembly as amended, between Toledo, Traer. Hudson and Waterloo in Tama and Black Hawk Counties, Iowa.

On September 22, 1924, Arthur J. Spear, Toledo, Iowa, owner of the Toledo Waterloo Bus Line, filed an application for certificate of authorization to operate as a motor carrier of passengers over the same route;

On September 27, 1924, Maude Esther Reardon filed a similar application during the find on September 25, interest on ball my cultivities

All three applications were set down for hearing and were heard at Waterloo on October 23, 1924, 1 P. M. Applicant Reardon made no appearance and the application is, therefore, dismissed without prejudice. Applicants Landis and Spear appeared in person and by counsel.

A stipulation was entered in the record to the effect that neither applicant would stop at Hudson for passengers for Waterloo, nor take on passengers at Waterloo for Hudson. The Chicago Great Western Railroad Company thereupon withdrew its formal objections theretofore filed to the granting of certificate.

Very little testimony was offered. But one witness was introduced by applicant Spear and none by applicant Landis. It was agreed that testimony should apply to each case so far as pertinent. While the testimony formally introduced in this case is not great, yet there have been filed with the Commission many letters from responsible persons endorsing the application of Mr. Spear and a few supporting the application of Mr. Landis.

We are of the opinion that the establishment of two motor carfier routes to serve the territory under consideration is not advisable and would not promote the public convenience. From the record before the Commission it is clear that a far greater number of potential patrons are favorable to the establishment of the line by Spear than by Landis. Furthermore, Mr. Spear proposes to use equipment superior to that of Mr. Landis. Mr. Spear has made publication required by law, and Mr. Landis has failed to secure legal publication in Tama County.

It is our opinion that certificate should issue to Mr. Spear, and it is so ordered.

No. H-310-1925.

Alex Getz, Chicago, Ill. Motor Carrier-Property of Applicant,

This application was filed on September 22, 1924, and the file was closed on April 11, 1925, after the Supreme Court handed down a decision in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-311—1925,

Sioux Valley Candy Co., Hawarden. Motor Carrier-Products of Applicant-O'Brien, Osceola, Sioux and Plymouth Counties.

This application was filed on September 22, 1924, and the file was closed on April 13, 1925, after the Supreme Court handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

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No. H-312—1925.

Arthur R. Milnes & Co., Cedar Falls, Motor Carrier-Freight-Kossuth, Hancock and Cerro Gordo Counties.

This application was filed on September 23, 1924, and on October 21, 1924, the applicant withdrew his application. The file was closed without prejudice on February 4, 1925.

No. H-313--1925,

D. A. Popham, Rockford. Motor Carrier-Freight-Cerro Gordo, Floyd and Butler Counties.

This application was filed on September 24, 1924, hearing was held November 5, 1924, and on December 2, 1924, the Board directed that certificate issue as soon as the applicant had complied with the preliminary requirements of the law and the rules and regulations of the Board governing the operation of motor carriers. The applicant having failed to comply with such requirements and rules and regulations, his rights to a Certificate of Authorization automatically became void on December 1, 1925, and he was so advised, and the file closed.

No. H-314-1925.

Råinbow Lines, Inc., Cedar Falls. Motor Carrier—Passenger—Black Hawk, Grundy, Hardin, Story and Polk Counties.

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This application was filed on September 24, 1924, and was dismissed by the applicant on March 25, 1925.

No. H-815-1925, government of the property and the commentary

Rainbow Lines, Inc., Cedar Falls. Motor Carrier—Passenger—Black Hawk, Buchanan, Delaware and Dubuque Counties.

This application was filed on September 24, 1924, and was dismissed on March 25, 1925.

No. H-316-1925.

Honts Transfer, Muscatine. Motor Carrier—Freight—Twenty Counties.

This application was filed on September 25, 1924, and on April 1, 1925,
Certificate of Authorization No. 137 was granted to operate over the route applied for.

No. H-317-1925.

Mary M. Sorenson, Algona. Motor Carrier—Passenger—Kossuth County. This application was filed on September 25, 1924, and was withdrawn on April 21, 1925. No. H-320-1924.

James E. Perkins, Atlantic. Motor Carrier—Passenger—Cass and Audubon Counties.

This application was filed on September 27, 1924, hearing was held, at Atlantic, on October 27, 1924, and on November 14, 1924, the Board rendered a decision granting the application, which may be found on page 220, Railroad Commissioners' Report, 1924. The applicant ceased operating on June 9, 1925, and the file was closed on September 16, 1925.

No. H-321-1925, which to be their first patterns and reference to the same of

Maude Esther Reardon, Newhall. Motor Carrier—Passenger—Tama and Black Hawk Counties.

This application was filed on September 27, 1924, hearing was held, at Waterloo, on October 23, 1924, jointly with the applications of Arthur J. Spear and Miles R. Landis, and on December 15, 1924, decision was issued granting Certificate to the applicant Spear. See File 308—1925 for text of decision.

No. H-322-1925.

Chas. F. Bell, Carroll. Motor Carrier-Freight-State of Iowa,

This application was filed on September 29, 1924, and it appearing later that the operations of the applicant did not come within the purview of Chapters 4 and 5, Laws of the 41st General Assembly, the file was closed on May 14, 1925.

No. H-324-1925, recome a postfait manual a soldentent agent and

L. De Bruyn, Prairie City. Motor Carrier-Freight-Polk and Jasper Counties.

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This application was filed on October 1, 1924, and the case was dismissed on May 8, 1925, inasmuch as the operations of the applicant did not come within the purview of Chapters 4 and 5, Laws of the 41st General Assembly.

No. H-325-1925.

Lincoln Highway Tours & Transportation Co., Inc., Marshalltown. Motor Carrier—Passenger and Express—Marshall and Hardin Counties.

This application was filed on October 1, 1924, hearing was held, at Marshalltown, on October 24th, and the application was dismissed on March 19, 1925, account applicant failing to reply to inquiries from this office, and having moved and left no new address.

No. H-326-1925.

Geo. Boekee, Des Moines. Motor Carrier-Passenger-Polk, Warren and Marion Counties.

This application was filed on October 2, 1924, hearing was held on October 21st, and on December 31, 1924, the Board rendered decision denying the application, in the following language:

On October 2, 1924, George Boekee, Des Moines, Iowa, filed an application for a Certificate of Authorization to operate as a motor carrier of passengers between Des Moines, Carlisle, Swan, Pleasantville, and Knoxville, in Polk, Warren, and Marion Counties, Iowa.

The application came on for hearing on October 21, 1924, at the office of the Board at which time full hearing was had and the case submitted. Applicant was present in person and the Chicago, Burlington & Quincy Raifroad Company, objector, was represented by W. D. Eaton, Attorney, Burlington, Iowa.

The Motor Carrier Law provides that notice of hearing on an application to operate as a motor carrier shall be published in some newspaper of general circulation in each of the counties in which the service is proposed to be rendered once each week for two consecutive weeks prior to said hearing. Notice in this case was properly published in Polk County but the proofs of publication for Warren and Marion Counties show that the second publication in these counties was not made until two days after the hearing.

According to the Time Schedule filed with this application, applicant proposed to make two round trips daily, as follows:

Lv. Ki	Section	Ar.	Des Moines 10:45 A.M. Knoxville 2:15 P.M. Des Moines 6:45 P.M. Knoxville 12:15 A.M.
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None of the towns which applicant proposes to serve were represented at the hearing and the only testimony introduced in favor of the granting of this application was given by the applicant.

The Chicago, Burlington & Quincy Railroad Company operates two trains each way, daily, between Des Moines and Knoxville, on the following schedule:

-	Application of the property of the state of	J.TemeGrati	of Long Tolly auge maltestless story
Lv.	Des Moines 7:55 A. Des Moines 6:00 P.	M. Ar.	Knoxville 9:16 A.M.
LIVE	Knoxville 10:50 A	M. Ar	Knoxville 7:20 P.M. Des Moines 12:10 P.M.
Lv.	Knoxville 7:20 P.	M. Ar.	Des Molnos 9-40 P M

Application was filed on July 23, 1924, by W. R. Hagan & Son, Monroe, Iowa, for authority to operate as a motor carrier of passengers between Monroe and Knoxville. Hearing was held on this application on November 7, 1924, and on December 15, 1924, the Board directed that a Certificate of Authorization be granted applicant as soon as the necessary preliminary requirements had been complied with. W. R. Hagan & Son have been operating as a motor carrier of passengers between Des Moines and Monroe since the Motor Carrier Law has been in effect and with the granting of the Monroe-Knoxville line, will give the following service between Des Moines and Knoxville:

Lv. Knoxville Lv. Des Moines	6:15 A.M. 5:00 P.M.	Ar.	Des Moine Knoxville	1,000	9:00 7:15	A.M. P.M.
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In view of the lack of affirmative showing that the establishment of this motor carrier line would promote the public convenience, we believe that this application should be denied and it is so ordered.

No. H-328-1925.

Rainbow Lines, Inc., Cedar Falls. Motor Carrier—Passenger—Black Hawk and Grundy Counties.

This application was filed on October 8, 1924, and the applicant failing to comply with the requirements of the Board, petition was dismissed on February 21, 1925.

No. H-329-1925.

Geo. S. Vanderzyl, Prairie City. Motor Carrier-Freight-Jasper, Polk and Marion Counties.

This application was filed on October 10, 1924, and was dismissed on February 14, 1925, inasmuch as the operations of the applicant did not come within the purview of the law.

No. H-331-1925.

Transcontinental Oil Co., Pittsburgh, Pa. Motor Carrier—Oil and Oil Products—Polk, Story, Jasper, Warren, Dallas, Boone, Woodbury and Plymouth Counties.

This application was filed on October 14, 1925, and was dismissed on October 11, 1925, after the Supreme Court handed down a decision in which it held that the law was void insofar as it was applicable to motor carriers not operating for hire.

No. H-332—1925.

Geo. H. Kiple, Elgin. Motor Carrier—Freight—Allamakee, Black Hawk, Bremer, Buchanan, Clayton and Fayette Counties.

This application was filed on October 16, 1924, and was dismissed on November 20, 1925, inasmuch as the operations of the applicant did not come within the purview of the law.

No. H-333—1925.

J. H. Potter, Nebraska City, Nebr. Motor Carrier-Freight-Fremont, Mills and Pottawattamie Counties.

This application was filed on October 17, 1924, and was dismissed on October 17, 1925, because of failure to comply with the Motor Carrier Law.

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No. H-334-1925.

Harry Golla, Estherville. Motor Carrier-Freight-Emmet County.

This application was filed on October 23, 1924, and Certificate of Authorization No. 131 was issued on March 20, 1925, granting authority to operate upon the route applied for.

No. H-336—1925.

Otto Mitchell, Pierson Motor Express, Pierson, Iowa. Motor Carrier-Freight-Woodbury County.

This application was filed on October 25, 1924, and on November 23, 1925, Certificate of Convenience and Necessity No. 50 was issued, authorizing the applicant to operate over the route applied for.

No. H-337-1925.

C. F. Westphal, Clinton. Motor Carrier-Passenger-Clinton, Iowa.

This application was filed on October 30, 1924, and hearing held on February 4, 1925. The case was dismissed and file closed on June 16, 1925, on account of non-operation for a period of ninety days after the approval of the application.

No. H-338-1925.

O. C. Wright, Adel. Motor Carrier-Passenger-Dallas and Guthrie Counties.

This application was filed on October 30, 1924, and the file closed on February 18, 1925, when applicant ceased operation.

No. H-339-1925.

Yellow Cab Co., Ft. Dodge. Motor Carrier—Passenger—Webster County.

This application was filed on November 1, 1924, and Certificate of Convenience No. 57, dated November 27, 1925, was granted to operate between Fort Dodge and the United States Gypsum Company.

distance II. 1925, after the Character store transfer that it decides to

No. H-340-1925.

C. E. Rudy, Spencer. Motor Carrier-Passenger-Clay, Palo Alto and Kossuth Counties.

This application was filed November 4, 1924, and the case came on for hearing March 3, 1925. After due consideration, the Board, on March 9th, decided that the application should be denied, using the following language:

This is an application of C. E. Rudy, of Spencer, Iowa, for Certificate of Authorization to operate as a motor carrier of passengers between Spencer, Iowa, and Algona, Iowa. The case came on for hearing on March 3, 1925, at 10:15 A. M., at the Court House, in Spencer, Iowa, pursuant to proper publication of notice of hearing, at which time full hearing was had and the case submitted.

The applicant introduced witnesses to show that the granting of this Certificate would promote the public convenience, and this was supplemented by a petition signed by 28 persons, who stated that the proposed bus line was needed and would promote the public convenience.

Objections to the granting of this Certificate were made by the Chicago, Milwaukee & St. Paul Railway Company and the Minneapolis & St. Louis Railroad Company, both of whom appeared by Counsel; objections sends of filed by the Board of Supervisors of Clay County, Iowa. The town of Whittemore filed written objections, signed by 25 persons; the town of Algona filed written objections signed by 34 residents and business men; the town of Ruthven filed objections signed by 15 residents and business men; the town of Dickens filed objections signed by 14 business men and residents; the town of Spencer filed objections signed by three residents; the town of Emmetsburg filed objections signed by 83 residents and business men, and the town of Cylinder filed objections signed by 14 persons, mostly business men.

While it is true that the present train service provided by the carriers is not such as will accommodate all persons at the specific times at which they may wish to avail themselves of such train service, it is also true that the granting of this Certificate of Authorization might tend to further reduce the patronage of the railroads, causing the carriers to remove more trains, thereby inconveniencing more people than would be convenienced by the bus service. In these applications we must consider the convenience of the majority of the public, rather than the few who might be convenienced by the inauguration of this proposed bus service.

It is the opinion of the Board that the granting of this application will not promote the public convenience. Application is, therefore, denied.

No. H-341-1925.

Mott P. Lipps, Carlisle. Motor Carrier-Freight-Polk County.

This application was filed on November 4, 1924, and the file was closed on April 30, 1925, when it was found that the new Iowa Motor Carrier Law did not apply to carriers operating over irregular routes.

No. H-343-1925.

O. W. Shaffer & Son, Anita. Motor Carrier-Oil and Oil Products-Cass, Adair and Audubon Counties.

This application was filed on November 8, 1924, and on March 17, 1925, Certificate of Authorization No. 129 was granted to operate over no regular route. On April 11, 1925, the operator was advised that the Supreme Court had decided that the new Iowa Motor Carrier Law was void insofar as it applied to carriers operating over irregular routes.

No. H-344-1925.

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Benjamin W. Crips, Ottumwa. Motor Carrier—Passenger and Baggage
—Wapello and Mahaska Counties.

This application was filed on November 8, 1924, and on January 7, 1925, Certificate of Authorization No. 111 was granted to operate between Ottumwa and Oskaloosa.

Certificate of Convenience and Necessity No. 18, dated July 24, 1925, was issued in lieu of Certificate of Authorization No. 111.

No. H-345-1925, he was believed as a set of and a state of the land of the lan

J. M. Brockway, Muscatine. Motor Carrier-Freight-Muscatine, Louisa, Des Moines and Scott Counties.

This application was filed on November 10, 1924, and the file was closed on April 23, 1925, when the Supreme Court decided that the New Iowa Motor Carrier Law was void insofar as it applied to this carrier's operations.

No. H-346-1925, and how there all sudmanufactors both are added they diet

Joe Steinberg, Ft. Dodge. Motor Carrier.—Property of Applicant.—Webster, Hamilton, Wright, Humboldt, Kossuth, Calhoun and Pocahontas Counties. This application was filed on November 12, 1924, and the file was closed on April 13, 1925, when it was decided that the Iowa Motor Carrier Law was void insofar as it applied to carriers not operating for hire.

No. H-347—1925.

Edson W. Sabin, Kanawha. Motor Carrier-Freight.

This application was filed on November 12, 1924, and the file closed on November 20, 1925, after it had been decided that the applicant had failed to comply with the requirements of the law.

No. H348-1925.

Jefferson Transportation Co., Mouroe. Motor Carrier—Passenger—Polk, Dallas, Boone and Greene Counties.

This application was filed on November 13, 1924, and hearing set for December 22, 1924, postponed to January 6, 1925, continued to January 21, 1925. Prior to the latter date the applicant stated that he wished the application withdrawn, and file was closed on March 19, 1925.

No. H-349-1925.

Robt, Griffith, Brighton. Motor Carrier-Oil and Oil Products.

This application was filed on November 14, 1924, and the case closed on April 11, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-350-1925.

W. D. Cross, Sidney. Motor Carrier-Freight-Fremont and Page Counties.

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This application was filed on November 14, 1924, and the case closed on June 29, 1925, when applicant stated he had no regular route or termini.

No. H-351-1925.

E. C. Melburg, Ames, Motor Carrier-Property of Applicant-Story, Boone and Marshall Counties,

This application was filed on November 15, 1924, and on March 9, 1925, Certificate of Authorization No. 125 was granted to operate over no regular route. This case was closed on April 11, 1925, when the Supreme Court decided that the Iowa Motor Carrier Law was void insofar as it applied to carriers not operating for hire.

No. H-352-1925.

Washington Oil Co., Washington. Motor Carrier-Oil and Oil Products.
-Washington County.

This application was filed on November 15, 1924, and the case was closed on April 14, 1925, when the Supreme Court decided that the lowa Motor Carrier law was void insofar as it applied to carriers not operating for hire. No. H-354-1925.

Fletcher & Crooks Oil Co., Crawfordsville. Motor Carrier-Oil and Oil Products-Washington, Henry and Louisa Counties.

This application was filed on November 17, 1924, and the case closed on April 11, 1925, when the Supreme Court decided that the Iowa Motor Carrier law was void insofar as it applied to motor carriers not operating for hire.

No. H-355-1925.

G. W. White, Washington. Motor Carrier-Oil and Oil Products-Washington County.

This application was filed on November 18, 1924, and the case closed on April 14, 1925, after the Supreme Court had decided that the lowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-356—1925.

Remsen Tank Line Co., Remsen. Motor Carrier-Oil and Oil Products-Plymouth County.

This application was filed on November 19, 1924, and the case closed on April 13, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-357-1925.

Carl Brown, Winterset. Motor Carrier-Freight-Madison County.

This application was filed on November 20, 1924, and on November 10, 1925, Certificate of Convenience and Necessity No. 104 was granted authorizing operation between Des Moines and Winterset.

No. H-358-1925.

Frank Douglas, Indianola. Motor Carrier-Passenger-Warren and Lucas Counties.

This application was filed on November 21, 1924, and hearing held on December 18, 1924. This case was dismissed, and the file closed, on July 10, 1925, owing to failure of the applicant to pay taxes due and properly render monthly reports.

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No. H-359-1925.

Guy Abbott, Hawarden. Motor Carrier-Freight.

This application was filed November 22, 1924, and the case closed on November 30, 1925, owing to the failure of the applicant to pay his taxes and render proper monthly reports.

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No. H-360-1925. The state of th

Mark Anthony Maloney, Davenport, Iowa. Motor Carrier-Freight-Scott and Clinton Counties.

This application was filed on November 26, 1924, and hearing set for

February 4, 1925. Prior to the hearing the applicant withdrew his request for a certificate, and the file was closed on February 2, 1925.

No. H-361-1925.

Independent Candy Co., Ft. Dodge. Motor Carrier-Property of Applicant-Clay, Kossuth, Winnebago, Hancock, Wright, Hamilton, Hardin, Franklin, Story, Sac, Ida and Palo Alto Counties.

This application was filed on November 28, 1924, and the file closed on April 14, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-362-1925.

Cash Spurgin, Indianola. Motor Carrier-Freight-Jasper and Polk Counties.

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This application was filed on December 1, 1924. It was set down for hearing on January 16, 1925, was reheard on February 9, 1925, and on February 21, 1925, the Board rendered an opinion denying applicant a certificate of Convenience and Necessity, in the following language:

This is an application of Cash Spurgin, Indianoia, Iowa, for a Certificate of Authorization to operate as a motor carrier of freight between Newton, Colfax, Mitchellville, Altoona, and Des Moines, in Jasper and Polk Counties, Iowa. The application came on for hearing on January 16, 1925, at the office of the Board, pursuant to proper publication of notice of hearing as prescribed by law, at which time full hearing was had and the application submitted.

It was the testimony of witnesses for applicant at the first hearing, that one of the stores at Newton was using its own truck between Des Moines and Newton to haul perishable fruit and products, and that by so doing, such firm was able to get fruits more often and earlier in the morning than the other merchants, and it was claimed that if this applicant was given authority to operate as a motor carrier it would put the merchants patronizing his service on a parity with this particular store, besides having their goods delivered direct to the store without extra dray charges and earlier in the morning, in time for their 10 o'clock delivery.

On account of failure to receive proper notice, the Chicago, Rock Island & Pacific Railway Company filed a petition for a rehearing or January 20, 1925. This petition was granted and rehearing set for Monday, February 9, 1925, 2 P. M., at the office of the Board.

Rehearing was held on February 9th and the case submitted.

The objectors produced a number of witnesses to show that perishable products are being delivered at Newton in a satisfactory manner in a special car, heated or iced, as the weather requires, arriving Wednesday and Friday mornings, being released by the railroad company at 8 A. M. Besides this a way freight operates daily between these points.

The President and Secretary of the Chamber of Commerce of Newton testified that at a meeting of the Board, the Secretary was instructed to send out notices to all twenty-one produce dealers in Newton, who were interested, regarding the use of trucks. Approximately eleven of them appeared and all but one claimed they were satisfied with the present railway service and would not patronize the trucks if in operation. Other witnesses testified that they had previously patronized the truck service, which was unsatisfactory, and that if we granted this applicant the authority to operate, it might mean a discontinuance of the present satisfactory railroad service for something that was uncertain, and besides that, would also handicap the local dray lines so they could not give proper service.

At the rehearing the applicant gave the names of a number of merchants who would patronize his service and introduced witnesses to show that motor carriers of freight were operating satisfactorily between Des Moines and Indianola.

The Board believes that Newton is enjoying a very good railroad service satisfactory to a majority of the merchants, and it will be more especially true if the railway company releases the freight at 7 A. M. instead of 8 A. M., as at the present time. This will enable the dray lines to deliver the freight in time for the 10 o'clock delivery for the merchants.

The Board must consider the convenience of all the public, and while the service proposed by applicant would possibly be a convenience to some, it would appear not to be to the greatest number and might be an inconvenience by eliminating the heated and iced car service and one of the city dray lines.

Application is therefore denied.

No. H-363—1925.

Herbert C. McCauley, Davenport, Motor Carrier-Products of the National Biscuit Co.-Scott, Clinton and Muscatine Counties.

This application was filed on December 1, 1924, and the case closed on April 13, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-364-1925.

Iowa Central Motor Express Co., Inc., Mason City. Motor Carrier-Freight-Cerro Gordo, Hancock, and Kossuth Counties.

The various witnesses equipment who backfied in supp.

This application was filed on December 2, 1924, and on December 31, 1924, the Board directed that a Certificate of Authorization issue as soon as the preliminary requirements of the Board and provisions of the law had been complied with. Before Certificate had been issued, the applicant was, on September 28, 1925, cited to appear before the Board, on October 5, 1925, at Mason City, Iowa, to show cause why Certificate of Authorization No. 102 and whatever right it might have to a certificate in this file should not be revoked. The applicant appeared at the time stated, and full hearing was held. On November 3, 1925, the following opinion and order was issued:

On September 28, 1925, Mr. D. C. Brewer, President of the Iowa Central Motor Express Company, Inc., Mason City, Iowa, was cited to appear before this Board on Monday, October 5, 1925, one o'clock P. M., at the Hanford Hotel, Mason City, Iowa, to show cause why Certificate of Authorization No. 102, held by said company, and whatever right said company may have to a certificate in this Board's file No. H-364, should not be revoked.

This citation was prompted by the results of an investigation made of an accident which occurred on September 17, 1925, about ten o'clock P. M. on the Mason City-Clear Lake road about six miles from Mason City, in which the Iowa Central Motor Express Company's Transport truck, with license No. T-20982, and a Willys-Knight, with license No. 23-281, owned by C. C. Parmeter, Clear Lake, Iowa, were involved.

The matter came on for hearing on October 5, 1925, one o'clock P. M., at the Hanford Hotel, Mason City, at which time full hearing was had and the case taken under advisement. The lowa Central Motor Express Company was represented by Senneff, Bliss & Witwer, Attorneys, Mason City, lowa, by Mr. Bliss and D. C. Brewer, and there were eight witnesses present who had been summoned by this Board.

In his testimony, Mr. D. C. Brewer, President of the Iowa Central Motor Express Company, admitted that the Transport truck, with license No. T.20982 was stopped at a point about six miles from Mason City on the north side of the paved Mason City-Clear Lake highway, due to burned out bearings in the left rear wheel, about 1:00 o'clock P. M. on September 16th and about two hundred yards from the homes of E. A. Copley and Park Frank, and that another truck came out from Mason City, took the load from the disabled truck and proceeded to Algona, leaving the Transport where it had stopped with about thirty inches of it projecting out over and upon the pavement, in which position it was left standing until about 10:00 o'clock P. M. on September 17th, the time the accident occurred.

Mr. D. C. Brewer also testified that he personally placed a red lighted lantern on both front and rear of said truck between seven and eight o'clock P. M. on the night of September 16th, and that instructions were given to one of his men to do likewise on the evening of September 17th.

The various witnesses summoned who testified in support of the charges, gave conflicting statements with regard to whether the truck carried lights on the night of September 17th. However, the preponderance of testimony was that the witnesses having been at or near the point on the highway where the accident occurred observed said disabled Transport with rear end protruding on the pavement about thirty inches, which left only about thirteen and one-half feet in width at this point of the paved highway; further that gross negligence was apparent in that the operator of the disabled truck left said truck on the highway in this hazardous position.

From the evidence in this case it appears that this Transport truck could have been completely removed from the highway at the time and at the point where it was stopped, and by proceeding further, some five hundred feet, it then could have been turned into a farm yard after its load had been removed; and that by the negligence in leaving this said truck in a position which created a hazard for passing vehicles, an accident occurred

in which the car of Mr. C. C. Parmeter, of Clear Lake, Iowa, was wrecked, two of the occupants injured, one of whom later had to have an eye removed.

The Commission further finds that the defendant, Iowa Central Motor Express Company, allowed this hazard to remain about thirty-six hours after notice of its disabled condition.

It is the opinion of the Board that D. C. Brewer, President of the Iowa Motor Express Company, as well as the operator of the truck in question, are guilty of gross carelessness, and it is directed that the records in the case, with the findings therein, be transmitted to the Attorney General for such action as the law warrants for the punishment of such offenses and the protection of the public upon the highway, and further, that D. C. Brewer and the operator of the truck in question be prohibited from driving trucks under this Certificate until further notice.

No. H-365—1925.

W. A. Boldon, Alden. Motor Carrier-Freight-Hardin County.

This application was filed on December 3, 1924, and on February 19, 1925, Certificate of Authorization No. 120 was granted to operate between Alden and Iowa Falls.

Certificate of Convenience and Necessity No. 120, dated November 2, 1925, was issued in lieu of Certificate of Authorization No. 120.

No. H-366-1925.

Elmer Sahl, Harian. Motor Carrier-Freight-Shelby and Pottawattamie Counties.

This application was filed on December 5, 1924, and the case set down for hearing February 24, 1925, which hearing was cancelled for the reason that applicant failed to publish notice of hearing as required by law. The file was closed on April 3, 1925, after applicant had failed to state whether he desired another hearing set.

No. H-367-1925.

O. S. Kent, Spencer. Motor Carrier—Passenger—Clay, O'Brien, Cherokee, Plymouth and Woodbury Counties.

districtioned, and fife, was closed, on Polymers 16, 1975.

This application was filed on December 6, 1924, and the file closed on January 29, 1925, after same had been withdrawn.

No. H-368-1925.

Jacob E. Decker & Sons, Mason City. Motor Carrier-Property of Appli-

on April 17, 1825, repealed by Chapter a test of the Porty and Course

This application was filed on December 6, 1924, and the case closed on April 13, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

On April 11, 1975, the applicant was anythen that the Someone Court

No. H-369-1925,

J. H. Frederickson, Harlan. Motor Carrier-Freight-State of Iowa.

This application was filed on December 9, 1924, and the case closed on November 30, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers operating over irregular routes.

great acts We tredshow? I recrease to the said of the annales act as

No. H-370—1925.

H. C. Petersehn, Reinbeck. Motor Carrier-Freight.

This application was filed on December 9, 1924, and the case closed on April 24, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-371-1925.

J. T. Snyder, Mitchellville. Motor Carrier-Passenger-Polk and Dallas Counties.

Andrea very the court of the court and the court and the

This application was filed on December 10, 1924, and the file closed on April 23, 1925, owing to the repeal of Chapter 252, Code of Iowa.

No. H-372—1925, and off of the second of the

J. C. Samuelson, Madrid. Motor Carrier-Passenger-Boone County.

This application was filed on December 15, 1924, and the case closed on February 3, 1925, after applicant had been twice requested to furnish detailed description of the route over which he expected to operate, but failed to do so.

lowed that here are then Acet - 5 videoust - a look and not helders alow

No. H-373-1925, offeren the unitred datas and at wanted and that to

Harry Gray Harris, Mile. Motor Carrier—Passenger—Warren County. This application was filed on December 16, 1924, and hearing set for February 20, 1925. Prior to this date the applicant requested the case dismissed, and file was closed on February 19, 1925.

No. H-874-1925.

R. L. Larson, Irwin. Motor Carrier-Freight-Shelby County.

This application was filed on December 18, 1924, and the file closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was on April 17, 1925, repealed by Chapter 4, laws of the Forty-first General Assembly of Iowa.

oph F. Opeley a Soun Hasan Olly, Motor Corners, Preserve al Appli-

No. H-375-1925.

W. H. Kreger Companies, Albia. Motor Carrier-Property of Applicant.
--Monroe and Marion Counties.

This application was filed on December 24, 1924, and on February 27, 1925, Certificate of Authorization No. 121 was granted to operate over no regular route.

On April 11, 1925, the applicant was advised that the Supreme Court

had decided that the Iowa Motor Carrier law did not apply to carriers not operating for hire.

No. H-376-1925.

G. C. Philson, Harlan. Motor Carrier—Oil and Oil Products—Shelby County.

This application was filed on December 22, 1924, and the case closed on April 13, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-377-1925.

White Star Bus Co., Muscatine. Motor Carrier-Passenger-Muscatine and Johnson Counties.

This application was filed on December 29, 1924, the case heard on January 28, 1925, and on November 16, 1925, Certificate of Convenience and Necessity No. 69 was granted to operate between Muscatine and Burlington, also between Muscatine and Iowa City.

No. H-378-1925.

O. S. Kent, Spencer. Motor Carrier-Passenger-Clay, Buena Vista, Cherokee and Woodbury Counties.

This application was filed on January 6, 1925, hearing held on March 3, 1925, at the close of which the applicant decided to withdraw his application. The file was closed on March 12, 1925.

No. H-380-1925.

Goldapp Bros., McClelland. Motor Carrier-Freight-Pottawattamie County.

This application was filed on January 5, 1924, and the case closed on September 16, 1925, after it was ascertained that the carriers were not operating over a regular route or between fixed tremini.

No. H-382-1925.

George Reeverts, Sibley. Motor Carrier-Freight-Osceola, O'Brien, Dickinson and Luon Counties.

This application was filed on January 12, 1925, and the case closed on November 20, 1925, on receipt of information to the effect that the applicant had ceased operating.

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No. H-383-1925.

Harry Harris, Eldora. Motor Carrier-Freight-Hardin County.

This application was filed on January 12, 1925, and case heard on February 17, 1925. The Board denied application on February 21, 1925, in the following language:

This is an application of Harry Harris, Eldora, Iowa, for a Certificate of Authorization to operate as a motor carrier of freight between Eldora and Iowa Falls, in Hardin County, Iowa. The case came on for hearing

Committee of Littlewines

on February 17, 1925, ten o'clock A. M., at the Woods Hotel, Iowa Falls, Iowa, pursuant to proper publication of notice of hearing, at which time full hearing was had and the case submitted.

The applicant introduced W. S. Porter, Secretary of the Community Club, Eldora, Iowa, to show that the public convenience would be promoted by the granting of the Certificate of Authorization as applied for in this case. Mr. Porter's testimony was to the effect that he had interviewed a number of the merchants at Eldora, including Scurry Brothers and Shafer Brothers, who stated that they would prefer to give their business to a resident of Eldora, and consequently would favor Mr. Harris.

The applicant's testimony was to the effect that he desired to operate as a motor carrier of freight between Eldora and Iowa Falls and believed that there was sufficient business to pay him to do so, and that he had interviewed a number of merchants who were favorably inclined to give him their business.

Written resistance and objections to the granting of the Certificate was filed on January 30, 1925, by the Chicago & North Western Railway Company, claiming there already was sufficient service between the towns which applicant proposes to serve.

Written resistance and objections was also filed at the hearing by O. S. Hall, Iowa Falls, Iowa, who operates as a motor carrier between Iowa Falls and Eldora.

C. E. Buxton, Manager of the Hoxey Fruit Company, Iowa Falls, testified that Mr. Hall transported practically all of their products between Eldora and Iowa Falls and that the service was entirely satisfactory, but that he was not objecting to the granting of a Certificate to Mr. Harris. J. H. Whitsett, of Swift & Company, Iowa Falls, and L. C. Carpenter, of the Witmer Grocery Company, Iowa Falls, testified practically to the same effect.

Several affidavits of merchants of Eldora, including Scurry Brothers and Shafer Brothers, were filed by the objector Hall, which stated that the service furnished by Mr. Hall was satisfactory.

Evidence introduced, in the opinion of the Board, was insufficient to establish that the proposed service would promote the public convenience.

Application is therefore denied.

No. 384—1925.

L. C. Pantages, Ames. Motor Carrier-Passenger-Story and Polk Counties.

This application was filed on Jan. 12, 1925, hearing was held Feb. 20, 1925, and on March 14, 1925, the Board directed that Certificate of Authorization be issued as applied for as soon as the applicant had compiled with the preliminary requirements of the law and the Board's Rules and Regulations.

On Oct. 2, 1925, the Board revoked whatever right the applicant might have had to a Certificate under this application. For full text of order of revocation see No. H-32-1924, reported in this volume.

No. H-385-1925.

Scenic Stage Lines, St. Paul, Minn. Motor Carrier—Passengers—Clinton, Scott and Muscatine Counties.

This application was filed January 12, 1925, and hearing held January 28, 1925. On March 23, 1925, after due consideration, the Board issued a decision denying the application as follows:

This is an application of Scenic Stage Line, St. Paul, Minnesota, a partnership composed of H. P. Neison, St. Paul, Minnesota, and J. C. Steinmetz, St. Paul, Minnesota, for a Certificate of Authorization to operate as a motor carrier of passengers, as follows:

Route 1—Between Clinton, Camanche, Folletts, Princeton, Le Claire, Pleasant Valley, Bettendorf, Davenport, Rockingham, Buffalo, Montpelier, Fairport, and Muscatine, in Clinton, Scott and Muscatine Counties, Iowa. Route 2—Between Clinton, Camanche, Folletts, Princeton, Le Claire, Pleasant Valley, Bettendorf, and Davenport, in Clinton and Scott Counties, Iowa.

According to the time schedule filed with this application, applicant proposes to make eleven round trips daily between Clinton and Davenport, and five round trips daily between Davenport and Muscatine.

The application came on for hearing on Jenuary 28, 1925, at Muscatine, Iowa, pursuant to proper publication of notice of hearing as prescribed by law, at which time full hearing was had and the case submitted, with the understanding that applicant should file a written brief and argument on or before February 7, 1925, and the objectors to file answer on or before February 17, 1925. Applicant's brief and argument was filed on February 6, 1925, and brief and argument of Clinton, Davenport and Muscatine Railway Company was filed on February 16, 1925.

The applicant, endeavoring to show that the proposed bus would promote the public convenience, introduced evidence through witnesses testifying that the establishment of a bus line would promote the public convenience, and also introduced fifteen affidavits as exhibits, affiants saying present service inadequate and that establishing a motor carrier would promote the public convenience, and that they were desirous of obtaining the proposed additional service. Applicant also introduced affidavit exhibits from Clinton Chamber of Commerce, Clinton Commercial Travelers and seven employees of the U. S. Biological Station near Fairport, affiants all stating the desire for addition service as proposed, claiming it would promote the public convenience.

The Clinton, Davenport and Muscatine Railway, being an objector, introduced various witnesses testifying to the adequacy, frequency and reliability of present train service, witnesses also saying the competition of the proposed bus line would impair the present service, that in all probability a far greater number of the public would become greatly inconvenienced. The Clinton, Davenport and Muscatine Railway Company also introduced exhibits purporting to be strenuous objections to the establishment of a motor bus line by

Traffic Committee of Davenport,
Muscatine Association of Commerce,
Trustees of Pleasant Valley Township,

Council of Princeton,

Council of Davenport,

Commercial Club of Lyons,

One hundred and twenty signatures from Princeton,

Fifty-two signatures from Pleasant Valley,

Forty-four signatures from Le Claire.

Affiants all saying that the establishment of a motor bus line would not promote the public convenience, but would cause curtailment of present service being rendered the public by the Clinton, Davenport and Muscatine Railway Company, which line carries all classes of passengers, as well as all classes of freight, both carload and less than carload, and that present service for passengers, consisting of eleven trains each way daily, was adequate.

The evidence in this case shows the proposed motor carrier would parallel the Clinton, Davenport and Muscatine Railway and would serve nearly all of the same towns, as well as the termini Clinton and Muscatine. The Clinton, Davenport and Muscatine Railway operates eleven trains daily each way, serving all towns except Buffalo, Montpelier and Fairport, that the proposed motor carrier would serve. These three towns are served by three steam lines each way daily,

Including the termini Clinton and Muscatine are twenty-one towns which are served by rail lines and all but three towns are served by eleven or more trains each way daily. The applicant proposes to serve eleven of these towns making of duplication of service where eleven trains each way daily are now being operated.

Cotal Each Way	Popula- tion 1990	Twenty-one Towns	No. Trains Each Way Daily	No. Trains Each Way Daily	No. Trains Each Wny Daily	No. Trains Each Way Daily	Pro- posed Bus Line
Daily	Tul/per	And Turn and the sur	C. D. & M.	O.,M., &St.P.	2 C.,B. & Q.	C.,R.L. & P.	
14	24,151	Ćlinton	O.x	×	x	Carrier of	
14	700	Camanche	X	X	X	*******	X
12	*********	Rock Creek Shaffton	X				
11		Wapsie	X	X			
14	414 724	Princeton	X	X			X
11	124	Tile Works	X	X	X	*******	W. X
14	200	Pleasant Valley	X	X.	X		×
11		Iowana Davis	X			*******	
12	2,178	Bettendorf	X	Warrant .		******	******
16	67,938	Davepport	x	x	X	X	X
5	487	Hetzel Buffalo	X	rith Control	1722222		
5	100	Montpeller	******	X	X	X	X
11		Drum	X	*******			
5	250	Pleasant Prairie	X				
11		Sweetland	SHIPT I	X	X	Dir Shill	State
16	16,068	Muscatine	x	X	x	x	x

Sketch of train service and towns.

The Clinton, Davenport and Muscatine Railway Company is dependent solely on business from these twenty-one towns, including connecting passenger and freight business at termini, Clinton, Davenport and Muscatine. The position of the Clinton, Davenport and Muscatine Railway Company, unlike the larger steam lines, does not traverse several states, reaching mining, lumber, grain and live stock producing regions, so that a loss of business in one line can be made up by business in other parts of the system.

It is the opinion of this Commission that the proposed motor carrier service would not promote the public convenience and would more likely inconvenience a greater number of the people by impairing rail line service now provided for. No complaint has been made that present service is inadequate or inconvenient.

Therefore, to protect the greater number from an almost certain inconvenience, a probable destruction of large property investment now adequately serving the public as shown by the evidence, the Commission denies the application, and and a second a second and a second an

A petition for rehearing filed by the applicant was dismissed on May 5, 1923, on account of the repeal of Chapter 252, Code of Iowa, 1924, on April 17, 1925, 1986 and 1986 nother one datas, absorbed and the color as a miles as prisone institutional

No. H-386—1925. George N. Schori, Elgin. Motor Carrier-Freight-Fayette and Clayton Counties.

This application was filed on July 25, 1924, and the case closed on November 20, 1925, after the carrier had ceased operating. the first age agreed that our country on the manufactually that

No. H-387—1925. Delbert Wolkins, Tabor. Motor Carrier-Freight-Fremont, Mills and Pottawattamie Counties. .

This application was filed January 15, 1925, and the case closed on February 11, 1925, after the applicant had requested that hearing set for February 24, 1925, be cancelled and the application dismissed. the meanings has bollenged to a many representation of the graphs of

No. H-388-1925.

D. W. McMahon, Sloux City. Motor Carrier-Passenger-Woodbury and Ida Counties.

This application was filed on January 16, 1925, and hearing held February 24, 1925. The applicant or his counsel failed to appear, and the Board dismissed the application, 17, 1205, and we Award 24 1505, "to three of Commission length Mediciles

No. H-389-1925, and properly and because an interest the feeting one first Carl Poindexter, Polk City. Motor Carrier-Passenger-Boone and Hamilton Counties,

This application was filed on January 16, 1925, and hearing held on February 26, 1925. The application was dismissed on April 24, 1925, on account of the repeal of Chapter 252, Code of Iowa, 1924, by Chapter 4, Laws of the Forty-first General Assembly of Iowa. A rehearing was

granted on June 10, 1925, after which Certificate of Authorization No. 27 was granted on June 25, 1925, to operate between Madrid and Webster City. On July 31, 1925, the Board issued a resolution revoking right to a Certificate of Convenience and Necessity on account of an agreement entered into by the applicant and the Ft. Dodge, Des Moines & Southern Transportation Company, for the sale of the right to operate as a motor carrier between Madrid, Boone, Stanhope and Webster City to the latter company.

No. H-391-1925

Emil Michaelson, Des Moines. Motor Carrier-Passenger-Polk, Warren and Madison Counties.

This application was filed on January 19, 1925, and on April 1, 1925, Certificate of Authorization No. 135 was granted to operate between Des Moines and Winterset.

No. H-393-1925.

Christ Peterson, Albert Lea, Minn. Motor Carrier—Passenger—Cerro Gordo, Worth and Mitchell Counties.

This application was filed on January 23, 1925, and the case closed on February 13, 1925, after the applicant had submitted an amended application making a change in the counties through which operation was desired. The amendment was considered as a separate application.

No. H-394-1925.

R. L. Conard, Indianola. Motor Carrier—Passenger—Polk, Story and Marshall Counties.

This application was filed on January 26, 1925, hearing was held February 20, 1925, at which time the application was withdrawn.

No. H-396—1925.

Ronald DeWight Johnson, Atlantic. Motor Carrier-Freight-Cass County.

This application was filed on January 29, 1925, and hearing set for March 9, 1925. Hearing in this case was cancelled and application dismissed at request of applicant.

No. H-397-1925.

Harvey Frank Schaeffer, Tipton. Molor Carrier-Freight-Scott and Ucdar Counties.

This application was filed on January 29, 1925, hearing held on March 17, 1925, and on August 24, 1925, Certificate of Convenience and Necessity No. 138 was granted, authorizing operation between Davenport and Tipton.

No. H-398-1925.

Trimble-Hatcher Rapid Transit Company, Indianola. Motor Carrier-Passenger-Webster, Calhoun, Sac, Ida and Woodbury Counties.

This application was filed on January 30, 1925, and the case closed on February 11, 1925, at the request of the applicant.

No. H-399—1925.

Trimble-Hatcher Rapid Transit Company, Indianola. Motor Carrier-Passenger-Carroll, Sac, Buena Vista, Clay and Dickinson Counties.

This application was filed on January 30, 1925, and the case dismissed without prejudice, at the applicant's request, on February 7, 1925.

No. H-400-1925.

R. L. Conard, Indianola. Motor Carrier—Passenger—Webster, Calhoun, Sac, Ida and Woodbury Counties.

This application was filed on January 31, 1925, and partial hearing was held on February 25, 1925. Further hearing was set for March 25th, but was postponed to May 25, 1925. The Board rendered a decision on July 28, 1925, denying the application, in the following language.

R. L. Conard, of Indianola, Iowa, and the Trimble-Richardson Rapid Transit Company, of Indianola, Iowa, filed applications with the Board asking for certificate of authorization as a motor carrier of passengers between Fort Dodge and Sioux City.

After due notice hearing was had at Fort Dodge on February 25, 1925, it being agreed that the testimony with reference to the question of public convenience should be made applicable to both applications. At the conclusion of the testimony for the applicants the objectors asked for a continuance in order that they might have sufficient time to present their testimony. Continuance was granted to May 25, 1925, at Des Moines, at which time further hearing was had, at the conclusion of which time was given for the filing of briefs.

It was shown at the hearing that between Fort Dodge and Manson, the Illinois Central Railroad Company operates three passenger trains each way daily; between Fort Dodge and Rockwell City, the same railroad operates three passenger trains each way daily; between Rockwell City and Sac City, the Chicago, Milwaukee & St. Paul Railway Company operates two passenger trains each way daily; between Sac City and Correctionville the Chicago and North Western Railway Company operates two passenger trains each way daily; and between Correctionville and Sloux City the same railway operates two passenger trains each way daily. In addition to this train service, F. C. Fowler operates as a motor carrier of passengers between Moville and Correctionville, and Moville and Sloux City, and insisted that he was giving adequate and satisfactory service.

Upon the testimony offered and the facts ascertained, the Board does not believe that a sufficient showing has been made that the proposed service would promote the public convenience and necessity.

The applications are therefore denied.

No. H-401-1925.

Brower Oil Company, Muscatine. Motor Carrier-Oil and Oil Products
-Muscatine County.

Street, they done it has distill the things of the same transfer and

This application was filed on January 31, 1925, and the case closed on April 11, 1925, after the Supreme Court had decided that the lows

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RAILROAD COMMISSIONERS' REPORT

Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-402-1925.

O. C. Wright, Adel. Motor Carrier-Passenger-Dallas, Adair and Guthrie Counties.

This application was filed on January 31, 1925, and the case closed on March 13, 1925, an account of the applicant requesting dismissal. W. K. Construct Technique, St. of Construct Personal Manager Construct

No. H-403-1925.

Trimble-Richardson Rapid Transit Company, Indianola.

This application was filed on February 4, 1925, and was heard on February 25, reheard on March 25, postponed to April 20th, case reopened on April 29th, and final hearing held on May 25th.

On July 28, the Board denied this application in the same language as No. H-400—1925. Dentall Company, of Indianals over the Company of the Read

No. H-405—1925.

Sioux Falls Traction System, Inc., Sioux Falls, S. D. Motor Carrier-Passenger-Woodbury, Monona, Harrison and Pottawattamie Counties.

This application was filed on February 2, 1925, and hearing held on February 24, 1925. On October 15, 1925, Certificate of Convenience and Necessity No. 90 was granted to operate over the following routes:

No. 1 between the north line of the State of Iowa where Primary Road No. 9 intersects the north line of Sioux Township and Spirit Lake. Internet and in that are arrived partient much forme in another

No. 2 between the west line of the State of Iowa near the northeast corner of Section 15, Township 95 North, Range 48 West, and Sioux City, at particular would be many and another the selection of the second of the secon

Route No. 3 between Sioux City and Council Bluffs.

No. H-406—1925.

Louie Christofferson, Northwood. Motor Carrier-Freight-Worth and Cerro Gordo Counties.

Biggioth mayers their parameter and the property states and analysis to the

This application was filed on February 2, and good faith operation on April 14, 1923, was shown. On October 10, 1925, the business was sold to Adolph H. Ausenhus, Northwood, Iowa. Certificate of Convenience and Necessity No. 51, dated November 30, 1925, was granted to operate between Northwood and Mason City, also between Northwood and the point where Primary Road No. 1 intersects the north line of the state of Iowa, shall along great and and roots heatfullow as heat westled buy south

No. H-407-1925.

George C. Wiegand, Emmetsburg. Motor Carrier-Freight-Palo Alto, Emmet, Clay, Kossuth, Pocahontas, Calhoun and Webster Counties.

Alterior and the second of the

This application was filed on February 2, 1925, the case heard on March 3d, and on March 24th Certificate of Authorization No. 134 was granted to operate over no regular route from Emmetsburg to points in Palo Alto, Emmet, Clay, Kossuth, Pocahontas, Calhoun and Webster Counties, I land habitan had rupt smarges and make acce ill hank an No. H-408-1925.

Black Star Bus Line, owned and operated by Miles R. Landis, Maquoketa. Motor Carrier-Passenger and Property-Jackson, Jones and Linn Counties.

This application was filed on February 5, 1925, hearing held on March 18, 1925, and on August 17, 1925, Certificate of Convenience and Necessity No. 23 was granted, authorizing operation over the following routes:

Route No. 1 between Maquoketa and Cedar Rapids. Route No. 2 between Monticello and Cedar Rapids.

The application was find Pelevice 19 1979, heavily bell on Pul-No. H-409-1925.

W. S. Cronk, Cambridge. Motor Carrier-Freight-Story and Polk Counties.

This application was filed on February 6, 1925, hearing was held on February 20th, and on March 18th Certificate of Authorization No. 130 was granted to operate between Cambridge and Des Moines.

Certificate of Convenience and Necessity No. 130, dated October 29, 1925, was issued in lieu of Certificate of Authorization No. 130. on room on March 34 the Paper of the Section a design to her age

No. H-410-1925, and to said to the state of the said and the said to the said R. L. Conard Indianola, Motor Carrier-Passenger-Palo Alto, Pocahontas and Calhoun Counties.

This application was filed on February 6, 1925, and hearing set for July 14, 1925, cancelled, and case dismissed, at request of applicant.

matterior own out how had been extend that and doors in that No. H-411-1925, and average and an first wave manufactured and the same and the sam

R. L. Conard, Indianola. Motor Carrier-Passenger-Webster, Calhoun, Pocahontas, Buena Vista, and Cherokee Counties,

This application was filed on February 6, 1925, and hearing was set for March 25th, was dismissed, and case closed, at the request of applicant, beforming at any thouse characters belong out morning sindly

continued of acother free line.

No. H-412-1925.

Geo, A. Hahn, Muscatine. Motor Carrier-Property of Applicant-Muscatine, Johnson, Scott, Cedar, Wapello, Washington, Iowa, Jefferson, Des Moines, Louisa, Clinton, Keokuk and Henry Counties;

This application was filed on February 9, 1925, and the case closed on April 11, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire. serious are train purposed over the remodel on half may write there every

No. H-413-1925.

Christ Peterson, Albert Lea, Minn. Motor Carrier-Passenger-Cerro Gordo, Floyd and Mitchell Counties.

This application was filed on February 11, 1925, and hearing held on March 4th, The file was closed on April 24th, 1925, after it was found that the applicant had quit operating.

No. H-414-1925.

John P. Storck, Van Meter, Motor Carrier-Freight-Madison, Dal. las and Polk Counties.

This application was filed on February 11, 1925, and it appearing that applicant was operating in good faith on April 14, 1923, Certificate of Authorization No. 128 was granted on March 17, 1925, to operate over no regular route in Madison, Dallas and Polk Counties, Iowa

No. H-415-1925.

C. J. Jauron, Salix. Motor Carrier-Passenger-Woodbury County.

This application was filed February 12, 1925, hearing held on February 24, 1925, and on November 23, 1925, Certificate of Convenience and Necessity No. 92 was granted to operate between Sloan and Sloux City.

No. H-416-1925. Leo P. Howe, Indianola. Motor Carrier-Freight-Warren and Polk

This application was filed on February 13, 1925, hearing held on February 27, 1925, and on March 2d the Board issued a decision denying the issuance of certificate, as follows:

This is an application of Leo P. Howe, of Indianola, Iowa, for a Certificate of Authorization to operate as a motor carrier of freight in Warren and Polk Counties, Iowa. The application came on for hearing, in the office of the Board, at Des Moines, on February 27, 1925, at ten o'clock A. M., pursuant to proper publication of notice of hearing, at which time full hearing was had and the case submitted.

Written objections were filed by the Chicago, Rock Island & Pacific Railway Company, and R. L. Conard, of Indianola, appeared personally and by counsel, objecting to the granting of this Certificate of Authorization. A number of witnesses were produced by the objectors, stating that they were entirely satisfied with the present service, and that, in their opinion, the public convenience would not be promoted by the inauguration of another truck line.

It is the opinion of the Board that the evidence introduced was insufficient to establish that the proposed service would promote the public convenience, or as to design attended to the convenience and and another the convenience and another the convenien

Application is, therefore, denied.

No. H-417-1925.

Jones and Hickman, Indianola. Motor Carrier-Passenger-Lucas and Warren Counties.

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This application was filed on February 16, 1925, hearing held on March 13th, and on March 25th, the Board rendered a decision denying the applicant a Certificate of Convenience and Necessity in the following language:

This is an application of Jones and Hickman, Indianola, Iowa, a partnership composed of Alva Jones and Walter B. Hickman, Indianola, Iowa, for a Certificate of Authorization to operate as a motor carrier

of passengers between Chariton, Lucas, Norwood, Liberty Center and Indianola, in Lucas and Warren Counties, Iowa.

This application came on for hearing on March 13, 1925, at the Court House, Chariton, Iowa, pursuant to published notices of hearing as prescribed by law, at which time full hearing was had and the case submitted.

The evidence introduced in support of this application was not sufficient to justify a finding that the proposed service would promote the public convenience, and the application is therefore denied. Parties will little Fulnett to animal and no news materillage, will

No. H-418—1925.

F. H. Anderson and Son, Correctionville. Motor Carrier-Freight-Woodbury County.

This application was filed on February 16, 1925, hearing held on March 24, 1925, and on October 20, 1925. Certificate of Convenience and Necessity No. 25, was granted to operate between Sioux City and Correctionville.

No. H-420-1925.

Plagmann and Schaeffer, Tipton. Motor Carrier-Passenger-Cedar and Linn Counties. In the state of the personal semantics of

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This application was filed on February 20th, 1925, hearing held on March 18, 1925, and on March 27th, the Board denied the applicant a certificate to operate, in the following language:

This is an application of Plagmann & Schaeffer, Tipton, Iowa, a partnership composed of Harvey Frank Schaeffer, Tipton, Iowa, and Otto William Plagmann, Davenport, Iowa, for a Certificate of Authorization to operate as a motor carrier of passengers between Tipton, Stanwood, Mechanicsville, Lisbon, Mt. Vernon, and Cedar Rapids, in Cedar and Linn Counties, Iowa and the contract the contract to the country and the count

The application came on for hearing on March 18, 1925, at the Montrose Hotel, Cedar Rapids, Iowa, pursuant to published notice of hearing as prescribed by law, at which time full hearing was had and the case submitted: (I. .) by the hard and operated by the C. C. Michaell and operated by the C. C. Michaell and the control of the co

Written objections to the granting of this application were filed by the Chicago and North Western Railway Company and the Iowa Railway and Light Company. College to the law and the alemania

One of the partners in this case, Harvey Frank Schaeffer, already operates a motor carrier of passengers between Tipton and Davenport. which service will connect with a motor carrier line, Tipton to Cedar Rapids, to be operated by the Cedar Rapids and Iowa City Railway, a Certificate for the operation of which has been approved by this Board.

The evidence introduced does not indicate, in our opinion, that the proposed service will promote the public convenience and the application is therefore denied, and date advocate of malacine notation hereit No. H-421-1925.

W. C. Boseck, Griswold. Motor Carrier-Freight-Cass County.

This application was filed on February 21, 1925, hearing held, at Atlantic, Iowa, on March 3, 1925, and on March 23, 1925, the Board denied the applicant a Certificate of Convenience and Necessity on the grounds that the proposed service would not be beneficial to the public, as follows:

This is an application of W. C. Boseck, Griswold, Iowa, for a Certificate of Authorization to operate as a motor carrier of freight between Griswold and Atlantic, in Cass County, Iowa.

The application came on for hearing on March 9, 1925, two o'clock P. M., at the Court House, Atlantic, Iowa, pursuant to published notice of hearing as prescribed by law, at which time full hearing was had and the case submitted. C. B. Croghan, Griswold, Iowa, members of the partnership of Bishop and Croghan, Griswold, Iowa, holder of Certificate of Authorization No. 49, dated June 9, 1924, which Certificate authorizes said partnership to operate as a motor carrier of freight between Griswold and Atlantic, appeared at the hearing objecting to the granting of this application. Written objections to the granting of the application were filed with the Board on March 9, 1925, by the Chicago, Rock Island & Pacific Railway Company.

The evidence introduced at the hearing was not sufficient to show that the proposed service would promote the convenience of the public, and the application is therefore denied.

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No. H-422-1925.

Alfred M. Julius, McClelland. Motor Carrier-Freight-Pottawattamie County.

This application was filed on February 23, 1925, and the case closed on September 16, 1925, when it became evident that the carrier's operations were not subject to the rules and regulations of the Iowa Motor Carrier law.

No. H-424-1925.

Iowa Motor Transit Co., owned and operated by C. C. Richardson, Indianola. Motor Carrier—Passenger—Warren and Lucas Counties.

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This application was filed on Feb. 24, 1925, by Frank Douglas, of Indianola. Hearing was held, at Chariton, on March 12, 1925. On March 19, the Board directed that a Certificate of Authorization issue as applied for as soon as the applicant had complied with the preliminary requirements of the law and the Board's Rules and Regulations. On July 28, the Board received a petition asking them to enter such order as was necessary to authorize the transfer of whatever right the said Douglas had to a Certificate of Convenience and Necessity in this case to C. C. Richardson, Indianola. On July 30, 1925, the Board rendered decision refusing to authorize such transfer. On Sept. 14, 1925, the Board rescinded this decision and adopted a resolution approving the transfer, in the following language:

Whereas on February 24, 1925, Frank Douglas of Indianola, Iowa, made application to this Board under the provisions of Chapter 252, Code of lowa, 1924, for authority to operate as a motor carrier for the transpertation of passengers between Chariton, Lucas, Norwood, Liberty Center and Indianola in Warren and Lucas Counties, and

WHEREAS after public hearing on such application the Board directed that Certificate of Authorization issue, as applied for, as soon as the applicant had complied with the preliminary requirements of the law and the Rules and Regulations Governing the Operation of Motor Carriers, and

WHEREAS said Frank Douglas did on March 19, 1925, comply with the law and the Board's Rules and Regulations and was authorized to operate over the route applied for pending the adjustment of details necessary to the issuance of a Certificate of Authorization, and

WHEREAS ON July 28, 1925, said Frank Douglas, Indianola, Iowa, and C. C. Richardson, Indianola, Iowa, sole owner of the Iowa Motor Transit Company, filed joint application asking the Board to approve the transfer of whatever right said Frank Douglas may have to Certificate of Convenience and Necessity under and by virtue of Chapter 252, Code of Iowa, 1924, to said C. C. Richardson, and

WHEEEAS on July 30, 1924, this Board for reason shown in decision of that date denied said application for transfer, and

Whereas on August 10, 1925, receipts were filed showing that all taxes due from said Frank Douglas under the provisions of the Motor Carrier Law were paid and both said Douglas and Richardson having appeared before this Board and showed cause for the proposed transfer, be it

RESOLVED that for cause shown the Board hereby rescinds its decision, under date of July 20, 1925, in this matter and directs that whatever right said Frank Douglas may have to a Certificate of Convenience and Necessity be transferred to said C. C. Richardson, Indianola, Iowa, sole owner and operator of the Iowa Motor Transit Company, Indianola, Iowa, as soon as said C. C. Richardson has complied with the preliminary requirements of the law and the Rules and Regulations Governing of Operation of Motor Carriers.

No. H-425—1925.

Frank Thompson, Anthon. Motor Carrier-Freight-Woodbury, Ida and Monona Counties.

This application was filed on February 25, 1925 and the case closed September 16, 1925, on receipt of advice to the effect that this carrier's operations did not come within the purview of the Iowa Motor Carrier law.

No. H-426-1925and rolom is an elevent of annexes Exceed 1 in the late

CONTRACT OF STATE OF

A. F. Ellis, Schaller. Motor Carrier-Freight-Sac, Ida, Cherokee and Buena Vista Counties.

This application was filed on February 25, 1925, and the case dismissed on May 4, 1925, after information had been received which indicated that this carrier's operations did not come within the purview of the Iowa Motor Carrier law.

No. H-427--1925.

W. D. Gross, Sidney. Motor Carrier-Freight-Fremont, Mills, Pottawattamie, Montgomery and Page Counties.

This application was filed on February 25, 1925, hearing held on April 23d, and the case dismissed on June 29, 1925, when it was found that this carrier's operation did not come within the purview of the Iowa Motor Carrier law.

No. H-428--1925.

R. L. Kelsey, Des Moines. Motor Carrier—Passenger—Polk, Dallas, Boone, Greene, Calhonn and Webster Counties.

This application was filed on February 26, 1925. The hearing which had been set for March 20, 1925, was cancelled and application dismissed at the request of the applicant.

No. H-429-1925.

O. C. Wright, Adel. Motor Carrier-Passenger-Polk, Dallas, Madison, Adair and Guthrie Counties.

This application was filed on February 27, 1925, hearings were held on March 20 and May 26, and on September 21, 1925, Certificate of Convenience and Necessity No. 1 was granted to operate over the following routes:

Route No. 1 between Des Moines and Guthrie Center.

Route No. 2 between Des Moines and Stuart.

No. H-430-1925.

Frank Conley, Anthon. Motor Carrier-Freight-Woodbury. Ida and Monona Counties.

This application was filed on February 28, 1925, and the case dismissed on April 25, 1925, at the request of the applicant.

No. H-431-1925, Company of the sale of the

Conard and Richardson, Indianola. Motor Carrier-Passenger-Poweshiek, Iowa and Johnson Counties.

This application was filed on March 2, 1925. Hearing was called for March 16, 1925, and continued to April 6, 1925. Continued hearing held April 6, 1925, and again continued to April 17, 1925. Additional testimony taken April 17, 1925, and hearing concluded May 26, 1925. On July 29, 1925, the Board decided the evidence did not show that the public convenience would be promoted by the service promised, and application was denied, in the following language:

These are two cases where a partnership composed of C. C. Richardson and R. L. Conard propose to operate as a motor carrier of passengers upon the public highway between Grinnell and Iowa City, and be tween Iowa City and Davenport, over Primary Road known as No. 7 which parallels the Chicago, Rock Island & Pacific Railway Company's Chicago and Omaha line. Applicants propose to operate four round trips daily using new modern twenty-two to thirty-two passenger busses.

Pursuant to published notice these applications were fully heard at

the Court House, Iowa City, on April 7, 1925. All concerned being agreeable to consolidation of both cases, as far as testimony was concerned, this was done. Before decision was rendered by the Commission, the Forty-first General Assembly, being in session, had passed and made effective by publication a new motor carrier law repealing the law under which the hearing was held. The old law, requiring the applicant to show that the proposed line would promote the public convenience, was changed to require that applicant show that proposed line would promote the public convenience and necessity. Continued hearing upon these cases was therefore held in the State House, Des Moines, May 26th, and taken under advisement.

The applicants introduced about thirty-five witnesses, most of whom were business people along the proposed route of this bus line, testifying that the installation of bus service would promote the public convenience and necessity and was greatly desired by not only themselves, but by many others. Many of the applicants' witnesses testified that bus service would be of great convenience to the shopping public in affording them more opportunity to go to and from various centers like Davenport, Iowa City and Grinnell.

The objecting carrier, the Chicago, Rock Island & Pacific Railway Company, likewise introduced about thirty-five or forty witnesses, most of whom were business people along the proposed route, testifying that the installation of the proposed bus line service would not promote the public convenience and necessity, that the rail line service was adequate, and that neither they nor many others along the line desired the service to be competing with the rail line. They also testified that in their opinion the installation of the motor carrier service would result in a substantial part of the public riding by bus that now travel by rail, thereby depleting the earnings of the passenger trains so that curtinement of the rail line service would be inevitable, thus causing an inconvenience greater than the possible convenience of the bus line.

The following rail line service is being rendered by the Chicago, Rock Island & Pacific Railway Company.

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The Commission, after review of all the evidence introduced in these cases and of the briefs filed by counsels, does not find that the installation of this proposed bus service would promote the public convenience and necessity, and the application is therefore denied.

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No. H-432-1925.

Richardson and Conard, Indianola. Motor Carrier—Passenger—Johnson, Muscatine, Cedar and Scott Counties,

This application was filed on March 2, 1925, and hearing called March 16, 1925. Was continued to April 6, and again to April 17. Additional testimony was taken April 17th and hearing concluded May 26, 1926. On July 29th the Board rendered a decision, denying the applicant a Certificate of Convenience and Necessity, in the same language as contained in No. H-431—1925.

No. H-433-1925.

Ballard and Cairy, Des Moines. Motor Carrier-Passengfier-Polk and Dallas Counties.

This application was filed on March 2, 1925, and the case closed on March 11, 1925, at the applicant's request.

No. H-435-1925.

Beasley Bros., Newton. Motor Carrier-Passenger-Scott, Cedar, Muscatine, Johnson, Iowa, and Poweshiek Counties.

This application was filed on March 6, 1925, and the case closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly.

No. H-436-1925.

F. J. Dodge Candy Company, Des Moines. Motor Carrier-Freight-Boone, Webster, Greene, Hamilton, Hardin and Guthrie Counties.

This application was filed on March 7, 1925, and the case closed on April 13, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-437-1925.

Munson and Conard, Monroe. Motor Carrier—Passenger—Jasper County.
This application was filed on March 9, 1925, and the case closed on
April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was
repealed by Chapter 4, Laws of the Forty-first General Assembly.

No. H-438-1925.

Merritt B. Hildreth, Anthon. Motor Carrier-Passenger-Woodbury County.

This application was filed on March 9, 1925, and hearing held on March 24th. On August 24, 1925, Certificate of Convenience and Necessity No. 3 was issued, granting authority to operate over the following routes:

No. 1 between Anthon via Moville and Sioux City,

No. 2 between Anthon, Oto, Smithland, Holley Springs and Sioux City.

No. H-439-1925.

Virgil Beck, Martensdale. Motor Carrier-Freight-Madison, Warren and Polk Counties.

This application was filed on March 10, 1925, and the case dismissed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly.

No. H-440-1925.

Iowa Motor Transit Company, owned and operated by C. C. Richardson, Indianola. Motor Carrier-Passenger-Clarke and Decatur Counties,

This application was filed on March 12, 1925, and the case dismissed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Firty-first General Assembly.

No. H-441-1925.

No. H-441—1925.

Jacob Roos, Hospers. Motor Carrier—Freight—O'Brien, Sioux and Woodbury Counties.

This application was filed on March 11, 1925, and the case was dismissed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Firty-first General Assembly.

No. H-442-1925.

No. H-442—1925.

Beasley Brothers, Newton. Motor Carrier—Passenger—Jasper and Marshall Counties.

This application was filed on March 14, 1925, and the ease closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly.

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MOTOR CARRIER DECISIONS

No. H-443-1925.

Charles F. Roll, Dexter. Motor Carrier-Freight-Dallas and Polk

This application was filed on March 14, 1925, and the case closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly.

No. H-444-1925.

Beasley Brothers, Newton. Motor Carrier-Passenger-Poweshiek and Mahaska Counties.

This application was filed on March 14, 1925, and the case closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4. Laws of the Forty-first General Assembly.

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L. A. Miller, New Liberty. Motor Carrier-Freight-Cedar and Scott Counties.

This application was filed on March 14, 1925, and the case closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly.

No. H-446-1925,

Rudolph Johnson, Elgin. Motor Carrier-Freight.

This application was filed on March 18, 1925, and the case closed on April 24, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly.

No. H-447-1925.

Harry C. Jones, Charter Oak. Motor Carrier-Freight-Crawford, Monona and Woodbury Counties.

This application was filed on March 19, 1925, and the case was closed on April 24, 1925, after the Supreme Court of Iowa had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire. The application was filed on March 11, Argo and the view was the

No. H-448-1925.

K. W. Miller, Oto. Motor Carrier-Products of Applicant.

This application was filed on March 20, 1925, and the case closed on April 13, 1925, after the Supreme Court had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-449-1925.

Charles L. Ramsey, Melvin. Motor Carrier-Freight-Osceola, O'Brien designed by charges a factor of the large and and Dickinson Counties.

This application was filed on March 21, 1925, and the case was closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly,

No. H-450-1925.

Conway & Son, Carroll. Motor Carrier-Freight-State of Iowa.

This application was filed on March 23, 1925, and the case was closed on April 30, 1925, after it was found that this carrier's operations did not come within the purview of Chapter 4 and 5, Laws of the Fortyfirst General Assembly.

No. H-451-1925.

Myers Produce Station, Corning. Motor Carrier-Freight-Adams. Union, Montgomery and Taylor Counties.

This application was filed on March 23, 1925, and the case closed on April 13, 1925, after the Supreme Court of Iowa had decided that the Iowa Motor Carrier law was void insofar as it applied to carriers not operating for hire.

No. H-452-1925.

O. W. Morrison, Climbing Hill. Motor Carrier-Passenger-Woodbury County, polluged toward her city, alo't superstood sand

This application was filed on March 23, 1925, and the case closed on April 23, 1925, for the reason that Chapter 252, Code of Iowa, 1924, was repealed by Chapter 4, Laws of the Forty-first General Assembly,

No. H-453-1925.

C. F. Sorenson, Harlan. Motor Carrier-Freight-Shelby, Pottawatrison, Monona, Crawford, Carroll, Audubon and Cass Counties.

This application was filed on March 23, 1925, and it appearing that that operations of the applicant did not come within the purview of the law, it was dismissed on May 20, 1925.

No. H-454-1925. and the rest of the state of Badgley & Temple, Adel. Motor Carrier-Passenger-Carroll, Green, Guthrie, Dallas and Polk Counties, was to be folk new matterilars while

This application was filed on March 26, 1925, and was dismissed on April 23, 1925, for the reason that the law under which the application was filed was repealed.

No. H-455-1925, at a latered column minds remode annul M W Charles Nettleton, Garner, Motor Carrier-Passenger-Hancock and Wright Counties, was not not togethern out to smalleren add as dist .

This application was filed on March 27, 1925, and was dismissed on April 23, 1925, for the reason that the law under which the application was filed was repealed. Monrole Buttery and Bloome Committee Order Bands, Moint Con-

No. H-456-1925.

Frank S. Wertz, Elgin. Motor Carrier-Freight-Fayette County. This application was filed on March 28, 1925, and was dismissed on April 23, 1925, for the reason that the law under which the application was filed was repealed.

No. H-457-1925.

Anton Kleeman, Ashton. Motor Carrier-Freight-Osceola, O'Brien and Lyon Counties.

This application was filed on March 28, 1925, and was dismissed on April 23, 1925, for the reason that the law under which the application was filed was repealed.

No. H-458-1925.

August Koepping, Muscatine. Motor Carrier-Freight-Muscatine, Scott, Cedar, Louisa, Des Moines, Johnson, Clinton and Washington Counties. The part was not over the county and pull new and pulling a start

This application was filed on March 30, 1925, and was dismissed on May 20, 1925, for the reason that the law under which the application was filed was repealed.

No. H-459-1925.

C. R. Hastings, Ft. Dodger Motor Carrier-Passenger-Webster, Calhoun, Pocahontas, Palo Alto and Emmet Counties.

This application was filed on April 2, 1925, and was dismissed on April 23, 1925, for the reason that the law under which the application was filed was repealed.

No. H-460-1925.

Iowa Motor Transit Co., Indianola. Motor Carrier-Passenger-Jasper and Mahaska Counties.

This application was filed on April 1, 1925, and was dismissed on April 23, 1925, for the reason that the law under which the application was filed was repealed.

No. H-461-1925.

O. E. Weinrich, Hinton, Motor Carrier-Freight-Plymouth and Woodbury Counties.

This application was filed on April 6, 1925, and was dismissed on May 20, 1925, inasmuch as the law under which it was filed was repealed, one will golden value and soft fact memory and not did at fraga

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No. H-462-1925.

W. E. Inman, Spencer, Motor Carrier-Freight-State of Iowa.

This application was filed on April 2, 1925, and was dismissed on May 4, 1925, as the operations of the applicant did not come within the purview of the law. Anth 35, 1925, for the record that the law under which the application

No. H-463-1925.

Monroe Battery and Electric Corporation, Cedar Rapids, Motor Carrier-Freight-Property of Applicant.

This application was filed on April 7, 1925, and was dismissed on April 11, 1925, after the Supreme Court had handed down an opinion in which it held that the law was void insofar as it applied to motor carriers not operating for hire.

No. H-464-1925.

Iowa Central Motor Express Co., Mason City. Motor Carrier-Freight -Cerra Gordo, Worth, Winnebago, Kossuth and Emmet Counties.

This application was filed on April 7, 1925, and was dismissed on April 23. 1925, inasmuch as the law under which the application was made was repealed. Her has manufactured where went made he startshall it we weeks without windows Attacher to the voters with the second

No. H-465-1925.

L. S. Herrill, Ft. Madison. Motor Carrier-Passenger and Property-Lee and Des Moines Counties.

This application was filed on April 9, 1925, and was dismissed on April 23, 1925, inasmuch as the law under which it was filed was repealed. to sometimental to the belief to the course belief that the three survey of

No. H-466—1925.

Perl Guthridge, Anthon. Motor Carrier-Freight-Woodbury County. This application was filed on April 8, 1925, and was closed on November 14, 1925; inasmuch as the applicant had been drowned during the month of July and the state of the state of

on bloom it talked whall no bear and make and based on their last terms.

No. H-467-1925.

Benjamin W. Crips, Ottumwa. Motor Carrier-Passenger-Wapello, Jefferson and Washington Counties.

This application was filed on April 9, 1925, and was dismissed on April 23, 1925, inasmuch as the law under which it was filed was repealed. The post and some a some word mark inclining a space

the profile was the second of the profile of the pr

No. H-468-1925, its appropriate of participant and participant Fred Eachen, Fostoria. Motor Carrier-Freight-Clay County.

This application was filed on April 13, 1925, and was dismissed on April 23, 1925, inasmuch as the law under which it was filed was re-

as Reigener butterforced in the comment in our part in our replication, substitute No. H-469—1925.

L. E. Strickler, Iowa City. Motor Carrier-Passenger-Washington and Jefferson Counties.

This application was filed on April 10, 1925, and was dismissed on April 23, 1925, inasmuch as the law under which it was filed was repealed.

Court Courts, Murray, Managerer, married, and County Com-No. H-470-1925.

Roy L. Hopkins, Langdon. Motor Carrier-Freight,

This application was filed on April 17, 1925, and was dismissed on July 24, 1925, inasmuch as the operations of the applicant did not come within the purview of the law. Arron Clorings, Salour Charles Propost 35 weather route.

No. H-471-1925, to to the activity of your market activities and the contraction of the c

E. E. Strait, Rock Rapids. Motor Carrier-Freight-Lyon County. This application was filed on April 20, 1925, and was dismissed on May 4, 1925, inasmuch as the law under which it was filed was repealed.

No. H-475-1925.

W. J. Holdcroft, Sloan. Motor Carrier-Freight-Woodbury County.

This application was filed on May 7, 1925, hearing was held, at Sioux City, on June 17, 1925, and on July 29, 1925, the following decision was rendered by the Board, denying the application:

W. J. Holdcroft, of Sloan, Iowa, made application to this Board to operate as a motor carrier of freight in Woodbury County between Sloux City, Salix, and Sloan. He proposes to operate only twice weekly, every Thursday and Friday.

The application was set down for hearing at the Court House, Sioux City, on June 17, 1925, the Chicago & North Western Railway Company appearing as objectors to this proposed line. The applicant introduced no witnesses in his behalf, but counsel stated that there were plenty of persons who could be obtained to testify that public convenience and necessity would be promoted by the establishment of a freight line. Applicant did, however, introduce petition for the freight line signed by various persons of Sloan, Iowa. The objecting carrier likewise introduced signed petitions by persons in Sloan, objecting to the establishment of the proposed line and saying that in their belief it would not promote the public convenience and necessity.

The Chicago & Northwestern Railway Company, objecting, claimed that the local freight service was adequate to the needs of the various towns served, and that it was now operating only three local freight trains a week on account of insufficient shipments offered and that it could operate a local freight train three times a week but not daily, considering the volume of traffic.

It appears that the present service is adequate, although it is possibly not as frequent as the people might desire. It may be that the tonnage hauled by the applicant as a motor carrier would lessen that handled by the rail line, which might result in a further curtailment of local freight train service.

Evidence introduced in this case does not, in our opinion, establish that the service proposed by the applicant herein would promote public convenience and necessity, and the application is therefore denied.

No. H-480-1925, " has also at the tree or held age unitablishe sid?"

Iowa Central Motor Express Co., Mason City, Motor Carrier-Freight
-Cerro Gordo, Worth, Winnebago, Kossuth and Emmet Counties.

This application was filed on May 16, 1925, and was dismissed on Oct. 7, 1925, because of non-operation for a period of ninety days after its approval.

No. H-481-1925.

Anton Kleeman, Ashton. Motor Carrier—Freight—No regular route.

This application was filed on May 18, 1925, and, at the request of the applicant, was dismissed on July 22, 1925.

No. H-482-1925.

George D. Hazlett, Sidney. Motor Carrier—Freight—Fremont County.

This application was filed on May 20, 1925, and was dismissed on
Sept. 9, 1925, account failure of the applicant to make deposit to cover
the costs and expenses of hearing.

No. H-484-1925.

L. E. Strickler, Iowa City. Motor Carrier-Washington and Jefferson Counties.

This application was filed on May 21, 1925, and on Nov. 5, 1925, Certificate of Convenience and Necessity No. 65 was issued, authorizing the applicant to operate over the route as set out in his application.

No. H-486-1925.

Iowa Motor Transit Co., owned and operated by C. C. Richardson, Indianola. Motor Carrier—Passenger—Jasper and Marshall Counties.

This application was filed on May 23, 1925, and on August 10, 1925, the following decision rendered, denying the application:

The Iowa Motor Transit Company, C. C. Richardson, Indianola, Iowa, owner, made application for the right to operate as a motor carrier of passengers between Prairie City and Marshalltown. About the same time, Beasley Brothers, of Newton, Iowa, made application for certificate of operation as a motor carrier of passengers between Newton and Marshalltown.

After due notice hearing was had on June 22, 1925, at the office of the Board, joint hearing being had on both the application of Beasley Brothers and of the application herein. It was agreed that the testimony as to public convenience and necessity which was offered would apply to both applications as between Newton and Marshalltown, but as between Newton and Prairie City, Beasley Brothers desired to object to the consideration of that portion of the application of the Iowa Motor Transit Company.

Considerable testimony was offered on behalf of applicants, and the case was continued for further hearing as to the applicant herein because of insufficient notice by publication in Marshall County. Sufficient notice was given in Marshall County and further hearing was held in the office on July 14th.

It does not appear that there is sufficient demand for the service proposed between Newton and Marshalltown for more than one motor carrier line, and evidence offered of convenience and necessity as between Newton and Prairie City was not convincing. Inasuch as Beasley Brothers are already operating as a motor carrier of passengers between Newton and Des Moines, the extension of this service from Newton to Marshalltown could be properly considered as adding further to the convenience and necessity of the public. The application herein is denied.

No. H-487-1925.

R. L. Conard, Indianola. Motor Carrier-Passenger-Greene and Calhoun Counties.

This application was filed on May 24, 1925, was set down for hearing on July 14, 1925, and on July 7th, was dismissed at the request of the applicant.

No. H-488—1925.

B. F. Carter, Iowa City. Motor Carrier-Passenger-Johnson and Gedar Counties.

This application was filed on May 28, 1925, and was dismissed by the applicant on June 26, 1925.

No. H-494-1925.

T. B. Byrne, Le Mars. Motor Carrier-Freight-Plymouth and Wood-bury Counties.

This application was filed on June 22, 1925, and on October 6, 1925, the Board rendered a decision, denying the application, in the following language:

On June 22, 1925, T. B. Byrne, Le Mars, Iowa, filed application for Certificate of Convenience and Necessity to operate as a motor carrier of freight between Sioux City, Hinton, Merrill and Le Mars, Iowa, in Plymouth and Woodbury Counties.

After due notice, the application was heard on Wednesday, September 16th, 1925, at the Court House, Sioux City, Iowa.

Written objections to the granting of this application were filed by Adams and Hise, Attorneys for Chicago and North Western Railway Company, by Helsell and Helsell, Attorneys for Illinois Central Railroad Company, and by Jepson, Struble Anderson and Sifford, Attorneys for Great Northern Railway Company.

Later Mr. Byrne filed written answer to the objections of the Chicago and Northwestern Railway Company and the Illinois Central Railroad Company.

In our opinion the applicant failed to establish that the proposed motor carrier service would promote the public convenience and necessity. The application is therefore denied.

No. H-495-1925.

Pt. Dodge, Des Moines & Southern Transportation Co., Boone. Motor Carrier-Passenger-Webster, Calhoun, Pocahontas, Palo Alto, Emmet and Dickinson Counties.

This application was filed on June 22, 1925, and on Dec. 3, 1925, it was dismissed because of non-operation for a period of ninety days after its approval.

No. H-496-1925.

Ft. Dodge, Des Moines & Southern Transportation Co., Boone. Motor Carrier-Passenger-Webster, Hamilton, Wright, Hancock and Cerro Gordo Counties.

This application was filed on June 22, 1925, and on July 20, 1925, applicant filed dismissal thereof, without prejudice.

No. H-497-1925.

Raymond J. and Susan D. Maxwell, Wick. Motor Carrier-Freight-Polk County.

This application was filed on June 26, 1925, and on Oct. 6, 1925, decision was rendered by the Board, denying the application in the following language:

On June 26, 1925, Raymond J. Maxwell and Susan D. Maxwell of Wick, Iowa, a partnership, made application to this Board for authority to operate as a motor carrier for the public transportation of freight for compensation from Des Moines to Runnells, Iowa.

The application was set down for hearing, and after proper notice to the citizens of the county in which the applicant proposed to operate, was herd at the office of the Board in Des Moines on Thursday, September 17, 1925.

The applicant desires authority to use a 1922 three ton Traffic truck for conveying freight from Des Moines to Runnells leaving Des Moines at 12:00 noon and arriving at Runnells at 2:00 P. M. except Sunday and legal holidays.

Mr. Raymond J. Maxwell testified at the hearing that he was operating a motor vehicle for transporting milk from Runnelis and vicinity to Des Moines and that the service set out in the application would be furnished on the return trip.

He also testified that he had on numerous occasions been requested to carry freight from Des Moines to Runnells and in his opinion the proposed service would promote the public convenience and necessity.

No witnesses were introduced at the hearing by the applicant, but later a petition was filed signed by fifteen business men of Runnells requesting that the application be granted as applied for.

Mr. Phil Schorr, D. F. & P. A. of the Wabash Railway Company objected on behalf of the company to the granting of the application on the grounds that the Wabash Railway Company was rendering adequate freight transportation service between the points which the applicant proposes to serve. The Wabash Railway Company operates a daily way freight besides rendering tri-weekly local freight service between those points. The Wabash Railway Company also operates two passenger trains each way daily between those points, which handle express and mail.

The applicant failed to show to the satisfaction of this Board that the service proposed to be rendered would promote the public convenience and necessity and the application is therefore denied. No. H-500-1925.

O. C. Wright, Adel. Motor Carrier-Passenger-Dallas and Guthrie Counties. 1 Samuel James and the property of the country of the co

This application was filed on June 9, 1925, and on Sept. 21, 1925, Certificate of Convenience and Necessity No. 1 was issued, authorizing the applicant to operate over the route applied for.

No. H-501-1925.

John Calder, Jefferson. Motor Carrier-Freight-Greene and Carroll Counties.

This application was filed on July S, 1925, and on Sept. 26, 1925, was dismissed by the applicant, without prejudice,

No. H-502-1925.

Morrison Service Co., Climbing Hill. Motor Carrier-Passenger-Crawford, Monona and Woodbury Counties.

This application was filed on July 10, 1925, and was dismissed, at the request of the applicant, on Oct. 17, 1925.

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Creston Transit Co., Creston. Motor Carrier-Passenger-Union, Adair, Guthric, Dallas and Polk Counties.

This application was filed on July 20, 1925, and was cancelled on Sept. 4, 1925, inasmuch as the applicant failed to make a deposit to secure the payment of the costs and expenses of hearing, as required by law. ad help was not be re-mailten power M. I. hnocreast out.

a mean reblem for transmother with true Panadia and visiting No. H-504-1925,

Thomas Anderson, Oskaloosa, Motor Carrier-Freight-Mahaska, Marion, Jasper and Polk Counties.

This application was filed on August 22, 1925, hearing held on September 17th, and on October 6th the Board rendered a decision denying the applicant a Certificate of Convenience and Necessity in the following language:

On August 22nd, 1925, Thomas Anderson of Oskaloosa, Iowa, filed an application for a Certificate of Convenience and Necessity to operate as a motor carrier of freight between Oskaloosa, Pella, Otley, Monroe, Fairmont, and Des Moines, in Mahaska, Marion, Jasper and Polk Coun-

This application was set down for hearing on Thursday, September 17th, at the office of the Board in Des Moines, Iowa, and due notice

Written objections to the granting of this certificate were filed by Gamble, Read and Howland, Attorneys for Chicago, Rock Island and Pacific Railway Company.

Pursuant to notice and proof of publication full hearing was held. In our opinion the applicant failed to establish that the proposed motor carrier service would promote the public convenience and necessity.

Application for certificate is therefore denied.

No. H-506-1925.

I. E. Vaughn, Osage. Motor Carrier-Freight-Mitchell, Floyd, Cerro Gordo and Worth Counties.

MOTOR CARRIER DECISIONS

This application was filed on August 18, 1925, and hearing held at Mason City, Iowa, October 5, 1925. On October 30, 1925, the Board rendred a decision denying this carrier a Certificate of Convenience and Necessity. It later developed that this carrier's operations would not come within the purview of the Iowa Motor Carrier law,

No. H-507-1925, me and that her set you'ld allet drawed in consider

Ben Klipp and R. E. Tangeman, Omaha, Nebr. Motor Carrier-Freight -Pottawattamie and Cass Counties.

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This application was filed August 18, 1925, hearing held September 15, 1925, at Council Bluffs, Iowa, and on November 3, 1925, the Board rendered the following decision denying the applicant a Certificate of Convenience and Necessity; and armor dalaby and three her property

On August 18, 1925. Ben Klipp and R. E. Tangeman of Omaha, Nebraska, a partnership, made application to this Board for a Certificate of Convenience and Necessity to operate as a motor carrier for the public. transportation of freight between Council Bluffs, Weston, Underwood, Neola, Minden, Avoca, Walnut, Marne, and Atlantic, in Pottawattamie and Cass Counties, Iowa.

After due notice to interested parties and the publication of the notice of hearing, as required by law, the application was heard on Tuesday, September 15, 1925, at the office of the Pottawattamie County Auditor, Council Bluffs, Iowa,

Written objections to the granting of the application were filed by Hughes, Taylor & O'Brien, Attorneys for the Chicago, Milwaukee & St. Paul Railway Company, and by Gamble, Read & Howland, Attorneys for the Chicago, Rock Island & Pacific Railway Company, which companies, together with the Chicago, Great Western Rallroad Company and the Brotherhood of Locomotive Engineers, were represented at the hearing as objectors in this case.

The applicant proposes to operate two, two-ten White trucks over the route applied for, one car leaving Council Bluffs at 7:00 A. M., and arriving in Atlantic at 2:15 P. M., the other leaving Atlantic at 5:45 A. M., and arriving in Council Bluffs at 12:30 P. M.

Section 5, Chapter 5 of the Motor Carrier law, provides, among other things, that "Before a certificate shall be issued, the commission shall, after public hearing, make a finding that the service proposed to be rendered will promote the public convenience and necessity. * * "

It is the opinion of this Board that the applicant failed to show that the proposed service would promote the public convenience and necessity, and the application is therefore denied,

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No. H-509-1925. An externit amenduchun atmay hetinan story metaplique Ft. D., Des M. & S. Transp. Co., Boone. Motor Carrier-Passenger-Kossuth, Palo Alto, Clay and Dickinson Counties.

This application was filed on August 27, 1925, hearing held September.

22, 1925, and on November 9, 1925, the Board rendered the following decision, denying the applicant a Certificate of Convenience and Necessity.

This is an application of the Fort Dodge, Des Moines & Southern Transportation Company, a corporation, of Boone, Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier for the public transportation of passengers for compensation between Algona, Hobart, Whittemore, Cylinder, Emmetsburg, Crippen Siding, Ruthven, Dickens, Spencer, Fostoria, Milford, Arnolds Park, Okoboji and Spirit Lake, in Kossuth, Palo Alto, Clay and Dickinson Counties, Iowa.

This application is made under the provisions of Chapter 5, Laws of the Forty-first General Assembly of Iowa, and was filed with this Board on August 27, 1925.

On September 28, 1925, the application was amended to show that applicant does not desire authority to transport local passengers between Spencer and Spirit Lake, which towns and points intermediate thereto are now being served by Harris Brothers, Spencer, Iowa, who operate as motor carrier of passengers between Spencer, Fostoria, Milford, Arnolds Park, Okoboji and Spirit Lake, and also by the Chicago, Milwaukee & St. Paul Railway Company.

The applicant in this case is now operating as a motor carrier of passengers between Ft. Dodge and Algona, making three round trips daily, and the present application is for an extension of that service to Spirit Lake.

Written objections to the granting of this application were filed by the Chicago, Milwaukee & St. Paul Railway Company on August 31, 1925, and by Harris Brothers on September 14, 1925.

The application came on for hearing on September 22, 1925, at the Chamber of Commerce, Ft. Dodge, Iowa, pursuant to proper publication of notice of hearing, at which time full hearing was had and the case submitted.

At the hearing, the applicant introduced a considerable number of witnesses from the towns along the proposed route and also several petitions signed by the citizens residing along such route, asking that the application be granted.

Objections to the granting of the application were made at the hearing by the Chicago, Milwaukee & St. Paul Railway Company, by C. L. Taylor, attorney, Des Moines; by the Minneapolis & St. Louis Railroad Company, by B. B. Burnquist, attorney, Ft. Dodge, and by Harris Brothers, by J. W. Corey, Jr., Spencer, lowa. These objectors introduced witnesses, all of whom testified that the present service was adequate. Voluminous petitions, signed by citizens residing along the proposed route, objecting to the granting of this application, were also filed.

The applicant is a reliable and substantial transportation company, operating about fifteen busses in different parts of the state, and if this application were granted, would undoubtedly furnish dependable service.

There is no direct bus or train service between Ft. Dodge and Spirit Lake, but there are several convenient ways of getting between these points, the following service being in effect at the present time: Via Illinois Central and Chicago, Milwaukee & St. Paul with connections at Fonda—Leave Ft. Dodge 4:30 P. M., arrive at Spirit Lake 9:45 P. M.

Via Chicago, Milwaukee & St. Paul and Illinois Central with connections at Fonda—Leave Spirit Lake 6:00 A. M., arrive Ft. Dodge 11:23 A. M., and leave Spirit Lake 4:00 P. M., arrive Ft. Dodge 9:30 P. M.

Via busses operated by Red Ball Transportation Company and Lyle E. Cook with connections at Estherville—Leave Spirit Lake 1:15 P. M., arrive Ft. Dodge 6:55 P. M.

There is also a bus operated by Lyle E. Cook, Ft. Dodge, leaving Ft. Dodge at 7:00 A. M., which arrives at Estherville at 11:25 A. M., and a bus operated by the Red Ball Transportation Company which leaves Estherville for Spirit Lake at 11:15 A. M. The Board has requested these motor carriers to arrange their schedules for these trips so as to make connections at Estherville.

The busses operated by Lyle E. Cook also furnish direct service between Ft. Dodge and Emmetsburg on the following schedule:

Lv.	Ft. Dodge	7:00 A.M.	Ar.	Emmetsburg	Louis Ind.	10:04	A.M.
Lv.	Ft. Dodge	3:00 P.M.	Ar.	Emmetsburg	Transport desired	6:04	P.M.
Lv.	Emmetsburg	8:15 A.M.	Ar.	Ft. Dodge		11:25	A.M.
Lv.	Emmetaburg	3:45 P.M.	Ar.	Ft. Dodge	STANFOLD CITY	6:55	P.M.

Between Ft. Dodge and Spencer the Minneapolis & St. Louis Railroad Company operates one train each way daily, except Sunday, leaving Spencer at 8:25 A. M., arriving Ft. Dodge 11:20 A. M., and leaving Ft. Dodge at 3:30 P. M., arriving Spencer at 6:37 P. M.

The busses operated by Harris Brothers between Spencer and Spirit Lake, make three round trips daily, except Sundays, and the Chicago, Milwaukee & St. Paul Railway Company operates two passenger trains each way and one mixed train each way daily, except Sundays, between the points.

Harris Brothers objected to the granting of this application even though the applicant does not propose to transport local passengers between Spencer and Spirit Lake and points intermediate thereto, as they claim that under present conditions quite a number of passengers arriving at Spencer over the Chicago, Milwaukee & St. Paul railway from Algona and points between Algona and Spencer, take their busses to Spirit Lake and the intermediate points between Spencer and Spirit Lake, and if this application is granted, the applicant would undoubtedly transport a great number of through passengers from points between Algona and Spencer to Spirit Lake, which would interfere with their business to such an extent that the would be unable to continue operating. The same thing would be true of through passengers from Spirit Lake to points between Spencer and Algona.

On March 9, 1925, the Board denied an application for authority to operate as a motor carrier of passengers between Spencer, Dickens, Ruthven, Emmetsburg, Cylinder, Whittemore and Algona, and there has been no material change in the situation since that time.

The Chicago, Milwaukee & St. Paul Railway Company operates two passenger trains each way daily and a way freight once each way on Mondays, Wednesdays and Fridays, between Algona and Spencer, and the granting of authority to this applicant to operate between these points would necessarily take some of the business from this railroad. The railroad company is now operating these trains on close to a cost basis, according to the testimony, and if it were found necessary to discontinue one of these trains it would be a serious inconvenience to the public living along this route.

The Board does not believe that the showing made at this case with reference to the promotion of public convenience and necessity, was sufficient to warrant the granting of this application.

The application is therefore denied.

Chairman Lewis, dissenting:

I cannot agree with the conclusions reached by my colleagues in this case, and I take this opportunity of setting forth some of my views relative to the motor carried situation in Iowa. It has long been the holdings of the courts of our land that the public highways are subject to the use of all under like conditions. Whether the use of the highways by motor vehicles operated by motor carriers is such a different use as to warrant discrimination in the granting of such privileges remains to be finally determined. Until this question is finally settled by competent judicial tribunals, it is our duty as an agency of the state to enforce the law as we find it, and to exercise our best judgment in granting Certificates of Convenience and Necessity to such applicants as may make a showing required by the statute. In the recent decision of the United States Supreme Court in the so-called Buck case (Buck vs. Kuykendall, 69 L. Md. U. S. Supreme Court advanced opinions, Page 301), the Court quotes the argument of counsel for the state of Washington, which insisted that the highway belonged to the state and their use is a privilege which may be granted or withheld by the state in its discretion: that the state may make provisions appropriate for securing the safety and convenience of the public in the use of them, even though this might mean to exclude unnecessary vehicles, particularly the large ones commonly used by carriers for hire, and that the statute under consideration was not objectionable, because, acting within the police power of the State, the law was designed to promote good service by excluding unnecessary competing carriers. The court, after reciting the argument of counsel as indicated briefly above, said:

"The argument is not sound. It may be assumed that Section 4 of the state statute is consistent with the 14th Amendment; and also that appropriate state regulations adopted primarily to promote safety upon the highways and conservation in their use, are not obnoxious to the commerce clause; where the indirect burden imposed upon interstate commerce is not unreasonable. Compare Michigan Pub. Utilities Commission v. Duke, No. 283, decided January 12, 1925 (45 Sup. Ct. Rep. 191). The provision here in question is of a different character. Its primary purpose is not regulation with a view to safety or to

conservation of the highways, but the prohibition of competition. It determines not the manner of use, but the persons by whom the highways may be used. It prohibits such use to some persons while permitting it to others for the same purpose and in the same manner."

It is only fair to state that the real question involved in this case was the right of the State of Washington to prohibit the use of the Washington state highways by motor carriers doing an interstate business between points in the state of Oregon and points in the state of Washington. For the purpose of this presentation of my views it is unnecessary to quote the court's opinion upon that issue of the case further than to say that the court determined that the state of Washingon could not prohibit the use of the public highways to a motor carrier of interstate commerce.

In an opinion handed down the same day, March 2, 1925 (Bush vs. Maloy, et al, Public Service Commission of Maryland, 69 L. Ed. U. S. Supreme Court Advanced Opinion, Page 303) the court said:

"This case presents two features which were not presented in Buck v. Kuykendall, No. 345, decided this day. The first is that the highways here in question were not constructed or improved with Federal aid. This difference does not prevent the application of the rule declared in the Buck case. The Federal-aid legislation is of significance, not because of the aid given by the United States for the construction of particular highways, but because these acts make clear the purpose of Congress that state highways shall be open to interstate commerce. The second feature is that here the permit was refused by the commission, not in obedience to a mandatory provision of the state statute, but in the exercise, in a proper manner, of the broad discretion vested in it. This difference also is not of legal significance in this connection. The state action in the Buck case was held to be unconstitutional, not because the statute prescribed an arbitrary test for the granting of permits, or because the director of public works had exercised the power conferred arbitrarily or unreasonably, but because the statute, as construed and applied, invaded a field reserved by the commerce clause for Federal regulation."

It will be observed that, as construed by the Bush opinion, the opinion in the Buck case did not intend to establish a rule for the guidance of the state in its jurisdiction over its highways in reference to purely intrastate commerce, although I cannot escape the conviction that the language of the court in the Buck case indicates a fundamental objection to a state statute or order of a public service commission properly made under the statute, the purpose of which "is not regulation with a view to safety or to conservation of the highways, but the prohibitation of competition," determining not the manner of use "but the persons by whom the highway may be used," and that the constitution allity of a statute or order which prohibits the use of the highways to some persons while permitting it to others for the same purpose and in

the same manner, may be seriously questioned. The court certainly found it to be so as affecting interstate commerce.

It may be fairly argued that the primary interests of the citizens of a community is in having safe, convenient and adequate transportation service that the continued operation of existing transportation lines should be assured, provided such existing transportation lines are furnishing convenient and adequate service. It is, however, not the province of the state to safeguard private investment in public service corporations when the public demands a different or later kind of service, believing whether erroneously or not, that such different and later service is more satisfactory than that heretofore provided. There is no sacred right in private investments which may operate to deprive the public of a convenient and adequate transportation service, or indeed any other necessary public requirement. The motor carrier law of this state clearly indicates the intent of the Legislature that Certificates of Convenience and Necessity for the public transportation of freight or passengers shall be granted by this Commission upon a showing indicating to our satisfaction that the service proposed will promote the public convenience and necessity.

It is our duty to carry out the provisions of the law as we find them, reserving to the proper judicial tribunals the question of constitutionality of the law or any part thereof. Our first duty is always to the public as such. It is our duty to inquire carefully into the needs of the public in matters of transportation, and when it is in our power so to do, make such orders as will provide for convenient and adequate transportation throughout the state. Whether or not we have the legal right to attempt to safeguard private investments in railroads or other carriers by prohibiting competing transportation lines, it is our duty, so far as possible, to safeguard the public in the enjoyment of adequate and convenient transportation service.

The evidence before the Board clearly indicates a real demand for through passenger motor carrier service between Ft. Dodge and Spirit Lake, which latter town is the center of the so-called Iowa lake region. The record indicates that there is at present no such through service in operation, which through service the applicant proposes to render. It is true that by changing from train to train, or from train to bus, or bus to train, perhaps all three of them, persons may travel from Ft. Dodge to Spirit Lake, but such service is not a convenient service, and indeed might be well considered so inconvenient as to amount to utter inadequacy of service. I believe it is only necessary to call attention to the majority opinion to confirm my observations.

It is further well stated in the majority opinion herein that:

"The applicant is a reliable and substantial transportation company, operating about fifteen busses in different parts of the state, and if this application were granted, would undoubtedly furnish dependable service."

It is also truly stated in such majority opinion that on March 9, 1925, the Board denied an application for authority to operate as a motor carrier of passengers between Spencer and Algona. The service proposed, however, was not comparable with the service proposed in this application. As has already been stated, the applicant herein proposes to provide a through motor carrier service between Ft. Dodge and the lake region, accommodating, of course, the intermediate territory not now having any such through service to the takes. The applicant herein, while independently incorporated, is composed of the same persons owning and operating the Ft. Dodge, Des Moines & Southern Railroad, an electric interurban line, Des Moines to Ft. Dodge. The service proposed by the applicant, therefore, would provide for the public intermediate Des Moines to Ft. Dodge, a practically connected service by electric car and motor bus to the lowa lake region. In addition, there are many splendid communities between Des Moines and Ft. Dodge, and Ft. Dodge and Spirit Lake, to be accommodated by this proposed service having no connection whatever with travel to or from the lakes.

Furthermore, if it is proper to protect carriers already operating as such, in view of our motor carrier statute, we should encourage rather than discourage the operation of motor carriers, both passenger and freight, by our railroad carriers. In the interest of our railroad carriers already operating in Iowa, we should not deny them the right to augment their service by busses and trucks, thus reserving the use of the highways to those operators of motor carriers who may, by reason of inexperience or lack of financial resources, be less able to provide for the public adequate, convenient, safe and continued service. I believe that wherever there is such public demand as will warrant such action, we should grant, upon application. Certificates of Convenience and Necessity as a motor carrier to any railroad company, or its financially responsible agency. Such carriers are best fitted by decades of experience to adequately and intelligently serve the public, their financial resources are such as to make certain continued and satisfactory service. It is of no avail to declare that the public is foolishly demanding a service that is not as good as rail service. Maybe it isn't but the public wants it, and what the public really wants it gets sooner or later. When our steam and electric carriers, in response to the public demand, offer to provide the service desired, they should be permitted to give it. Their employees are trained for such service and their officers have studied, and presumably at least, are aware of the transportation needs,

The applicant in this case proposes a real public convenience as heretofore indicated. It proposes to establish a passenger service where none
now exists. It is the motor carrier agency of a long established railroad
which is seeking perhaps by this means to preserve the service to the public upon its rail lines which it has for many years satisfactorily provided.
It should be encouraged to do so, not only for the additional service
provided, but for the protection of the public now being served by the
electric line from Des Moines to Ft. Dodge. The evidence indicated that
the establishment of this through line would affect very little, if any, the
traffic on the numerous lines appearing as objecting carriers. There were
witnesses testifying both ways. There would, perhaps, be a few passengers who might be lost to the objecting lines, but this is all problematical, and one guess, perhaps, is as good as another.

For the foregoing reasons I cannot concur in the majority opinion herein. I believe the certificate should issue, shipping and the property of the second state of the property of the second state of t

No. H-510-1925

White Star Bus Company, Muscatine. Motor Carrier-Passenger-Des Moines, Henry, Jefferson and Wapello Counties.

This application was filed September 14, 1925, hearing held at Fairfield, Iowa, on October 23, 1925, and on November 18, 1925, the Board rendered the following decision, denying the applicant a Certificate of Convenience and Necessity:

On September 14, 1925, the White Star Bus Company of Muscatine, Iowa, filed an application to operate as a motor carrier of passengers between Burlington and Ottumwa, a distance of about seventy-five miles, serving eleven intermediate towns, which proposed route would parallel and serve the same towns which are being served by the Chicago, Burlington & Quincy Railroad Company.

The application was set down for hearing and in accordance with published notice was heard at the Court House, Fairfield, Iowa, October 23, 1925; and of Liters and small word, you bloom see word of antiswept -

The applicant, represented by Thoma & Thoma, Attorneys, Fairfield, Iowa, introduced numerous witnesses testifying that they desired this additional service as proposed, that it would promote the public convenience and necessity and facilitate travel from there to the towns along the proposed route

The applicant also introduced the following exhibits tending to show the public demand for the proposed service:

Exhibit 1—Being eight letters from Ottumwa.

Exhibit 2-Being nine letters from Burlington and one from Danville, or to at if anyway contains the formitary of the

Exhibit 3-Being four letters-one each from New London, Agency, Middletown and Danville.

Exhibit 4—Being five letters from Batavia.

Exhibit 5-Being sixty-five letters from Fairfield.

Exhibit 6—Being four letters from Mt. Pleasant.

Exhibit 7-Being a petition containing one hundred ninetyeight signatures from Fairfield, Libertyville, Iowa City, Keokuk, Des Moines, Burlington, Bedford, Davenport, Rockwood, Ottumwa and Lockridge.

Exhibit 8-Being a petition containing forty-four signatures from Lockridge, Salem and Fairfield.

Exhibit 9—Being a petition containing fifty-six signatures from Fairfield, Batavia, Ottumwa, Hedrick and Morning Sun.

Exhibit 15 was introduced being a transcript of certain proceedings occurring in Legion Hall, Mt. Pleasant, Iowa, the evening of October 8, 1925, the transcript being certified by a shorthand reporter as " * * * translation of the shorthand notes taken * * * of the proceedings and speeches at the meeting of the Burlington Branch of the Mechanical Department, * * *" of the Chicago, Burlington & Quincy Railroad Company. radican we been as at appetract, seems one that the

This exhibit was introduced by applicant to show that at this meeting to which the public was invited, an attempt was made by certain persons connected with the Chicago, Burlington & Quincy Railroad Company to intimidate or coerce the people against the proposed bus line and to record statements against it.

It appears from the exhibit that the business of this meeting, to which the public was invited, was for the purpose of setting out some alleged facts concerning the railroad's and employee's situation with regard to service, taxes, wages paid, and the railroad's contribution to the welfare of localities in general. Reference to the proposed bus line was made in connection with all this.

The Chicago, Burlington & Quincy Railroad Company appearing as objectors to this proposed line, introduced numerous witnesses testifying to the adequacy of the present service and contending that other additional service was not needed. Objector also introduced exhibits purposing to show the protests of the public against the establishment of the proposed bus line, contending that the present service was adequate. The exhibits are as follows:

Exhibit 1-Ninety-eight signatures from Mt. Pleasant and fiftyfive signatures from New London, and the barries of the land of th

Exhibit 2-Seventy-five signatures from Fairfield.

Exhibit 5-Forty-two signatures from Ottumwa.

Exhibit 7-Twenty-eight letters from Burlington.

A protest from Locomotive Firemen of Burlington.

A protest from the Order of Railroad Conductors of Burlington.

A protest from locomotive Engineers.

A protest from the Railway Trainmen of Burlington.

A protest from Hawkeye National Association, from Des Moines County. Youngerly 125

A protest from Veterans Association of Burlington.

The objector, the Chicago, Burlington & Quincy Railroad Company, introduced an exhibit marked 4, which shows the service being given along the route of the proposed bus line.

Exhibit 4. EAST

P.M. 6	A.M. 2	A.M. 12	P.M.	P.M. 178	A.M. 22	A.M. 98	P.M. 212
Burlington	1:24	2:39	9:20	2:25	7:10 6:50	# 1079 F-07	
Middletown				1:59 1:52	6:35 6:30	-	200 to 12 feb.
New London	12:38	x	8:36 8:17	1:37	6:17		cottte
Rome. Loekridge.			7:51	1:08 12:57	5:36 5:30	687.797	LT MITTER
Glendale Beckwith			f7:43 f7:37	f12:49 f12:40		*******	
Pairfield 1:55 Sembart Satavia			7:26 f7:11 7:01	12:32 f12:20 12:11	5:00	esterior Standard	4 10111
Ngeney1:17			6:49	11:59	4:53 4:43 4:30	8:15 8:00 7:45	8:20
P,M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	3:45 P.M.

work states and reverse to the

	W	EST				Mide	147BI
PART OF THE SALE ASSESSED.	P.M. 97	A.M. 213	P.M.		P.M.		A .M . 170
Burlington		0	3:24	5:30	11:16	4:00	10:35
West Burlington		- Links	and in			4:15	10:47
Middletown						4:30	11:01
Danville						4:36	11:07
New London				5:55		4:48	11:22
Mt. Pleasant	10.00		4:08	6:19	11:59	5:15	11:30
Rome				ملتنف		5:27	11:53
Lockridge.				16:26		5:35	12:00
Glendale,					******	5:40	f12:08
Beekwith				O.C.	HICLIANS	5:45	f12:14
Fairfield		diam'r.	4:39	6:47	12:34	5:56	12:23
Dernhart	*****					6:08	12:35
Batavia	5:45	11:20		7:05	******	6:20	12:45
Agency		11:37	******	7:20	******	6:33	12:59
Ottumwa	6:15	11:50	5:15	7:33	1:13	6:45	1:10
	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.

f-Stops to discharge passengers or on signal to receive passengers.

x-Stops to discharge passengers from south of Red Oak and Villisca.

The towns served by the Chicago, Burlington & Quincy Railroad and proposed to be served by the applicant, population, and number of trains each way daily, are as follows:

Town	Population	Number of Trains East	Number of Trains West
Burlington	24,057	5	. 5
West Burlington	1,212	3	2
diddletown	112	II highligh	
Danville	289	51 Falus	2 100
New London	1,144	3 9	mma/3
Mt. Pleasant	3,987		. 5
Rome	168	3	2
Lockridge	230	17 . 3	nie str
Blendule	(days 710	11/2 2	In 2 line
Beckwith		. 2	2
Pairfield	5,928	2 22	mar Smo
Bernhardt	200	A gilli	TYCE 9
Batavia	560	3	4
Agency	429	3	4
Htumwa	22,863	1	
	,000	Except	Except
		Sunday	Sunday

The Commercial Clubs of Mt. Pleasant and New London, by representatives, appeared and stated their objections to the proposed bus line.

Mr. Leo E. Golden, Traffic Manager of the Burlington Shippers' Association, appearing in behalf of the shippers, testified as to the present service being rendered by the Chicago, Burlington & Quincy Railroad Company, and that with further competition by motor bus transportation, where present services are satisfactory and adequate, the curtailment of local train service would result.

A number of persons who had signed a petition for the establishment of the proposed bus line, repudiated their previous signature and

recorded themselves as being opposed to it after considering all the facts.

The question to be decided by the Commission is whether or not the establishment of the proposed service will promote the public convenience and necessity.

The trains while serving the towns which would be served by the proposed bus line, also serve towns beyond the terminals of the proposed bus line.

Considering all of the facts developed in this case, it is the opinion of the Commission that the establishment of the proposed bus service would not promote the public convenience and necessity.

Certificate is therefore denied.

No. H-511-1924.

Paul S. Otto. Waterloo. Motor Carrier-Passenger-Black Hawk, Bremer, Fayette, Chickasaw and Howard Counties.

On November 16, 1925, the Board rendered the following decision approving of the issuance of Certificate of Convenience and Necessity, authorizing operation in the following language:

This is an application of Paul S. Otto, Waterloo, Iowa, for a Certificate of Convenience and Necessity to operate as a motor carrier for the public transportation of passengers for compensation between Tripoll, Sumner, Randalia, Fayette, and West Union and between New Hampton and Cresco, in Bremer, Fayette, Chickasaw, and Howard Counties, Iowa.

The applicant is now operating as a motor carrier of passengers between Waterloo, Denver, Tripoli, Frederika, and New Hampton, making two round trips daily, except Sunday, and the present application is for additional authority.

According to the Time Schedule which was filed with the present application, if this application is granted, applicant proposes to operate through cars between Waterloo and West Union, via Tripoli, making two round trips daily, except Sunday, and one round trip on Sunday. He also proposes to operate through cars between Tripoli and Cresco, making two round trips, daily, except Sunday, and one round trip on Sunday. The cars leaving Waterloo on the Waterloo-West Union route will make direct connections with the cars leaving that point for Cresco and all cars leaving Cresco will make direct connections at Tripoli with the West Union-Waterloo cars for Waterloo.

After due notice, the application was heard on October 8, 1925, in the office of the Black Hawk County Auditor, Waterloo, Iowa, and taken under advisement.

Written objections to the granting of this application were filed by the Chicago Great Western Railroad Company on September 18, 1925, and by the Chicago, Milwaukee & St. Paul Railway Company on September 23, 1925, the latter being represented at the hearing by its attorney, Mr. C. L. Taylor, of Des Moines, Iowa.

Upon the evidence as submitted, the Board believes, inasmuch as there is no direct service between Tripoli. Sumner, Randalia, Fayette, and West Union, that it would promote the public convenience and necessity

to have this proposed service inaugurated, and it hereby orders that Certificate of Convenience and Necessity issue as between these points.

Strenuous objections were made by the Chicago, Milwaukee & St. Paul Railway Company to the granting of the application for authority to operate between New Hampton and Cresco. Petitions and letters from prominent men along both routes were filed by the applicant, all asking that the application be granted. Counter petitions were filed by a number of residents of New Hampton, protesting the granting of the certificate. At the present time there is practically no service between Cresco and Waterloo, and the proposed bus service would be a convenience and necessity, if the present Chicago, Milwaukee & St. Paul Railway time cards were maintained, but, as shown by the evidence submitted by the Chicago, Milwaukee & St. Paul, that company would restore the suspended service consisting of a third train, between Austin and Calmar, on October 15, 1925. It has been their custom during the summer months, when private automobiles and busses are universally used, to discontinue this third train, and to restore it to service about the middle of October for the winter months. This permits passengers to leave Cresco at 9:05 A. M. and arrive at New Hampton at 11:28 A. M., in time to make connections with the Chicago Great Western train for Waterloo, or with the bus line for that point. Passengers can also leave Cresco at 1:48 P. M., arrive at New Hampton at 4:43 P. M., and in the other direction leave New Hampton at 10:20 A. M., and arrive at Cresco at 12:50 P. M.; or leave New Hampton 2:50 P. M. and arrive at Cresco at 4:45 P. M. It is apparent to the Board that during the period when this third train is being operated by the Chicago, Milwaukee & St. Paul there is no necessity for the proposed bus service, but the Board does feel that during the summer months, when and if this train is not operated by the objectors, the Chicago, Milwaukee & St. Paul Railway Company, the proposed bus service will promote the public convenience and necessity, and it is ordered that the applicant be granted certificate of authorization to operate as a motor carrier of passengers between Cresco and Waterloo during such period of time as the Chicago, Milwaukee & St. Paul Railway Company shall not be operating this third train; and when the train is again reinstated then the bus line shall cease operation. Certificate of Convenience and Necessity for this part time service will issue.

During the current year the following Certificates of Convenience and Necessity were issued, under the provisions of Chapters 4 and 5, Laws of the 41st General Assembly:

Certificate No. 1, dated September 21, 1925, authorizing O. C. Wright, Adel, Iowa, to operate as a passenger motor carrier over the following routes:

Route No. 1 between Des Moines, Waukee, Adel, Redfield, Linden, Panora and Guthrie Center.

Route No. 2 between Des Moines, Van Meter, De Soto, Earlham, Dexter and Stuart.

Docket Nos. H-9, H-19, H-172, H-429, H-500.

Certificate No. 3, dated August 24, 1925, authorizing Merritt B. Hildreth, Anthon, Iowa, to operate as a passenger motor carrier over the following routes:

Route No. 1, between Anthon, Moville and Sioux City.

Route No. 2, between Anthon, Oto, Smithland, Holley Springs and Sioux City, then returning to Anthon over the above described route. Docket Nos. H-8, H-438.

Certificate No. 4, dated September 15, 1925, authorizing the Great White Way Bus Line, Monroe, Iowa, a partnership composed of L. T. Munson, Monroe, Iowa, and R. L. Conard, Indianola, Iowa, to operate as a passenger motor carrier over the following route:

Route No. 1, between Oskaloosa, Pella, Otley, Monroe, Prairie City, and Des Moines.

Docket Nos. H-14, H-127.

Docket Nos. H-14, H-127.

Certificate No. 6, dated August 10, 1925, authorizing the Ft. Dodge, Des Moines & Southern Transportation Company, Boone, Iowa, to operate as a passenger motor carrier over the following route:

Between Algona, Livermore, Humboldt, Dakota City and Ft. Dodge. Docket No. H-26.

Certificate No. 8, dated October 15, 1925, authorizing M. J. Cass, Monticello, Iowa, to operate as a passenger motor carrier over the following route:

Between Monticello, Cascade, the unincorporated towns of Fillmore, Ball Clough and Key West, and Dubuque.

Certificate No. 10, dated September 15, 1925, authorizing W. R. Hagen & Son, Monroe, Iowa, to operate as a passenger motor carrier over the following routes:

Route No. 1, between Des Moines, Prairie City, Fairmount, Monroe, Otley, and Pella.

Route No. 2, between Monroe, through the unincorporated towns of Cordova and Red Rock, and Knoxville. Docket Nos. H-11. H-248.

Certificate No. 12, dated November 18, 1925, authorizing the Iowa Transit Company, Shenandoah, Iowa, a partnership composed of W. L. Farmer, Shenandoah, and F. C. Farmer, Shenandoah, to operate as a passenger motor carrier over the following routes:

Route No. 1, between Shenandoah, Sidney, Tabor, Glenwood, and Council Bluffs.

Route No. 2, between Shenandoah, the incorporated town of Norwich, Yorktown and Clarinda, and seed how control letter to be being the control of the control

Certificate No. 14, dated July 9, 1925, authorizing A. E. Cattermole, Storm Lake, Iowa, to operate as a passenger motor Carrier over the following route:

Between Spencer, Greenville, Sioux Rapids, Rembrandt, Truesdale, and Storm Lake.

Declared No. 11.5, Fr.135

Docket No. H-81.

Certificate No. 16, dated July 10, 1925, authorizing Henry Billman, Mason City, Iowa, to operate as a freight motor carrier over the following

Between Mason City, Nora Springs, Rudd, Floyd, and Charles City, Docket H-34.

Certificate No. 17, dated August 10, 1925, authorizing the Service Transfer Company of Atlantic, Iowa, a partnership composed of Lee Gaylord, and Hartley Baxter, Atlantic to operate as a freight motor carrier over the following route:

Between Atlantic, Lorah, Brayton, Exira, Hamlin, and Audubon. Docket H-135.

Certificate No. 18, dated July 24, 1925, authorizing Benjamin W. Crips, Ottumwa, Iowa, to operate as a passenger motor carrier over the following routes:

Route No. 1, between Ottumwa and Bloomfield.

Route No. 2, between Ottumwa, Eddyville, and Oskaloosa, Docket Nos. H-50 and H-344. Delwarn Monthello, Caroles, and animology of the Milmon

Certificate No. 19, dated July 24, 1925, authorizing Otto and Stanley Jackson, Keokuk, to operate as a passenger motor carrier over the following routes:

Route No. 1, between Keckuk, Montrose and Ft. Madison. Route No. 2, between Keckuk, Montrose, Ft. Madison and Burlington. Docket No. H-29.

Certificate No. 20, dated July 14, 1925, authorizing Bert Myers, Adel, Iowa, to operate as a freight motor carrier over the following route:

Between Des Moines, Waukee, Dallas Center, Minburn, and Adel. Docket H-35.

Certificate No. 21, dated July 14, 1925, authorizing W. A. Eben, Adel, Iowa, to operate as a freight motor carrier over the following route: Between Adel, Waukee and Des Moines. Docket No. H-27, droho and a warrast 2) A line dechumeds and and Williams and Control of the

Certificate No. 22, dated November 10, 1925, authorizing G. L. Ramsey, Redfield, Iowa, to operate as a freight motor carrier over the following route: 15 to used between the fact that the between the owner of the stands

Between Redfield, Adel, Waukee and Des Moines. Docket No. H-98.

Certificate No. 23, dated August 17, 1925, authorizing Miles R. Landis, Maquoketa, Iowa, to operate as a passenger and express motor carrier over the following routes:

Route No. 1, between Maquoketa, Baldwin, Monmouth, Wyoming, Onslow, Center Junction, Anamosa, Springville, Marion, Kenwood Park and

Route No. 2, between Monticello, through the unincorporated town of Langworthy, Anamosa, Springville, Marion, Kenwood Park, and Cedar Rapids. Docket No. H-408,

Delware Townsoll and March 1821 Certificate No. 25, dated October 20, 1925, authorizing F. H. Anderson & Son, Correctionville, Iowa, a partnership composed of F. H. Anderson and Gaylen F. Anderson, to operate as a freight motor carrier over the following route:

Between Sioux City and Correctionville. Docket No. H-418.

Certificate No. 26, dated August 3, 1925, authorizing F. C. Fowler, Moville, Iowa, to operate as a passenger motor carrier over the following Compression, lower to operate so a fraight motor carrier over the :sation

Route No. 1, between Moville, Lawton and Sioux City.

Route No. 2, between Moville and Correctionville. Docket Nos. H-7. H-267.

Certificate No. 27, dated October 26, 1925, authorizing Jefferson Highway Transportation Company, Minneapolis, Minn., to operate as a passenger motor carrier over the following route:

Between the north line of the State of Iowa, Northwood, Kansett, Manly, and Mason City. notypically had with a troll and newcond Docket No. H-52.

Certificate No. 28, dated August 3, 1925, authorizing Ward W. Walrod, DeWitt. Iowa, to operate as a passenger motor carrier over the follow-

Between Grand Mound, DeWitt and Clinton, and Chinton, and Docket No. H-47.

Certificate No. 29, dated July 24, 1925, authorizing T. S. Buck, Humboldt, Iowa, owner and operator of the Humboldt Motor Express, Humboldt, to operate as a freight motor carrier over the following route:

Between Humboldt, Dakota City and Ft. Dodge. 2014 N. 1940011 Docket No. H-121.

Cartificute No. 35 dated Navigated 15, 1975, antitoticing The Rungella Certificate No. 30, dated July 24, 1925, authorizing Nis N. Ostergaard, Camanche, Iowa, to operate as a passenger motor carrier over the following route: allowing route: allowing route routes routes

Between Camanche and Clinton, motion and large at large of the atlantage of the control of the c

Docket No. H-56.

Certificate No. 31, dated July 24, 1925, authorizing Julius Schroeder, Clinton, Iowa, to operate as a freight motor carrier over the following routes:

Route No. 1, between Clinton, Low Moor, DeWitt and Grand Mound. Route No. 2, between Clinton, Low Moor, DeWitt, Grand Mound and Calamus.

Docket No. H-116.

Certificate No. 32, dated August 3, 1925, authorizing R. A. Campbell, Rockwell, Iowa, to operate as a freight motor carrier over the following route:

Between Rockwell and Mason City.

Docket No. H-141.

Certificate No. 33, dated November 20, 1925, authorizing H. G. Hill, Bloomfield, Iowa, to operate as a freight motor carrier over the following route:

Between Bloomfield and Ottumwa.

Docket No. H-131.

Certificate No. 34, dated August 17, 1925, authorizing Bert Phillips, Rembrandt, Iowa, to operate as a freight motor carrier over the following route:

Between Rembrandt, Truesdale, and Storm Lake. The storm Docket No. H-70.

Certificate No. 35, dated November 21, 1925, authorizing C. T. Gates, La Porte City, Iowa, owner and operator of Gates Transfer Line, La Porte City, Iowa, to operate as a freight motor carrier over the following route:

Between La Porte City and Waterloo. Docket No. H-67.

Certificate No. 36, dated August 3, 1925, authorizing Earl Neth, Atlantic, Iowa, to operate as a freight motor carrier over the following route:

Between Atlantic and Lewis, he was a second barrier months.

Certificate No. 37, dated August 3, 1925, authorizing W. H. Drake, Garner, Iowa, to operate as a freight motor carrier over the following route:

Between Garner, Clear Lake and Mason City.

Docket No. H-138.

Certificate No. 39, dated November 17, 1925, authorizing The Runnells Bus Line, Runnells, Iowa, a partnership composed of C. L. Blue, Runnells, Iowa, and J. T. Snyder, Mitchellville, Iowa, to operate as a passenger motor carrier over the following route:

Between Runnells and Des Moines. naturally has somment neowicell Docket No. H-2.

Certificate No. 41, dated August 3, 1925, authorizing C. L. Hartzell, Britt, Iowa, to operate as a freight motor carrier over the following route:

Between Britt, Garner, Clear Lake and Mason City. Docket No. H-105.

Certificate No. 42 dated August 10, 1925, authorizing R. L. Smith, Moville, Iowa, owner and operator of Motor Service Company, of Moville, Iowa, to operate a a freight motor carrier over the following route:

a comment See 31 about November, in 1925, and other a building a b

Between Moville and Sioux City.

Docket No. H-73.

Certificate No. 43, dated October 20, 1925, authorizing Dale Lissner, Kingsley, Iowa, owner and operator of the Kingsley Motor Express, Kingsley, Iowa, to operate as a freight motor carrier over the follow-

Between Kingsley, Moville and Sioux City.

Certificate No. 44, dated November 10, 1925, authorizing Robert A. Wilson, Grant, Iowa, to operate as a freight motor carrier over the following route:

Between Elliott and Grant, on tourest more hisward merwiall

Docket No. H-282.

Certificate No. 46, dated October 25, 1925, authorizing P. R. Davis, Avoca, Iowa, owner and operator of the Avoca Transit Company, Avoca, Iowa, to operate as a passenger motor carrier over the following route: Between Avoca, Hancock, Oakland, Carson, Treynor and Council Blufts. Docket No. H-111.

Certificate No. 48, dated November 21, 1925, authorizing Madrid Motor Transport, Madrid, Iowa, a partnership composed of Earl Ramsey, Madrid, Iowa, and G. A. Kirtley, Des Moines, Iowa, to operate as a freight motor carrier over the following route:

Between Des Moines, Polk City and Madrid. Docket No. H-100.

Certificate No. 49, dated August 10, 1925, authorizing Bishop & Croghan, Griswold, Iowa, a partnership composed of John Bishop and C. B. Croghan, Griswold, Iowa, to operate as a freight motor carrier over the following route:

Cartificate No. 57, dated Nevember 73, 1976, authorizing H. A. Besting

Between Griswold, Lewis and Atlantic.

Docket No. H-39.

Certificate No. 50, dated November 23, 1925, authorizing Otto Mitchell,

Pierson, Iowa, owner and operator of Pierson Motor Express, Pierson, Iowa, to operate as a freight motor carrier over the following route:

Between Pierson and Sioux City.

Docket No. H-336.

Certificate No. 51, dated November 30, 1925, authorizing Adolph H. Ausenhus, Northwood, Iowa, to operate as a freight motor carrier over the following routes:

Route No. 1, between Northwood, Kensett, Manly, and Mason City.
Route No. 2, between Northwood and the point where Primary Road
No. 1 intersects the north line of the State of Iowa.

Docket No. H-406.

Certificate No. 52, dated November 2, 1925, authorizing R. B. Fearing, Cedar Falls, Iowa, owner and operator of the Clark's Dray and Storage Line, Cedar Falls, Iowa, to operate as a freight motor carrier over the following route.

Between Cedar Falls, Cedar Heights, Castle Hill, and Waterloo.

Docket No. H-113.

Certificate No. 53, dated November 21, 1925, authorizing F. E. Wyman, Griswold, Iowa, to operate as a passenger motor carrier over the following route:

Between Griswold, Carson, Treynor and Council Bluffs. A powerful Docket No. H-143.

Certificate No. 54, dated November 30, 1925, authorizing George W. Gonterman, Eldon, Iowa, to operate as a freight motor carrier over the following route:

Between Ottumwa, Agency, and Eldon.

Certificate No. 55, dated August 17, 1925, authorizing F. D. Eatwell, Prairie City, to operate as a freight motor carrier over the following route:

Between Prairie City and Des Moines. Docket No. H-71.

Certificate No. 57, dated November 27, 1925, authorizing H. A. Dessinger, Ft. Dodge, Iowa, owner and operator of Yellow Cab Company, Ft. Dodge, Iowa, to operate as a passenger motor carrier over the following route:

Between Fort Dodge and the United States Gypsum Company.

Docket No. H-339.

Certificate No. 61, dated October 30, 1925, authorizing Thomas W. Hannah, Fairfield, Iowa, to operate as a passenger motor Carrier over the following route:

Between Graweld Lewis sud actually

Between Fairfield, Birmingham, through the unincorporated town of Mt. Zion and Keosauqua. Docket No. H-55.

Certificate No. 62, dated November 20, 1925, authorizing L. W. Lau, Ventura, Iowa, to operate as a freight motor carrier over the following route:

Between the unincorporated town of Ventura, Clear Lake and Mason City.

Docket No. H-183.

Certificate No. 65, dated November 15, 1925, authorizing L. E. Strickler, Iowa City, Iowa, to operate as a passenger motor carrier over the following routes:

Route No. 1, between Iowa City, Kalona and Washington.

Route No. 2, between Washington, Brighton, Pleasant Plain and Fair-field.

Docket Nos. H-62, H-484.

Certificate No. 67, dated December 8, 1925, authorizing Harry C. Patridge, Spencer, lowa, to operate as a freight motor carrier over the following route:

Between Spencer, Milford, Arnolds Park, Okoboji and Spirit Lake. Docket No. H-199.

Certificate No. 69, dated November 16, 1925, authorizing the White Star Bus Company, Muscatine, Iowa, to operate as a passenger motor carrier over the following routes:

Route No. 1, between Muscatine, Grandview, Wapello, Oakville and Burlington.

Route No. 2, between Muscatine, West Liberty and Iowa City.
Docket Nos. H-128, H-377.

Certificate No. 71, dated November 16, 1925, authorizing Harold Kristensen, Hudson, Iowa, to operate as a freight motor carrier over the following route:

Between Hudson and Waterloo. doll on head Docket No. H-78.

Certificate No. 74, dated August 17, 1925, authorizing Harris Brothers, Spencer, Iowa, a partnership composed of Francis J. Harris, Spencer, Iowa, and Joseph W. Harris, Spencer, Iowa, to operate as a passenger motor carrier over the following route:

OF Specific and Constitution with the base of bother and less appropriate

Between Spencer, Milford, Arnolds Park, Okoboji and Spirit Lake, Docket H-38.

Certificate No. 75, dated October 20, 1925, authorizing The Waterloo, Cedar Falls & Northern Railway Company, Waterloo, Iowa, to operate as a passenger motor carrier over the following routes:

MOTOR CARRIER DECISIONS

Route No. 1, between Waterloo, Castle Hill, Cedar Heights and Cedar Falls.

Route No. 2, between Waterloo, Jesup and Independence. Dockets H-30, H-90.

rectificate the drawn National Vaccount of 1975 authorities L. W. Land. Certificate No. 77, dated August 17, 1925, authorizing J. E. Thompson, Roland, Iowa, to operate as a freight motor carrier over the following routes: the solal useful annually, to anot be average and a sol

Route No. 1, between Ames, Gilbert, Story City and Roland.

Route No. 2, between Ames, Gilbert, Story City, Randall, and Roland. Configure No. 65, and November 15, 1975, authorizing L. E. Billek.

Certificate No. 80, dated December 4, 1925, authorizing Frank J. Clouss, Manson, Iowa, to operate as a freight motor carrier over the following route:

Between Manson and Ft. Dodge.

Docket No. H-110.

Certificate No. 85, dated August 24, 1925, authorizing Nick Beuzekom, Hull, Iowa, to operate as a freight motor carrier over the following route:

Between Hull and Sheldon. Docket No. H-93.

Certificate No. 88, dated October 29, 1925, authorizing N. C. Christensen, Algona, Iowa, to operate as a freight motor carrier over the following route:

Between Algona, Humboldt, Dakota City and Ft, Dodge. Docket No. H-164.

Certificate No. 89, dated November 16, 1925, authorizing D. F. Cooksey. Red Oak, Iowa, to operate as a freight motor carrier over the following route: Small gaissanding diff. 81 things of the March of the content Harold:

Wouldn No. 2, between Mustratus West Liberty and laws Chy.

Between Red Oak, Emerson, Hastings, Malvern, Glenwood and Council Bluffs.

Docket No. H-51.

Certificate No. 90, dated October 15, 1925, authorizing The Sioux Falls Traction System, Sioux Falls, South Dakota, to operate as a passenger motor carrier over the following routes:

Route No. 1, between the point at the north line of the State of Iowa, where Primary Road No. 9 intersects the north line of Sioux Township, Lyon County, Iowa, Larchwood, Lester, Rock Rapids, Little Rock, Sibley, the unincorporated town of Allendorf, Ocheyedan, Harris, Lake Park, the unincorporated town of Montgomery and Spirit Lake.

Route No. 2, between the west line of the State of Iowa near the northwest corner of Section 15, Township 95 North, Range 48 west, Hawarden, Chatsworth, Akron, Westfield and Sioux City,

Route No. 3, between Sioux City, Salix, Sloan, Whiting, Onawa, Blencoe, River Sioux, Mondamin, unincorporated town of Calhoun, Missouri Valley, through the unincorporated towns of Loveland, Honey Creek, and Crescent and Council Bluffs. beard from the state of

Certificate No. 92, dated November 23, 1925, authorizing C. J. Jauron, Salix, Iowa, to operate as a passenger motor carrier over the following Thornton, lower to operate as a freight motor carrier over the : arriver court

Between Sloan, Salix, Sergeant Bluff and Sioux City.

Certificate No. 94, dated November 18, 1925, authorizing Roy E. Bruce, Sheffield, Iowa, to operate as a freight motor carrier over the following route: At a course resident resident property of await and Alden, being route;

Between Sheffield, through the unincorporated town of Chapin, and Hampton.

Docket No. H-139.

Certificate No. 95, dated November 17, 1925 authorizing George Koss, Ely, Iowa, to operate as a freight motor carrier over the following route: Between Ely and Cedar Rapids, seem of molanting (magnet) Docket No. H-175.

Certificate No. 103, dated November 18, 1925, authorizing Frank Reeve. Popejoy, Iowa, to operate as a freight motor carrier over the following Certificate No. 130, dated October 18, 1915, authorizing W. S. : stuor

Between Burlington and St. Madican.

Between Cambridge, Sulvery and the Majore

Between Popejoy and Iowa Falls. Docket No. H-253.

Certificate No. 104, November 10, 1925, authorizing Carl Brown, Winterset, Iowa, to operate as a freight motor carrier over the following route: govern notationing and at being A total and on standing

Between Des Moines, Norwalk, Martensdale, Bevington, Patterson and Winterset. Docket Nos. H-214, H-357, The state of the second description of the s

Certificate No. 106, dated November 19, 1925, authorizing Toney Gerdes, Independence, Iowa, to operate as a freight motor carrier over the following route:

Between Waterloo, Jesup and Independence. Docket No. H-28.

Certificate No. 113, dated November 20, 1925, authorizing E. C. Dorsey, Anita, Iowa, to operate as a freight motor carrier over the following route:

Between Anita, Wiota and Atlantic. Docket No. H-21.

Certificate No. 117, dated November 2, 1925, authorizing Keith E. Stalker, Rudd, Iowa, to operate as a freight motor carrier over the following routes:

Route No. 1, between Rudd, Floyd and Charles City.

Route No. 2, between Rudd, Nora Springs and Mason City.

Docket No. H-63.

Certificate No. 118, dated October 29, 1925, authorizing Albert Welker, Thornton, Iowa, to operate as a freight motor carrier over the following route:

Between Thornton, Swaledale, Rockwell and Mason City.

Certificate No. 120, dated November 2, 1925, authorizing W. A. Boldon, Alden, Iowa, to operate as a freight motor carrier over the following route:

Between Alden and Iowa Falls. Docket No. H-365.

Certificate No. 123, dated November 2, 1925, authorizing H. B. Green, Burlington, Iowa, owner and operator of H. B. Green Motor Transport Company, Burlington, Iowa, to operate as a freight motor carrier over the following route.

Between Burlington and Ft. Madison.

Docket No. H-166.

Certificate No. 139, dated October 29, 1925, authorizing W. S. Cronk, Cambridge, Iowa, to operate as a freight motor carrier over the following route:

Horseleve Lewis to appropriate the residence

Between Cambridge, Ankeny and Des Moines. Docket No. H-409.

Certificate No. 138, dated August 24, 1925, authorizing Harvey Frank Schaeffer, Tipton, Iowa, to operate as a freight motor carrier over the following route:

Between Davenport, Mayesville, New Liberty, Bennett and Tipton.

Docket No. H-397.

State of Iowa

Forty-Ninth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1926

DWIGHT LEWIS, Chairman.
CHARLES WEBSTER, Commissioner.
B. M. RICHARDSON, Commissioner.

GEO. L. McCAUGHAN, Secretary,

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